

FREE FLIGHT

news

CONTENTS

British Teams For The 2015 World Championships In Mongolia	60	Monti Lessini F1E, Italy, June 13-14	66
BMFA Nationals, Barkston Heath, May 23-25	62	F1C Rules	66
BMFA 4 th Area Meeting, June 7	63	BMFA F1E, Burrough Hill. July 5	67
YUGO VICTOR, F1B by A CRISP	63	Southern Coupe League	67
Istambul Cup, Vize, Turkey, June 5-7	63	Biggles League	67
Djordje Zigic, Zrenjanin, Serbia, June 13	63	F1J Euro Challenge	67
News from BMFA FF Tech Committee	65	Free Flight Forum	67
Herend Cup, Tapolca, Hungary, June 20-21	65	Equinox Cup / Stonehenge Cup	67
Danish Cup, Rinkaby, Sweden, June 26	65	UK Competition News	68
Swedish Cup, Rinkaby, Sweden, June 25	66	Noticeboard	68

FFn DIARY

July 10-12 Chernigiv, Ukraine	35th Antonov Cup. F1A F1B F1C F1P. World Cup event. Contact: Igor Zavgorodniy, , tel: +380 44 405 68 33, zivdbox@bigmir.net http://www.ff1u.org	July 27 - August 3 Ulaanbaatar, Mongolia	FAI World Championships for Free Flight Model Aircraft. F1A F1B F1C. web: http://www.ffmongolia2015.mn
July 10-12 Denver, USA	Tui Cup of New Zealand and Centennial Cup. F1ABCEPQ. 2 World Cup events. Contact: Chuck Etherington, +1 720 201 6218, chuck.etherington@jeppesen.com : http://www.themmmclub.com	August 1-2 Sculthorpe	BMFA East Anglian Gala.. 1st: B/R, Vintage R/P, Classic Glider, E36, Tailless, HLG-CLG, P30. 2nd: B/G, B/P, C/E, Vint'G, Classic R/P, Mini Vintage, CO2, Bowden. Contact: Michael Marshall: 01223 246142.e-mail hiver666@aol.com
July 11 Tottenham, Ontario, Canada	Huron Cup. F1A F1B F1C. World Cup event. Contact: Tony Mathews, el: +1 705 754 553, email: tmathews180@gmail.com web: http://www.torontofreeflight.org	August 1-2 Beauvoir-sur- Niort, France	Azay Le Brulé Inter. F1A F1B F1C F1G F1H F1J F1K F1P F1Q. Contact: André Trachez, 11 rte de la Balderie, 79370 Aigunay, France, tel: +33 6 08 57 35 50, andre.trachez@laposte.net
July 12 Borden, ON, Canada	Canada Cup. F1A F1B F1C. World Cup event. Contact: Leslie Farkas, tel: +1 905 886 69 59, fax:+1 905 886 3025, aljolie@sympatico.ca www.torontofreeflight.org	August 6 St Jean de Sauves, France	Poitou Moncontour 2MN. F1G F1H F1J, E36. Contact: Benoit Jacquemin, Mairie, 86330 Monopcontour, France, tel: +33 6 08 00 27 80, email: benoit.jacquemin@vol-libre-moncontourois.fr
July 12 Area Venues	BMFA 6th Area. F1A (KMAA/Plugge), P30, Vint' R/P, F1Q (Plugge), SLOP, Tailless (Plugge).	August 7-8 Noizé (Thouars),	Poitou. F1A F1B F1C F1Q. World Cup event. Contact: Yves Bellet, 43 rue Ernest Pérochon, 79100 Thouars, France, tel: +33 5 49 66 56 99, email: bellet.y@orange.fr
July 18-19 Mount Lessini, Italy	Trofeo Mount Lessini. F1E. Contact: Maurizio Tomazzoni, tel +39 335 56 50 970, mautom60@gmail.com www.asdvoli.it	August 9 Near Sheffield, or near Melton Mowbray	BMFA 6th F1E event (Team selection). Contact: Ian Kaynes 01252 512538 or 0794 185 2144
July 18 (Saturday) Odiham	Southern Area BMFA Rally, See page 68. Registration to be received by July 14.	August 9 Salisbury Plain	BMFA Experimental event. See page 65. Contact Trevor Grey 01892 539221
July 19 Near Sheffield, or Melton Mowbray	BMFA 5th F1E event (Team selection). Contact: Ian Kaynes 01252 512538 or 0794 185 2144	August 10-16 Brazov, Romania	FAI Junior European Championships F1A F1B F1P.
July 21-27 Ulaanbaatar, Mongolia	Tuvshin's Memorial Cup and Mongolia Cup F1A F1B F1C. 2 World Cup events. Contact: Amarsaikhan B., tel: +976 944 92250, email: masa.mongolia@yahoo.com		

