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FFn DIARY

May 2-9 Embalse, Argentina	FAI World Championships. F1A, F1B, F1C. See FFn 1012. web: www.embalse2011.com	May 28-29 Tass, Hungary CANCELLED	26th Pusztas Cup. Contact: György Pinkert,, email: info@cavalloni.hu , web: http://www.cavalloni.hu
May 7 Salonta, Romania	Szabó Miklós Memorial Contest. F1A, F1B, F1C, F1Q. Contact: József Guti, tel: +36 20 363 55 73, email: guti@fafem.hu , web: http://faiflabc.com	May 28-29 Barkston Heath	BMFA Salisbury Plain. See FFn 1012.
May 7-8 Salisbury Plain	BMFA Trimming Weekend. See FFn 1012 Must call Peter Tribe on Friday before 01225 862748.	May 28-30 Barkston Heath	BMFA National Championships. B/G, B/R B/P, B/E, Tailless, Women's BG/BR/BP, Junior BG/BR/BP, CLG, F1A, F1B, F1C, F1Q, Vintage R/P, Vintage G, SLOP, HLG, P30, Novice G & R (junior kit glider & junior kit rubber), Bowden, F1H, F1G, F1J-BMFA1/2A, Mini-Vintage, CO2, E30. Classic R/P, Classic Glider. Plus Junior and overall category championships. Also Non Championship: FF Scale, Lulu/Golden Wings and SAM events. Contact: Mike Woodhouse 01603 457754.
May 8 CANCELLED	BMFA F1E. Contact: Ian Kaynes 01252 512538.	May 30 - June 1 Narrandera, NSW, Australia	Southern Cross Cup. F1A, F1B, F1C World Cup event. Contact: Roy Summersby, 132 The Esplanade Umina, NSW 2257, Australia, tel: +61 24 34 100 72, email: roydi132@optus.com.au , web: http://www.nswffs.com.au
May 8 Middle Wallop	Crookham Gala. See FFn 1104. F1G, mini vint RGP, comb power, comb glider. Contact John Thompson Tel. 01252 842471, Johnd.Thompson@btinternet.com	June 2-5 Narrandera, NSW, Australia	Australian FF Society Championships. F1A, F1B, F1C World Cup event. Contact: Phil Mitchell, PO Box 44, Terrigal NSW 2260, Australia, tel: +61 2438 43217, fax: +61 24 36 78 316 filnoels@bigpond.net.au
May 14-15 Salisbury Plain	Stonehenge Cup. F1A, F1B, F1C/P (Dick Johnson Memorial), F1Q. World Cup Event. Plus F1G. Contact: Chris Chapman 01963 220741, Sandman@uwclub.net	June 4-5 Port Meadow, Oxford	Oxford FF Rally. Sat 6.30pm: 'Champagne flyoffs' F1G, F1H, HLG/Cat. Sun: start 10am: F1G, F1H, E30/P30/CO2 comb 5x2 in rounds. Vint.R (34" max span), Vint.G (72" max span or A2), classic G 1951-60, tailless R/G comb 3x2 no rounds. HLG/Cat comb 1 min max. See FFn 1012 for rules and conditions. Contact: Andrew Crisp, tel 01865 553800.
May 14-15 Monte Sisemol - Gallio, Italy	F1E World Cup events. May 14: Coppa Primavera. May 15: Coppa Sismol. Contact: Maurizio Tomazzoni, tel: +39 0464 430 230 or +39 335 565 09 70, fax: +39 0484 430 230, email: gaetom@teletu.it	June 4-5 Pazardzik, Bulgaria	Sofia Cup. F1A, F1B, F1C, F1P, F1Q World Cup. Contact: Borislav Bardarov, tel: +359 888 703 306, fax: +359 618 607 72 f1a@abv.bg www.F1ABC.com
May 21 Vsechov, Czech Rep.	26th Jihocesky pohar. F1A, F1B, F1C World Cup event. Contact: Rostislav Kvasnicka, t: +420 608 059 803, fax: +420 381 292 017 r.kvasnicka@seznam.cz	June 11-12	BMFA Salisbury Plain. See May 7-8.
May 21-22 Turda, Romania	2 F1E World Cup events. May 21: Memorial Popa Cringu, May 22: Turda Cup. Contact: Conu Marius, tel: +40 21 31 62 454 or +40 31 80 57 471, email: conu@rdsmail.ro , web: http://www.frmld.ro		
May 21-22	BMFA Salisbury Plain. See May 7-8.		
May 22 Near Sheffield	BMFA 2nd F1E (Team Selection). Contact: Ian Kaynes 01252 512538.		
May 27-29 Nova Pazova, Serbia	28th Srem Cup. F1A, F1B, F1C, F1Q World Cup event. Contact: tel: +381 63 252 064, fax: +381 22 323 597, email: aknovapazova@yahoo.com		

CIAM PLENARY MEETING, APRIL 14-16

Report by Ian Kaynes

The annual meeting of CIAM (the Aeromodelling Commission of the FAI) was held in Lausanne in the Olympic Museum.

A CIAM Bureau meeting was held on April 14. The Free Flight Technical Meeting (FFTM) which I chaired as chairman of the Free Flight Subcommittee (FFSC) was conducted on April 15th, together with some Plenary business and presentation to World Cup winners. A nice incidental to the presentations was that Gerd Wobbeking presented me with the German Otto Lilienthal certificate in recognition of 500 issues of FFN. The main Plenary meeting (at which the binding decisions are made according to the votes of national delegates) was on April 16th.

The FFTM was attended by:

Mehmed Arslau	Turkey
George Batiuk	USA
Martin Dilly	New Zealand
Suart Esmer	Turkey
Cesare Gianni	Italy
Trevor Grey	UK
Ivan Horejsi	Czech Republic
Jack Humphreys	Canada
Wilhelm Kamp	Austria
Ian Kaynes	UK
Srdjan Pelagic	Serbia
Sandy Pimenoff	Finland
Andras Ree	Hungary
Paul Seren	Germany
Jari Valo	Finland
Gerhard Wobbeking	Germany
Mihail Zanciu	Romania

F1Q

The major technical rule change proposals concerned the electric class F1Q. Denmark, Germany and USA all proposed changing the rules to restrict performance by imposing energy limits. These require an energy limiter to be fitted on the aircraft, with the USA proposal including an alternative option of measuring power before launch and calculating a motor run time to give the required energy usage.

The intent of the proposals were to reduce the performance of F1Q models from the very high level shown by German and Finnish flyers. Matti Lihmato, 2010 World Cup winner, has an F1Q which climbs to 150m in 4 seconds, and then glides for over 6 minutes. The current limitation of battery weight does not provide a clear enough performance limit, particularly while battery technology has been progressing. To reduce the limit further would have resulted in battery overload and overheating. On the other hand some flyers, especially in UK and USA, considered that no limitation was necessary and that the addition of expensive electronic limiters would discourage participation.

The energy limiter proposals raised questions including:

- How to process and check the energy limiter settings and use when making contest flights
- The procedure for flyoffs – subject to the previous point it would be very complex to administer different energy limits for each flyoff round.
- If an alternative means of energy limiting could be allowed via motor run timing
- The details of the amount of energy allowed. All proposals called for energy related to the weight of the model (actual values proposed were 4, 4.5 and 5 Joules per gram). The question that arises is whether a direct link of energy to weight will drive models to the largest size – like the F1C rules that have mass linked to motor capacity, but everybody flies with the maximum of 2.5cc, never using smaller motors.