7 Ashley Road, Farnborough, Hants, England GU14 7EZ ffn@btinternet.com

Web site address: www.freeflightnews.org.uk

Compiled and produced by Ian Kaynes, Paul Masterman and Michael Warren

BRITISH TEAMS FOR THE 2015 WORLD CHAMPIONSHIPS IN MONGOLIA

First thoughts of the F1A team, starting with **Brian Baines**:

When I gave up F1A at age 47, I thought I was too old. I would have been amazed that 30 years later I could still be competing for Britain in F1A.

I have five Stamov F1As with Black Magic timers, a Stamov Carbon long with FX10 timer and a Gorski Rock 'n' Roll with FX11. I shall most likely fly the Black Magic models in the World Champs. The possibility of wind was a factor in my taking up this team place. This will be my last time out for GB. I plan to compete at our trials in future but even if I'm successful I won't take up any more team places.

And from **John Carter**...

As ever I see this as a continuous process, with one year flowing into the next and with priorities changing to suit the contests that are next on the list. To me the World Champs actually start with 14 rounds of British trials contests and continue at the Championships themselves, this year of course in Mongolia.

The preparation for me, as always, is plenty of flying in different weathers and with different models and of course practice days. As I've said before, I treat all flights as contest flights and I go for the max if possible and always review what happened in the flight – was this the best trim, including for the conditions; do I need to adjust for calm wind, etc etc? So the practice is twofold, keeping you – the pilot – in trim and keeping the models at their best. I am also keeping up my physical programme with varied running, cycling and weight training.

This year there will be ten models in the box to include three long LDAs of which one is pure M&K D-box and two versions of the Eggleston original section and a 2.35m span. I will also have the long standard section flapper which took its first contest flight at the 2015 Nationals despite being four years old. The flapper got left behind during my work and getting to grips with the LDAs. I think this model could be useful in Mongolia as it may glide better than the LDAs due to the slightly thinner air at the 4000+ feet altitude. I also have just finished putting together a full carbon skinned wing long LDA, using Gorsky wing and M&K fuselage and timer.

In the box will be my usual 'short' M&K models, good for all types of thermals, and windy turbulent days. I will also take my best – if by now old – long standard model and one other long model again just in case.

That's the models and prep. Flying at 4000+ feet in thinner air and quite dry low humidity will be interesting. The area is open with no trees or obstacles so even if it is windy it should be reasonably free of turbulence. I expect the days will start out as calm in the early rounds, but with a steady increase to windy conditions from mid morning, so I expect it to be rather British.

It's a long way to go to play with our toys but I am really looking forward to the trip and I am sure the Championships will be well run by the Mongolians.

And from **John Williams**...

Of all the Championships I have flown in, this is the one I am least looking forward to. I do understand that the FAI must consider all candidate countries and that few apply, but Mongolia has to be furthest away from the world's most densely populated countries where free flight takes place. I hope my concerns for capable management, and time keeping, together with the logistics of getting to the field each day and flying at 4,500 feet are unfounded, and that it will be a Champs to remember for all the right reasons.

A few weeks ago, team member Ken Faux, Dave Brawn and myself undertook three days training above 2,000 feet in the North Yorkshire Dales as part of a training programme to get fit for the Champs. These days when towing I am not as quick

across the last few meters before launch as I once was. I am the youngest in the glider team this year which has an average age of 65, and no, that's not a misprint. 65!

I will be taking the same models that I used in the World Champs two years ago so there is little point in putting the same information into print. Two years ago in my report I said that the models were provided by my good friend, sadly now the late Victor Stamov. They all have Rene Limberger's Favioncs FX 10 timers which gets updated regularly by internet downloads and I personally love this system. Two years ago I said they were among the best in the world, a big statement. In the end at the Champs in the last fly-off (fly-off three going for nine minutes) I was just five seconds away from coming fourth and less than half a minute off a podium position. Last year the same models won the trials and Stonehenge Cup and came second in the Nationals and Equinox Cup so the models are still very good but things move on. Last week I spoke to Per Findhal from Sweden (twice Worlds Champion F1A). He now informs me that his new model can get a launch height in still air of over 110 meters and would take almost eight minutes to reach the ground. There are probably at least ten flyers with these new flapped models. With most Champs being decided in still air fly-offs, it's going to be a very hard nut for me to crack though, as always, I will try my best – it's all you can do!

Turning to F1B, **Peter Brown** was a slightly late appointment to the F1B team, and has since been near-buried in work and in preparations for Mongolia, limiting his contribution in these notes. His models and their recent developments are of course well known to those familiar with his flying both in the UK and abroad.

From **Mike Woodhouse**:

How am I going to approach this adventure? Again I'm wearing two hats, as I'm there as both manager and part of the F1B team.

Getting the management aspect out of the way first, it's been a bit frustrating in getting information out of the organisers. We have done what we can before we depart and we hope this is sufficient. I have to thank the Assistant TM, Peter Tribe, and the team for all the help and ideas that they have contributed to help make it all work. So we get off to a good start with a team that is both prepared and willing to work together. Hopefully before we go some of the outstanding questions will have been resolved.

I will be taking six models. There is nothing very different about them. I have been trying six-panel wings and LDA sections and various props. There may well be potential in these layouts but at this time consistency displayed by these variants is not good enough. So these diversions have been laid aside in favour of more conventional aircraft. However there is one big change in that the whole of the fleet plus others that I will leave at home are all electronic using the "Sidus" system. Full details and my reasoning and thoughts are in the latest British Free Flight Forum report.

Three large models, two medium and one short will be making the trip. The models are all closely related and, if required, bits can be exchanged as, across the fleet, all the fittings are universal. The wings are all Andruikov derivatives, the large are 1.8 metres and the short is a 1.5 metre wing. The medium wings are wings that AA prepared for me and are a simple average of his short and long wings. These medium wings I like, as they are easier to manage in a stiff breeze. In fact I used medium wings to get onto the team. The tails are the usual Wobbeking style with tubular carbon spar rather than a D-box. The fins are from Stepanchuk and have 3-position rudder. The mid position allows me to fiddle and tune the mid section of the climb. I find that without it the models can, at times, wander straight downwind. The intermediate change can be brought in anywhere in the climb from the VIT stage or close to prop fold. The prop units are AA VP with AA blades. I've

tried other blades but these appear to me to be the best that I have. The fuselages are all carbon. I prefer a carbon/Kevlar composite motor tube as it is stiffer than the pure Kevlar tube. The booms apart in the short model are also carbon. These carbon booms I find easier to work with when compared to the alloy type. The short model has an alloy boom, a special given to me by Andrey Burdov. This boom is the best boom that I have ever handled with respect to strength, weight and stiffness. I must opt for more of these booms. The pylons are from Stepanchuk, now all carbon – these pylons I commissioned from Stepan included the fitting of the Sidus electronics.

That's the models, so what about the rubber? I have Tan II left but I'll be leaving it at home as I'm worried about its consistency. I will be using Tan Super Sport. I will take several different vintages and see what works best when we get there.

Apart from weighing and badging the toys and fitting things in the box we are now prepared for a visit to Genghis Khan et al!

A not-unfamiliar style of review from **Mike Woolner** on what might be to come in the next few weeks...

Not much to report from me since last year, I'm afraid.

My not-so-new electronic models are still not truly honed, despite a trip to Lost Hills in February. No rule changes this year and a continuing supply of good rubber has rendered my thoughts on the subject to be 'more of the same'. How to beat the opposition is the fundamental question, and an understanding of the Mongolian weather and climatic conditions at a relatively high altitude are interesting thoughts, to which I am yet to have answers.