In the technical meeting Paul Seren demonstrated the use of an Unilog energy limiter on his bench set up of an electric power system. He showed how an interface module could be plugged in to show or to change the energy limit settings. A duplicate module could be plugged in to allow comparison between limiters to confirm accuracy.

On the issue of the actual energy value, Trevor Grey suggested a slightly higher than value, such as 5.5 Joules/gram. However, the meeting did not see the need to go outside the range of the proposals but readily agreed to the highest proposed limit of 5 Joules per gram. The German proposal included an upper limit at 600g and the Danish proposal no limit. USA had no limit on the direct energy limiting option but the form via motor run timing had constant energy for motor runs less than 4 sec or more than 15 sec. These constant energy options gave advantages to light low powered models and also to heavy high powered models. After discussion Germany agreed to reduce their limit to 550g and this was adopted (i.e models heavier than 550g have their energy capped at the value for 550g).

Some people might find it useful if I give a reminder of energy units: the Joule is the metric measurement of energy and corresponds to a power of 1 Watt exerted for one second. Electrically, one Watt is a current of one Amp with a potential of one Volt. In mechanical terms one Watt is moving a distance of one metre against a force of one Newton – this means raising a mass of 100g by a height of just over one metre. Thus the energy limit of 5 Joules per gram gives energy which would raise the model to 500 metres, assuming perfect efficiency.

For an alternative implementation of energy limiting, there was initial discussion of a motor run calculation based on the stated characteristics of the battery (number of cells and the nominal capacity and maximum discharge rate). After discussion it was agreed that it would be more accurate to measure the actual power rather than estimate it from stated battery characteristics and so part of the US proposal was incorporated into the German proposal. This requires measuring the energy with a Wattmeter with the motor running from a fully charged battery and then calculating the motor run which gives the specified amount of energy.

There was enough doubt about how practical it would be to monitor energy limiter settings on the field without introducing the further complication of reducing energy for each flyoff round. The technical meeting decided to maintain the same energy settings for all flights and conduct the F1Q flyoffs by the same F1ABC process of increasing the max by two minutes for each flyoff round.

The Technical meeting and then Plenary meeting were both unanimous in accepting the modified proposal.

The full statement of the F1Q characteristics agreed at the meeting is given below. The intent was to have a single power measurement but in the quick drafting the word “average” has been retained from the USA proposal – the wording of this will be clarified.

3.Q.2 Characteristics

The battery pack will power the motor(s) as well as the controller(s) if they are used.

Lithium type battery packs must be in as manufactured condition, with the covering around the single cell(s). If more than one cell is used a balancer connector must be fitted.

External Battery packs are required to have a safety tether to the fuselage.

Safety locks must be used to prevent unintentional restarting of motor(s) after motor(s) have been stopped.

Rule B.3.1. of Section 4b does not apply to class (No builder of the model requirement.)

The motor run time will be determined by a maximum energy amount. In addition, motor runs over 20 seconds are regarded as overruns. The energy budget of each model is 5 joules per gram of the total weight. For energy calculations, weight exceeding 550 grams is to be ignored. Energy limitation will be by an energy limiter or by a motor run limit related to measured power.

a) For models with energy limiters. The allowed energy amount starts to be calculated with the launch of the model. If the energy limiter doesn't have the capability detecting the launching moment it may start its calculation from the beginning of the motor run. The measuring device has to calculate the energy consumed in real time. After coming to the end of the limited energy supply, the motor(s) must stop irreversibly. The timer stays independent, but the device may inform the timer about the end of the energy supply.

b) For models without energy limiters the motor's energy in watt-sec over the motor run is calculated as the average wattage over the motor run multiplied by the motor run, using a freshly charged battery (4.15 to 4.2 volts per Li cell, 1.2 volts per NiCad or NMH cells). Average wattage is calculated by measuring the initial wattage as the motor is powered with a commercial wattmeter via 3.5 mm male and female bullet connectors furnished by the contestant.

F1Q models may use radio control only for irreversible actions to terminate the flight (dethermalisation). This may include stopping the motor if it is still running. Any malfunction or unintended operation of these functions is entirely at the risk of the competitor.

The number of models eligible for entry by each competitor is four.

3.Q.8 Classification

- a) The total time for each competitor for each of the official flights defined in 3.Q.3. is taken for the final classification.
- b) In order to decide the individual placings when there is a tie, additional flights shall be made after the last flight of the event has been completed. The maximum time of flight for the first of the deciding flights shall be five minutes and the maximum time of flight shall be increased by two minutes for each subsequent flight.
- c) The organiser will establish a 10 minute period during which all fly-off competitors must release their model. Within these 10 minutes the competitors will have the right to a second attempt in the case of an unsuccessful first attempt for an additional flight according to paragraph 3.Q.5. Starting positions will be decided by draw for each fly-off.
- d) In the event of exceptional meteorological conditions or model recovery problems, the Jury may permit the maximum for a round to be changed. Such a modified maximum must be announced before the start of the round.
- e) The energy and motor run limits remain as defined in 3.Q.2

World Cup rules

Canada had proposed increasing the number of World Cup events from 2 to 3 for all countries outside Europe.

It should be remembered that for World Cup classification the total of three results are counted. A competitor can score only one event organised by a European country but with no limit for countries outside Europe. A complication of the Canada proposal was that it would mean a competitor could make his entire three-event total from events in a single country outside Europe. This generated some opposition to the proposal.

A further complication with World Cup is the extension of organisers running events in other countries. Presently there is no limit on this but the majority of the FFSC had supported a

limit on counting events according to the country they were flown in (this had not gone forward as a proposal to CIAM because it happened too late for the submission date). This draft limitation was adapted to fit within the Canadian proposal and thus provide some limitation on winning a World Cup in a single country. The modified proposal was accepted unanimously by the FFTM and the Plenary meeting. This applies as an interim for 2012 and the rules will be further reviewed during the year. The two modified paragraphs in the World Cup rules are:

3. Contests

A maximum of two contests may be selected for any European country. A maximum of three contests may be selected for countries outside Europe. A country may choose to fly a World Cup event at a flying site in another country. For the purpose of counting events and classification (paragraph 5(a)) this event will be regarded as an event by the organising country, provided that the name of this country is included in the title of the event and the organiser contact address, telephone and fax numbers are in the organising country.

5. Classification

The World Cup results are determined by considering the total number of points obtained by each competitor in the World Cup events. Each competitor may count the result of all competitions, except that

a) only one competition may be counted from each organising country in Europe (taking the better score for any European country in which he has scored in two competitions).

b) a maximum of two competitions can be counted from events flown in the same country (according to the venue of the competition, irrespective of the organising country). The best two scores are taken if a competitor has scored in more than two events in one country

To determine the total score, up to three events may be counted, selecting each competitor's best results during the year.

Free flight definition

There were two proposals from the FFSC to change the definition of free flight in paragraph 1.3.1 in volume ABR. These were agreed by the FFTM and passed in the Plenary meeting.

The first was to extend the closed loop control definition to include moving mass as well as aerodynamic control.

The second was to remove the possibility of discus-style launching by one wing tip for general free flight models. Such launching can give potential performance benefits at the possible cost of some safety and complexity.

The modified free flight definition is now:

This is a flight during which there exists no physical connection between the model aircraft and the competitor or his helper. Radio control functions are allowed only when specifically stated in the rules for the relevant class. Closed loop control systems with active sensors and operating aerodynamic flight controls **or moving mass** are not allowed, except for steering in F1E. **Unless specifically stated in the rules for a class, free flight models must be launched with at least one hand holding the fuselage of the model**

F1N, indoor hand launch glider, which already uses wing tip launching has this use confirmed by adding the following sentence to the launch definition 3.N.8:

The requirement in 1.3.1 of section 4c that models be launched with one hand holding the fuselage does not apply to F1N.

Other proposals

The FFSC proposal to renumber the Sporting Code technical volumes with paragraph numbering starting with the class letters was withdrawn after discussion in the Bureau meeting, when a reorganisation of the volumes was being considered.

Finland had proposed a change to the F1D steering rules. This would have limited the amount of movement that could be made while steering, possibly making it very difficult to get models away from the wall when drift was present. As such the FFTM thought it was a rule change rather than a "clarification" and a rule change is not allowed in F1D this year. It was referred to FFSC to consider during the year.

The following FFSC proposals were accepted by FFTM and the Plenary meeting:

1) A modification to the definition of number of flights to specify that the official flight and all attempts and repeated attempts must be launched during the official round. For rubber classes it is added that winding must take place during the round (like the current flyoff rules when winding is specified to be within the round). This change is included in para 3.1.3 for F1A, 3.2.3 for F1B and so on for all the outdoor classes.

2) A change to the RDT rule for F1C and F1Q so that RDT may be used only for terminating the flight (not in place of a regular timer to stop the motor and then continue flying). The text is included in the F1Q rule 3.Q.2 above.

Championships News

The venues for 2012 FF Championships were selected at the Plenary meeting last year. As a reminder the 2012 venues are:

Junior World Champs F1ABP	Slovenia
Indoor World Champs	Serbia
Euro Champs F1ABC	Italy
Euro Champs F1E	Romania

The 2013 events were awarded at the Plenary meeting this year. Bids for the F1ABC World Champs had been submitted by Croatia, France, Slovenia, and Turkey. Croatia were not represented at Plenary and provided no details so that option was eliminated. The other bidders described their plans, with Slovenia emphasising that they had never had an FAI Championship (keeping quiet about the one already awarded for 2012). Turkey emphasised that it would be on the same field as the 2010 Euro Champs although run by a different organisation. France's bid would be run by the Moncontour club and they had organised the 2004 Junior World Champs, and noted that it will be 26 years since their last ABC World Champs, in comparison with the other bidders. The voting showed a clear majority for France with 25 against 5 each for Turkey and Slovenia.

The F1E World Champs was between Romania and Slovakia. The vote was won by a large majority in favour of Slovakia, with 24 votes against 9 for Romania.

The 2013 Junior Euro Champs F1ABP had bids from Bulgaria and Romania. Remarkably the first vote was a tie with 14 votes each. The second vote gave the honour to Bulgaria by 12 to 11.

There was only one offer for the Indoor Euro Champs – not surprisingly from the only established current site in Serbia. The offer was accepted by the Plenary.

BRITISH TEAMS FOR ARGENTINA, 2011

By Michael Warren

This year, sadly, we have only one F1C flyer – **Alan Jack** – making the trip to the World Championships...

I shall be taking either five or six models to Argentina, let's assume six for the moment. Two are conventional models, two are flappers and two are folding flappers. The two conventional models, Nos 21 and 22, have been around for a while, 22 is one of my favourites as it seems to know its way

into thermals and I may well fly that in the rounds, but 21 is probably bottom of the pile.

The two flappers – 29 and 31 – are both new though both have now flown in competitions. No 29 was used in the Maxmen where it went well, but it was newly trimmed at the time and it was a bit near to the stall – I opened the turn out during the comp but pushed it too far in one round and it stalled down. I also managed to have one max not recorded. I flew No 31 in the recent area centralised where I managed to put the lines on the wrong trigger and DTd when the extra rudder should have come out. I also managed to fail to record the last flight (noticing a pattern yet...?). The really sad thing is that even with one flight missing and another DTing at 30 secs I still managed to come 2nd - what has F1C flying come to in the UK?

Anyway, apart for the mishaps 31 showed a nice tendency to fly into air in that comp so it may get the nod for the rounds. The flappers are changed from last years' versions with a revised wing section which seems to climb faster. I think it's a step forwards. The two folding flappers are made up of 28 (Squid 2) which I flew last year and 30 (Squid 3) which is new. The new Squid has a 6 panel wing, nicer hinges and a much better unfold actuation. Squid 2 has a very definite unfold actuation but the line has a quite tortuous path and I have yet to find a material for the line which does not fray. That means changing the line every 20 flights or so and it makes me scared to fly it throughout a comp. Squid 3's actuation on the other hand is much more straightforward and it can be used repeatedly without the line fraying but I shall not use it in the rounds; it's too new. Squid 2 has proven hard to launch, it needs a definite right bias to avoid a left wing over. Squid 3 seems easier to launch - we shall see.

My other area of uncertainty is what engine to use in what model. All my engines are geared, I have three Hummers, one Fora, one Verbitski and one Cyclon and that is probably the order of merit. I have been experimenting with a (modified) Nelson piston and liner in the Cyclon and it is showing some promise. I would really like the Cyclon to be competitive because it is by far the lightest engine and weight is a real enemy in the variable geometry wing models.

Last year in Turkey I was doing well until the 6th round where I mis-assembled 22 when in haste to catch a thermal (having the glide post on top of the tailplane meant that it stuck in bunt). So that's the pattern; can I avoid the pratfall this year? I have electronic timers of my own manufacture that I have been using for nearly a season but, worried about reliability, I also have Seeligs for all my models. Aha! another way to have a pratfall. Making things simpler and avoiding all of the new stuff and gadgets would certainly help me to obtain a reasonable result - even buying models that really work (ugh, spit that out) - but I can't see as much fun in that! I know my coaches and advisors will be screaming for me to be positive, think only of good things...

It's a great shame that I shall be the only C flier from the UK where such a short time ago we had very strong teams. I need to get my brain round having a whole round to myself. Meanwhile Richard makes his debut in F1A. remember watching helpless from the touchlines when he played schoolboy football, and I guess I got used to it then so perhaps I can "enjoy the sun" (a little mantra from the golf course) to avoid becoming too intense!

And talking of **Richard Jack**, this year in his first World Championship team...

These are the first senior championships that I have qualified for and I can't wait to get over to Argentina and get started. I've flown in European and World Junior Championships and World Cup events all over the world, as well as attending the 2007 World Championships in Odessa as a helper so I have a pretty clear idea of what to expect, but I'm sure competing will

bring its own challenges. Perhaps it'll take a few goes at it (champs flying) to get it right, but my approach will be to treat it as much as possible like any other contest and maintain my usual method.

Last year was a bit of a breakthrough year for me, both in qualifying for the team for the first time and winning my first world cup event in Australia, so I'm hoping to carry that form forward into this season. I'll be taking five models, Nos 2, 17, 20, 21 and 23; all with electronic timers of Jack origin. Number 2 is the only one that I built; it's a long model that's getting on a bit now and is no longer really a front line model, but it did win the World Cup event in Australia and has a nice knack of finding the middle of a thermal so I think of it as an old friend and useful back-up. 17, 20 & 21 are all short models built by my Dad. I flew 21 through the trials last year and it'll be my 'go to' model when the wind gets up during the middle of the day. 23 is a new long model, also built by my Dad [Greater love hath no man... Eds], which has a standard (non-Eggleston) section, but it's the stiffest I've had, with two 5.5mm joiners, and gets me a bit more launching speed. It's been looking good in trimming, but you never can tell until it's flown in a competition, and with that in mind the Northern Gala is planned as its first competition outing. It'll be the model that I use for long early rounds and hopefully some long rounds in the evening too...

Finally I'd like to take this opportunity to thank my Dad for all the help he's given me in getting to this point, from driving/flying me all over the place to model preparation and advice, I couldn't have done it without him. And his price list is much more affordable than M&K and the rest, though they don't ask you to retrieve their models for them when they've broken their toe!

John Carter, after his third place in last year's Euro Champs, is again in the team...

This year I am following my 2010 regime with plenty of flying trying to get more from the models and of course training in the gym plus a lot of fell walking. Glider flyers need to keep on top of their fitness.

I now have a laminar flow wing, 2.3 m model that is looking very promising and to date has done some very good times in calm air with little likelihood of lift around. Also, this model gets to around 95m on launch and I managed to break the 100m launch a few weeks ago. I have also now got a long M&K flapper, not yet flown, which is very complicated and needs to be bench run first.

I think the Champs will be calm in rounds 1 and 2 then windy for the rest of the day. If this is the case I will process two short models from a stock of four, plus one extra long model and the laminar model. I don't think I have enough time to get familiar with the flapper but that depends on the weather over the next weeks up to the champs. I hope to be out flying at every opportunity at the champs and also, as last year, I want to be able to evaluate the site, like as every site, with it's good and bad places to fly.

The game plan is as last year, basically to get up on the line and find my good air but not to rule out tactical flying. Knowledge of the opposition and their models is also useful. The models we have today will max if the flyers don't make mistakes – it's all up to the pilot.

And from **Peter Williams**...

I will take six gliders to Argentina. They are all home built. All the fuselages use M&K bits i.e. pods, booms, tow hooks, bunt jacks and servo mounts. All have Magic timers and switches from Roger Morrell. They have only one servo, Supertec Naro +FHP/BB/F or HP BB. I have still not adopted wing wigglers, preferring to use a fixed amount of differential wing incidence. After the last trials I found the 5 cell NiMH batteries I was using were failing (one failed during the trials). I did manage to

get some replacements but when tested they were not much better so I have now adopted single cell LiPos. I found the Naro servos were inclined to buzz with the lower voltage of the LiPo batteries so I am now using tiny Turnigy voltage boosters to increase the supply to 5 volts.

I have built one new glider since the trials, with a 2.36m span using Sychov D boxes. This seems to glide quite well. Another plane built in 2009 is 2.285m span again using Sychov D boxes. The remaining planes are the ones I took to Bulgaria and have wings built between 1994 and 2006 including the 2.5m plane I flew in the Euro Champs there. I will select the four to process after the Argentina World Cup event.

It has been good that Salisbury Plain is available nearly every weekend but practice and trimming has been limited because of the weather during autumn and early new year. Recent weekends have had some useful days and I have made the most of them. I have concentrated on optimising the launch sequence and tweaking glide settings as well as checking reliability. I found a number of weaknesses but hopefully they are now all resolved.

I have been given some idea of the conditions expected in Argentina and have planes ready for both calm and wind. I won't be launching to 100m so will have to hope I find some good air.

The good news for me is that my wife Ellie will accompany me on the trip so hopefully we can get a flavour of Argentina together during the visit. Now we just have to hope that BA can get us there.

Turning to F1B, **Russell Peers** is again in the team...

I shall be taking seven AA models either constructed by him or assembled by me from his parts, 6 long and 1 short. Mike Woolner, Mike Woodhouse and I have flown together many times and I do not expect any problems on the flight line. I shall use the BMFA thermal detection system and also my own.

I'll be using Tan II from May 99 and August 2001. Also Supersport from March 03 and May 09. So far I have flown in 6 F1B comps this year, maxing out in five of them. I had a poor trip to Verbonne in France, losing time on one flight behind buildings. I won the Mick Duce event at Barkston, purposely DTing early to keep the model in front of the woods. In Norway I was 3rd, dropping just 10 secs going for seven minutes.

In the 2nd flyoff in Finland I put my model in the forest losing both time and the model resulting in a disappointing 7th. As Mike Woolner and I had a flight home at lunchtime Jess Nyhegn from Denmark and his friends offered to search. I left my Tracker receiver with them. They found it although damaged. His father Henning packaged it superbly and amazingly only two days later it was back with me, by post! I am now in the process of repairing the model. At previous World Cup events flown at Champs I have had three 2nd places and a 1st and I enjoy these events as good training for the Champs. I have been in many European and World Champs teams, the first in 1989 also in Argentina! I had great help on the flight line from Stafford Screen and am so sorry ill health prevents him from going this time and I shall be thinking of him when I make my first flight. Thanks to both BFMA and management and I wish everyone a good Champs.

Mike Woodhouse is a late addition to the team...

What's going in the box? The box was built to take six, so six it is. As far as I'm concerned organising and maintaining a larger fleet isn't practical. I do however have lots of parts and could put together another or a last minute replacement if needed. I will take spares, a tail and a prop unit, just in case. This confirms the fact that the props and the tails of the models

are all the same and can be interchanged if required. I have done this, on several occasions, with no problems.

What of the six? Basically what I intend to take (may be a last minute change, I hope not!) will be two small, two medium and two long span models. The only differences between the models are the wing spans, the rest of the parts (fuselage, prop and tail) are the same, and as I have already mentioned the parts can be exchanged.

The wings are basically Andruikov kits of parts that I have put together, the spans being 1.50, 1.65 and 1.80 metres. The 1.65 are an average wing from customised kits that Alex produced for me. I like the 1.65 wings as they are easier handle than the 1.80 in rough conditions and thermals well, so these are my main hope for the champs. All wings are covered in Airspan.

Props are standard AA VP set ups although I use an IPR launch. Tails are a basic Wobeking sectioned with tubular spars. The fuselages have Stephanchuk parts, which I prefer to AA items. The change that I have made is to have all-moving 3 positioned fins. A bit of left for the burst, straight for cruise and right for the glide. I find this easier to trim than a standard two-position set up.

All the models are clockwork. I have electronic parts but time has precluded getting these sorted for this year. Maybe next year, I hope! Rubber is Super Sport. My May'99 Tan II appears to be past its sell-by date. It has the energy but is becoming less than reliable. I'm making the motors up now. I hate this job!

I now have a digital thermistor so this will go along as well.

[Since writing this, Mike has had the frightening experience of being hit by a freak wave on a beach in Iceland, which knocked him over, plus his wife June and a group of children on the same outing, and then dragged them all back into the sea. Luckily there was no serious damage to any of the people involved, but it was a scary moment.]

Mike Woolner tells us that his model stock is exactly the same as in 2010 – see FFN July 2010 for details – but he has been kind enough to send us a few extraordinary details of his unusual training and preparation for this year's event...

I write this in a hilltop hut, with frost glistening in the shafts of light coming through the dusty windows. It is the last day of my stay here...

A long period of thought preceded this trip. My preparation for this year's Champs has mainly involved devising a new way of beating the opposition. Only now am I able to reveal the secret. I have invented a new pair of wings based on those of the Andean Condor. This is not a flapper. No, it is traditionally constructed of balsa and carbon, with a parabolic curve from root to tip. Blue sky thinking has led me devise a texture for the covering as a rough underside - much rougher than you would imagine, as a result of my building techniques - and smooth on top with silver mylar. This upper surface will, I hope, be effective in flight line tactics – disrupting fellow competitors' concentration – when reflecting the sun at their eyes. Unfair? Perhaps, but I will need all the help I can get. The clever bit, though, is the design of the tips, which feature 7 winglets, each with different warps/dihedral, to simulate the condor's wings, and to aid thermal sniffing/centring. There is a slight increase in drag, but my tests have shown a staggering rate of climb if the model is lobbed into the heart of a thermal. Still air-wise I am looking at close on 8 minutes, so the potential is clearly there.

I have now spent four weeks training and testing here in the Patagonian Andes at an altitude of over 4,000 metres. My only companions have been the two llamas (Fluffy and Woolly) which I used as trek animals for the ascent to the hut. They are tranquil creatures, although Woolly has a tendency to hiss and spit, and Fluffy is a bit clumsy when moving around the close

confines of the hut. The air is very thin and cold up here, but I have been wrapping up warm, and the hut I have rented from a local Incan tribesman, called Inky because of his love of the written word, has a great calor gas powered stove, which has kept me snug at nights.

Whilst I had thought they were untameable and very rare, I have managed to befriend a condor. I have named him Condor. I quickly trained him to bring me rabbits and carrion, so I've hardly wanted for anything, foodwise. The solitude has been great, allowing me to strongly focus on my mental and physical preparation. My main worry is that I could revert to flightline karma to such an extent that I might lose my competitive edge. But, so what? I am confident my new wings will get me to the podium. Condor has now taken to circling in thermals, with my model, and he gets very excited, emitting an eerie sounding screech, which I take as his way of complimenting me, when the model tightens and banks in its upward climb. A couple of nights ago I heard the same noise and awoke to see Condor in a worrying pose, attached to my model, so I had to shoo him out of the hut. It could be something to do with the feather turbulators I have attached to the fuselage, and I suppose the eyes I have painted on either side of the wing mounts do have a subtle doe-eyed feminine quality.

A typical day will see me rise at dawn. A quick coffee, and its out on the craggy slopes. Fluffy and Woolly are always in tow, and Condor squeals and wheels in the air above me before he goes off to get my breakfast. Test flying in the calm skies is blissful, and tweaking the settings to achieve those extra seconds of performance never fails to excite. Breakfast is followed by a vigorous physical regime which must almost equal John Carter's preparations – five descents and ascents down to 2,000 metres and back. Lunch, almost always rabbit stew, is followed by a siesta and then rubber preparation – I'm now getting 1,000 turns on the latest batch of Super Sport – out for more test flying, thermal training, and then back to the hut for supper – fried reptiles, rare birds eggs and assorted strange fungi – before a well earned good night's sleep. I always have wonderful and colourful dreams up here.

Sadly, tomorrow it's back down the mountain for the flight back to Blighty, but it's good that I will be meeting up with the team to come back out to Argentina. Wait a minute – oh no! Fluffy has just sat down on the new wings...

LAURIE BARR

By Paul Masterman

It's difficult to know where to begin, at the mention of the name Laurie Barr, whose sudden death (in his 80's and as the result of a stroke) occurred in early April. He was a long-time Fellow of the BMFA; previously a Chairman of that body; a successful and innovative businessman; an highly-competitive model aircraft flyer, both indoors and out; an enthusiastic promoter of an equally wide range of free flight model aircraft activities; and a champion in his efforts to maintain an historic site for flying indoor-class aircraft at the Cardington airship hangars' site in Bedfordshire, England.

With such a larger-than-life character, it's not surprising that the promotion of his ideas led him to cross swords with both the model flying Establishment and with others who trod paths not to his liking! He resigned from the Chairmanship of the – then SMAE – with some rancour, because he felt that his wishes and those of other members of Council did not align. However, he was not one to 'take his bat home' and sulk; he continued to support the national body and its activities, always with the aim of improving the game for all who wished to pursue model flying. He would attend AGMs and offer thoughts on how to run the organisation. Although there would continue to be times when his ideas – always promoted in what he believed were the best interests of the modeler – would not

find favour, he would continue to argue his case (why wasn't he a lawyer?) with dedication and enthusiasm. As an example for pursuing what many felt was a lost cause, we must return to the topic of Cardington. Laurie spent significant sums of his money, time and effort on effecting repairs to the cladding of the remaining hangar where several Indoor World Championships were held (the other shed having been repaired by the government for its use as a fire prevention research facility). Eventually, he was disappointed to find his Herculean efforts were in vain, with the deterioration of the building moving towards catastrophe. The proposed plan to re-clad the building, which is currently classified as 'of national importance' in the British heritage, remains in abeyance.

This singular mindset gave him advantages when intent on flying his aircraft to the best of his (and their) abilities; he twice flew Wakefield/F1B as part of the British team at the World Championships and was on the F1D Indoor World Championships team ten times. The latter included personal third, fourth and fifth places together with contributing to the British team taking one gold medal, three silvers and a bronze. In more recent years, he was also involved with Nostalgia and SAM activities. One of his early-published designs – Scram – even has a class of its own at some events today. Other designs he created led some of us to become competitive in a class where previously we had struggled to find performance. One design in particular, published in "Aeromodeller", was the Open Rubber class 'Tripstick', which provided an excellent route to the winners' podium. The fact that someone (perhaps in the Croydon club?) disparagingly re-named it "Twitstick" didn't affect its ability to record flight times ahead of their efforts...!

The pursuit of perfection was yet more clearly exemplified in his professional life; creating exhibition displays and display models; scenarios for film sequences (a Boeing 747 flying into a skyscraper building, both artifacts created by their design and manufacturing team near London's Heathrow airport); and visual support for TV series such as "Thunderbirds" – for those with long-enough memories. Leaving such a legacy, which

thrives today, well reflects the personality who often drove us crazy, but whom we were both privileged and humbled to have as a competitor - and friend.

LUCENEC CUP, SLOVAKIA, APRIL 16

F1A 41 flew

1	R Koglot	SLO	1290	+420	+339
2	B Bagari	SLO	1290	+420	+299
3	R Holzleitner	AUT	1290	+420	+277
4	T Weimer	GER	1290	+409	
5	I Bezak	SVK	1290	+406	
6	M Hudcovic	SVK	1290	+360	
7	J Guti	HUN	1290	+301	
8	M Betak (J)	SVK	1290	+184	
9	G Trimakas	LTU	1275		
10	O Pshenychnyy	UKR	1257		
11	A Ferjancic	SLO	1250		
12	I Treger	SVK	1247		

F1A-Junior 6 flew

1	M Betak	SVK	1290	+184
2	S Birkner	SVK	1237	

F1B 20 flew 10 full scores

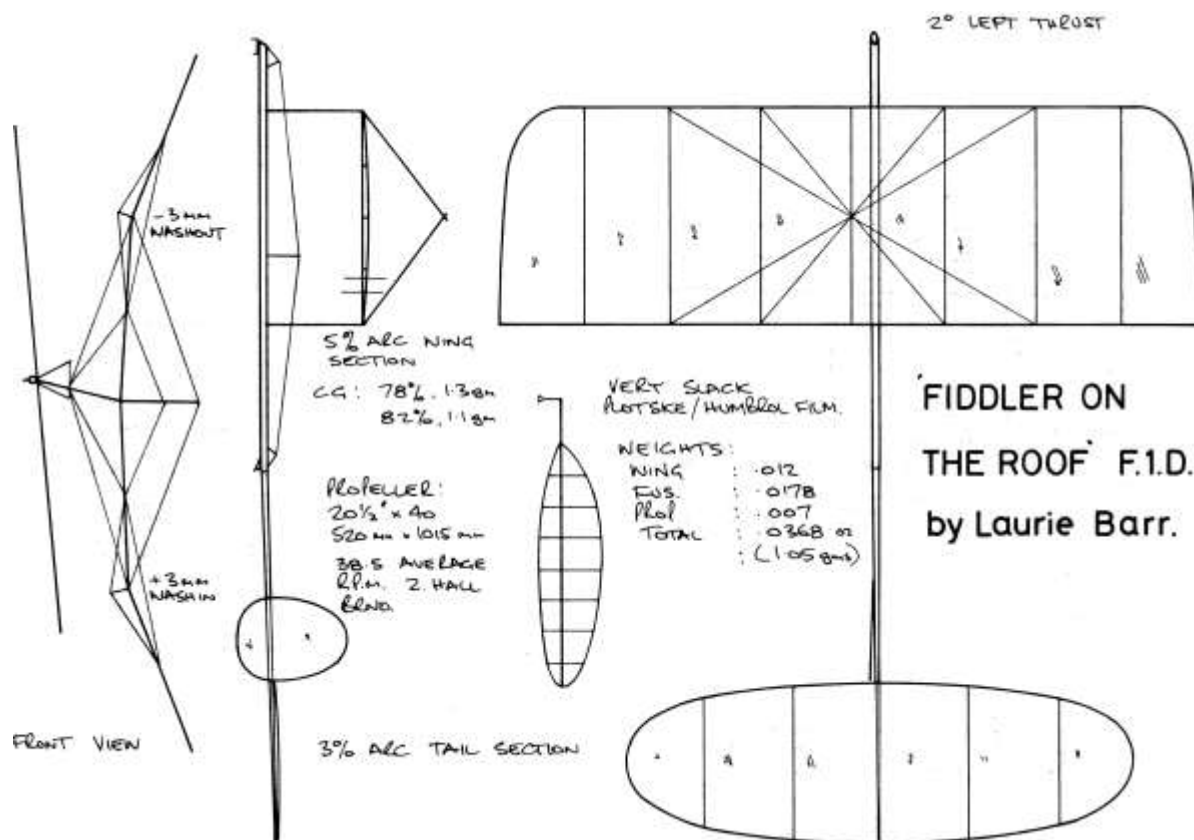
1	B Silz	GER	1320	+420	+384
2	I Kocsis	HUN	1320	+420	+338
3	H Helmbrecht	GER	1320	+420	+321
4	S Stefanchuk	UKR	1320	+420	+316
5	P Monninghoff	GER	1320	+420	
6	B Skibicki (J)	POL	1320	+395	
7	A Krawiec	POL	1320	+374	
8	R Mackus	LTU	1320	+345	

F1B-Junior 5 flew

1	B Skibicki	POL	1320	+395
2	T Mackus	LTU	1275	

F1C 11 flew 6 full scores

1	E Burek	POL	1320	+420	+438
2	L Patocs	HUN	1320	+420	+395
3	J Szecsenyi	HUN	1320	+420	+312
4	R Truppe	AUT	1320	+420	+275



ISTANBUL FF CUP, VIZE, TURKEY, April 15-17

F1A 8 flew

1	C Kargin	TUR	953
2	N Bardarov (J)	BUL	712
3	Y Olgun	TUR	180

F1A-Junior 4 flew

1	N Bardarov	BUL	712
2	V Dimitrov	BUL	145

F1B 12 flew

1	A Ribchenkov	GEO	1110
2	I Yurtseven	TUR	1073
3	V Savov	BUL	363
4	M Savova (J)	BUL	141

F1B-Junior 4 flew

1	M Savova	BUL	141
2	V Dimitrov	BUL	28

F1E, OBERKOTZAU, GERMANY, APRIL 9-10

April 9 F1E 48 flew

1	A Anca (J)	ROU	500.00
2	V Zima	CZE	497.22
3	M Niculescu (J)	ROU	495.55
4	S Kubit	POL	463.33
5	P Perini	ITA	453.87
6	W Dziuba	POL	451.11
7	A Roux	FRA	446.65
8	M Straffellini	ITA	437.22
9	M Mravec	SVK	433.33
10	F Doupovec	CZE	428.88
11	H Falch	GER	427.22
12	F Draghici	ROU	425.55

F1E-Junior 6 flew

1	A Anca	ROU	500.00
2	M Niculescu	ROU	495.55

April 10 Föhrberg Cup F1E 48 flew

1	M Niculescu (J)	ROU	500.00	+201
2	F Winker (J)	GER	500.00	+172
3	A Frieser	GER	498.00	
4	W Dziuba	POL	492.00	
5	Z Valeanu (J)	ROU	479.33	
6	S Puttner	GER	477.82	
7	M Tomazzoni	ITA	467.22	
8	F Mang	AUT	466.10	
9	D Bildea	ROU	461.66	
10	J Orel	CZE	457.99	
11	I Crha	CZE	457.33	
12	J Smeringai	SVK	453.47	

F1E-Junior 6 flew

1	M Niculescu	ROU	500.00	+201
2	F Winker	GER	500.00	+172

SPRING CUP F1E, RANA, CZECH REPUBLIC, APRIL 23-24

Report by Ian Kaynes

It was 5 years since the Czech F1E World Cup events were held at Rana, site of the 2004 Euro Champs. There was a good selection of competitors, but the Romanians preferred to stay home to mark the importance of Easter in their country.

The weekend was sunny and warm with the wind generally from the east, flying the whole event from a small foothill of the main hill. On Saturday the wind had quickly increased to 5 or 6 m/sec but the day was marked by variable wind strength – it would drop to 3 m/sec for maybe a quarter of an hour then increase to 8 m/sec for a similar time. I learnt something during the day – it was not necessary to ballast the model to fly into the wind because the hill rose considerably behind and left of the launch area so models could drift backwards and upwards in strong lift.

Two of my later flights DTed beyond and north of the main hill, one being shown to be 1.3km away on the GPS tracker – but easily found in the middle of some of the many thorn bushes. This was nothing compared to Alain Roux's experience when his tracker reported that signal had been lost at 8km away. His immediate reaction was that somebody must have picked up the model and driven away with it. That night he checked the records against Google Earth and realised that it had continued at the same flying speed for the whole distance. So he drove out to where the model had last reported back, picked up a signal and found it. It had continued going up on DT then strong wind on the other side of the hill had carried it that long distance before landing.

This night recovery had come after a successful day for Alain, since he had won the flyoff by finding lift for a 5 minute flight, beating Jaromir Orel by a clear minute.

After a Saturday night prize-giving and meal, the other competition on Sunday started in light wind but that soon increased and turned to come from the north. This was parallel to the slope we were flying from and this was reflected in the scores with no full scores left after three rounds. By the end of the day the winner was Mara Straffellini of Italy (while her partner Maurizio Tomazzoni only just crept into the World Cup points at 16th place).

Spring Cup 1, April 23 34 flew junior results not available

1	A Roux	FRA	500.00	+300
2	J Orel	CZE	500.00	+239
3	I Crha	CZE	500.00	+133
4	J Blazek	CZE	496.66	
4	V Levy	CZE	496.66	
6	M Drmla	SVK	495.33	
7	M Mravec	SVK	493.67	
8	J Schifendecker	CZE	491.42	
9	F Kratena	CZE	484.58	
10	J Drapeau	FRA	482.00	
11	I Kaynes	GBR	456.25	
12	N Heiss	AUT	452.08	

Spring Cup 2, April 24 32 flew

1	M Straffellini	ITA	446.94	
2	F Mang	AUT	445.28	
3	J Drmla	SVK	440.28	
4	S Kubit	POL	427.08	
5	A Frieser	GER	417.22	
6	A Borchia	ITA	396.94	
7	V Levy	CZE	389.58	
8	I Crha	CZE	389.44	
9	J Schifendecker	CZE	384.44	
10	J Drapeau	FRA	383.33	
11	V Zima	CZE	374.03	
12	J Chabot	FRA	373.89	

SOUTHERN COUPE LEAGUE ROUND 1 - LONDON GALA, APRIL 10

Report by Roy Vaughn

The second day of the London Gala enjoyed beautiful weather, not a cloud in the sky and wind never more than a few mph. There was plenty of lift about but it came in very short bursts and this caught many people out leaving just three in the flyoff. As if by order, the air settled down losing all thermal activity at the start of the flyoff slot, promising a rare opportunity for a direct comparison of still air performance. It turned out to be an anticlimax. Second place Mike Marshall flew from upwind but, in the very light drift, the model went in an unexpected direction and out of sight behind vegetation for a low score. Meanwhile, bad luck robbed Mike Richardson of a decent flight when a blade folded on the wing to ruin the glide after reaching a good height. This left Roy Vaughn to take the win using his high aspect ratio model. The next round of the League is at Middle Wallop at the postponed Crookham Gala on May 8th.

		Points			
1	R. Vaughn	20	5	M. Stagg	9
2	M. Marshall	17	5	D. Greaves	9
3	M. Richardson	14	7	P. Hall	8
4	G. Stringer	11	8	P. Brown	6

BMFA 4TH AREA MEETING, MARCH 27

Area	Weather
Scotland	Cool 10 mph
Northern	Light winds
North East	Sun 10 mph
North West	Warm 2 to 15 mph
Midland	Warm light winds calm at f/o
East Anglia	No Venue
South East	Hazy sun light winds
Southwest	No scores
Southern	Warm 5 to 8 mph
London	Warm 3 to 8
Western	Light cool breeze hazy sun

Combined Rubber Game 48 flew, 26 full scores

1	P Ball	Grantham	7.30	+16.07
2	R Pollard	Tynemouth	7.30	+12.39
3	R Wilkes	Crookham	7.30	+8.47
4	P Jellis	Crookham	7.30	+8.32
5	T Tyson	Crookham	7.30	+8.13
6	J O'Donnell	Timperley	7.30	+8.12
7	P Woodhouse	Morley	7.30	+7.07
8	J Foster	Morley	7.30	+7.06
9	R Sparrow	Timperley	7.30	+6.54
10	D Taylor	Grantham	7.30	+6.24
11	C Chapman	Bristol & West	7.30	+5.43
12	P Hall	Crookham	7.30	+5.39
13	J Godden	Morley	7.30	+4.58
14	B G Martin	Tynemouth	7.30	+4.53
15	Ken Taylor	East G	7.30	+3.56
16	D Davitt	Morley	7.30	+3.49
17	G Ferrer	Timperley	7.30	+3.46
18	M Marshall	IVCMAS	7.30	+3.35
19	J Leadbeater	NWFFG	7.30	+3.16
20	S Willis	Croydon	7.30	+3.15

F1C 7 flew

1	J Deeming	Bristol & West	11.21
2	A Jack	Grantham	8.46
3	Neil Allen	East Grinstead	7.30
3	S Screen	Birmingham	7.30

SLOP 31 flew 17 full scores

1	M Sibson	Grantham	7.30	+10.15
2	M Quinn	Novo's	7.30	+7.43
3	A Shepherd	Crookham	7.30	+6.20
4	T Dobson	Timperley	7.30	+6.16
5	D Limbert	Morley	7.30	+5.58
6	F Rushby	CLEEMAC	7.30	+5.45
7	A Jack	Grantham	7.30	+5.29
8	P Ball	Grantham	7.30	+4.49
9	R J Foster	Morley	7.30	+4.40
10	B Spooner	Grantham	7.30	+4.31
11	C Foster	Morley	7.30	+4.13
12	P Woodhouse	Morley	7.30	+3.31

Combined R/ P Vintage 28 flew, 11 full scores

1	M Quinn	Novocastrian	7.30	+4.44
2	C Chapman	Bristol & West	7.30	+4.36
3	C Strachen	Biggles	7.30	+4.28
4	P Woodhouse	Morley	7.30	+4.04
5	S Willis	Croydon	7.30	+3.53
6	D Davitt	Morley	7.30	+3.50
6	A Brown	Novocastrian	7.30	+3.30
8	C Foster	Morley	7.30	+3.26
9	P Hall	Crookham	7.30	+2.58
10	C Redrup	Crookham	7.30	+2.12
11	P Tribe	Bristol & West	7.30	+1.58

A1 Glider (F1H) 35 flew

1	A Gibbs	Bristol & West	10.00	+3.36
2	P Tribe	Bristol & West	10.00	+3.35
3	J Cooper	Biggles	10.00	+3.26
4	P Seeley	Bristol & West	10.00	+2.22
5	G Hart	Vikings	10.00	+2.20
6	C Edge	Scotia	10.00	+2.11
6	S Brewer	Biggles	10.00	+2.11
8	S Darman	Birmingham	10.00	+1.44
9	G Mannion	Birmingham	9.56	
10	J Carter	Grantham	9.41	
11	S Philpott	Birmingham	9.32	
12	T White	Bristol & West	9.22	
13	G Peck	CLEEMAC	9.10	
14	M Howick	Vikings	8.56	
15	J Howick	Vikings	8.45	

F1Q 10 flew 5 full scores

1	A Shepherd	Crookham	12.30	+13.08
2	T Grey	Crookham	12.30	+8.00
3	F Chilton	Crookham	12.30	+3.13
4	J Paton	Oxford	12.30	+2.43
5	C Strachan	Biggles	12.30	+2.22

Plugge

Page		SLOP	F1H	F1C	total
1	Bristol & West	61	197	143	1826
2	Grantham	181	120	86	1464
3	Crookham	146	80	29	1159
4	Birmingham	48	157	57	1107
5	Morley	161	34		1010
6	Biggles		177		896
6	CVA	3			581
8	Vikings	58	152		565
9	Cleemac	84			408
10	Timperley	116			404
11	Scotia	35	112		379
12	Croydon				377
13	NWFFG				292
14	Crawley		108		263

BMFA FF CHAMPIONSHIP

		1st A	2nd A	3rd A	4th A	total
1	P Ball	9	15	4	9	37
2	A Shepherd	9	3	2	13	27
3	A Gibbs	9		4	9	22
4	R Foster	6	6	6		18
4	M Quinn	3	9		6	18
4	C Strachan		4	12	2	18
7	C Chapman	6	6	3		15
7	A Jack			9	6	15
9	B Bow	6		6		12
9	T Dobson		9		3	12
9	P Tribe		6		6	12
12	P Watson	4	1	6		11
13	J Deeming			1	9	10
13	M Sibson	1			9	10
15	W Colledge		9			9
15	J Foster	9				9
15	M Gibbs			9		9
15	T Grey	3			6	9
15	D Neal	3		6		9
15	J Paton		6		3	9
15	R Peers			9		9
15	C Redrup			9		9
15	R Vaughn		9			9

CROYDON WAKEFIELD DAY, MIDDLE WALLOP, APRIL 25

Report by Martin Dilly

Croydon Wakefield Day, held in beautiful sunny but breezy conditions on Easter Monday was slightly hampered by a difficult wind direction and retrieval limitations, as local farmers were keen to protect young crops and Middle Wallop airfield security limits available launch positions. As a result maxes were restricted to two minutes for all classes.

The Croydon club were lucky to have lifelong member Norman Marcus to present prizes for a new class featuring his successful lightweight designs. All four - Raff V, Supa Dupa, Bazooka and Dynamite - were represented but the Raff V was by far the most popular, taking the top three places. Surprisingly nobody maxed out, possibly due to low altitude turbulence reducing performance. Winner Peter Michel with a brand new model nearly scuppered his chances by finishing his Raff in tasteful shades of pale orange and even paler green, causing his timekeepers an eyesight challenge surmounted with two maxes and a 1:54.

Bob Taylor opted for a Supa Dupa, with its single-surfaced wing and tail perhaps not the ideal model for the breezy conditions, but it coped well and completed all three flights. At the other end of the wing loading scale Robin Willes flew a Bazooka, originally designed to the high 1949 FAI loading rules; it looked as if a few more motor strands would have got it higher. Tony Hall was unlucky with his Dynamite, scoring two maxes but not managing a third flight.

Entries in the F1B class have shrunk over the last couple of Wake Days as the models have become more complex, with many flyers saving them for team trials and internationals. Middle Wallop is not perhaps the best site for these high-performance models, as even with a short D/T they may come down in difficult retrieval territory. Five heroes did fly; Peter Brown continued his winning streak with five maxes, two days before setting off for Argentina as British team trainer. Ken Taylor ran him close, again with five maxes, and with nerves of steel waited till the last five seconds of the fly-off slot before launching, only falling one second behind Peter in the D/T fly-off, always less than satisfactory, but essential in restricted retrieval conditions.

4 Ounce Vintage had the usual mix of Coplands and Lanzo Duplexes, but with two less-seen designs, Peter Jackson's Northern Arrow and Robin Willes's Verdier. No surprise that Chris Strachan won the D/T fly-off as his Copland got higher than Mike Marshall's Duplex in the 60 seconds allowed before D/T activation, taking some 24 seconds longer to reach the ground.

The 8 Ounce class also had some unusual models flying. Brian Stout's third placing Veron Hi-Climber with two maxes and a 1:46 was most creditable as several capable modellers haven't been able to get this kit design to fly at all; Brian tells us that Phil Smith himself gave essential trimming advice. Another "difficult" design, the Aries flew well in Chris Hawkes's hands. Mike Turner, with his Horry and Mike Howick with a Korda both maxed out but only the Horry flew off to win.

F1B Thruston Trophy 5 fl				Norman Marcus Challenge 11 flw			
1	P Brown	480	+1.12	1	P Michel	Raff V	5.54
2	K Taylor	480	+1.11	2	D Beales	Raff V	5.46
3	G Pink	440		3	R Elliott	Raff V	5.33
4oz Wakefield Fairlop Cup 7 flew							
1	C Strachan	Copland 36	6.00				+1.34
2	M Marshall	Lanzo Duplex	6.00				+1.06
3	P Jackson	Northern Arrow	5:40				
8oz Wakefield Ted Evans Trophy 9 flew							
1	M Turner	Horry	6.00				+1.20
2	M Howick	Korda	6.00				
3	B Stout	Hi-Climber	5.46				

BMFA FREE FLIGHT FORUM REPORT

The new 2011 BMFA Free-Flight Forum Report has been published, which is the 27th year that these Reports have been published. This describes the items presented at the November 2010 Forum (see review in December 2010 FFn), the contents are:

Making Carbon Tubular Spars - Mick Lester
Endeavours in Electronic Air Picking - Roy Vaughn
Wing Construction without a contoured surface jig - Chris Edge
Radio Linked Thermistor - Peter Brown
F1E Slope Soaring Gliders - Ian Kaynes
D-boxes, spars, open rubber fuselages, fins & props - Neil Cliff
Engines by Design - Peter Halman
Laminated Propeller Blades - Bryan Spooner
My Approach to F1 B using a single blade prop - Ray Elliott

Six Successful British Models from 2010:-

Bowden Trophy winner	Ray Hall
Coupe 2010	Peter Brown
Waif Mk.3	Phil Ball
FF Scale DH10c	Mike Smith
Spin-Up 1000 Outdoor DLG	Mark Benns
Chuckit F1N	Clive King

The report also includes details of the authors and various FF photos.

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INTERNATIONAL COMPETITION NEWS

PUSZTA CUP, due to be held in Hungary at the end of May has been cancelled because the field is waterlogged. Also it appears that the Puszta Cup event is now finished, the organiser will not run it in future years.

SREM CUP in Serbia has been moved from May 13-15 to May 27-29, replacing the Puszta Cup which had been scheduled for that weekend.

NALOEV CUP, World Cup event in Russia June 27 to July 1, has changed venue to Samara because of antiterrorist operations in the Kabardino-Balkarian Republic affecting the original venue of Nalchik.

TROFEO CITTA DI CAPANNORI in Italy apparently has now been changed back to the weekend originally selected, that is August 5-8.

NOTICEBOARD

FOR SALE : LOLO 2 ALTIMETER. Chris Edge: Want to know if you're launching your new A2 higher than Koglot, or if your F1B climbs better than Alex, or even if your F1C is sinking slower than the latest 'squid' ? Well now's your chance as for sale is my LoLo2 altimeter with all associated cables and software. You can plug this little puppy in to a separate LiPo or directly to a timer battery and record up to 14 minutes in 0.1 second increments of serious helmet launches, climbs and glides. You can download the data onto a Palm for checking on the field, or to a PC for more detailed analysis and later backup. Full details are here:-
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Example of past analysis is in the BMFA FF Forum 2006. Can demo and deliver at Stonehenge Cup, British or Scottish Nats. Price is £40 + any P&P. Contact: chris.edge@jordonlaw.com