This being so, my mind has turned to the resources of Mongolia, and retrieval methods. I have learned that the yak and eagle come into their own in Mongolia. Yaks thrive at higher altitudes, with large lungs and fluffy dense coats. They excrete a sticky substance in their sweat, which, in their natural surroundings, they use with their fluffy coats as a means of keeping warm in the colder climate. I am hoping to harvest this substance as a natural rubber lubricant, or, failing that, it could be used as a glue-like epoxy to assist in the repair of team mates' models. I am hoping to hire three yaks locally to assist with retrieval. The domesticated animals are docile creatures, well used to man, and they are frequently raced by the locals, so will be admirably more effective than quad bikes in heading off downwind in pursuit of high flying British models. The two issues to be addressed are a) training team mates in the art of yak riding, and b) dealing with the fetid odour the yaks are said to give off. Their diet of grass and other herbaceous material does unfortunately give them un-neighbourly bodily habits. They will be tied up outside, and certainly won't be coming into my yert.

Eagles are another thing. They are already natural hunters, with incredible eyesight. No need for radio transmitters with them. Just show them the particular model before flight, smear a little goose fat on the wings, and they will fly off downwind tracking the model in the (hopefully) thermally conditions, and will be with the model before the retriever on his or her yak can be at the scene. The one aspect I have yet to master is how to train the eagles not to claw or peck the models when they have landed. Or, for that matter, how to deter the eagles from intercepting models in the air. No matter, imagine the pride as you sweep upwind on your speeding yak, throat humming your favourite songs, with eagle on shoulder and retrieved model in hand. Certainly beats Barkston on a bike and a windy or rainy day.

Finally to F1C, starting with **John Cuthbert**:

Returning to F1C after a ten year layoff flying F2C Team Racers I found myself back in the GB Team for this year's fascinating World Championships in Mongolia. A new venue, which looks great and well capable of accommodating the ten minute fly-off winning times, plus new, enthusiastic organisers who seem well motivated to produce a memorable event and

completely different Championship infrastructure. I'm sure it will prove most interesting, and I'm very much looking forward to it.

I shall be taking five models to Mongolia. Three six panel fixed wing, Verbitsky engined models, two with three blades and one with four blades. These are some of the ex-Stafford Screen older models. The newer stuff had been snapped up before I got to the sale. However, having modified them with the "Cuthbert" influence they are all going well and still winning competitions. The remaining two models are folders. One of these is a full Babenko, open structure model with a newish Verbi three bladed engine, which is going really well. The other is a Babenko winged model with my own fuselage and Hummer two bladed engine. The three fixed winged models are more than capable of getting me into the fly-off if everything goes well so I will probably use them in the rounds. The folders will be used to advance me through the fly-off stages, if I get there. Three models have Massimo electronic timers while the others have Massimo stand-alone RDT with mechanical timers. This equipment has proved very reliable and simple to operate which is great for someone like me who has very little electronic knowledge.

As in all the previous British teams I have been on a plan to be fully trimmed when I arrive in Mongolia. I tend to treat the Championships just like a World Cup event to alleviate the pressure. So I don't expect to do much trimming, other than checking glide settings in the higher altitude. However, I don't anticipate making many, if any adjustments.

As for my preparation for the Championships, because of the very poor weather we have had this year I have done very little flying to date. However I am going to Sweden at the end of June to fly three World Cup events, and so hope to get "match fit", as it were, while there. I shall also participate in the World Cup events at the Championships.

I anticipate that these Championships will be a great adventure due to the many differences we will encounter. I wish all of my fellow team mates the very best of luck and hope that some of us can bring home some silverware.

And from **Mick Lester**...

Over the past two years I have been developing carbon skin wings. I now have three models with carbon wings, none of which are full tested due to work commitments and lack of anywhere to trim them. They are all Eggleston LDA sections of various thickness, with spans of 2.65m, 2.76m and 2.88m.

Much was learnt from mistakes and observations made at my last Champs, and this time I know what to expect and what to avoid. Realistically I am not as prepared as I should be, although, as ever, I am confident of reaching the flyoffs.

And finally, from **Ken Faux**:

This year I will be taking four models to Mongolia, two flappers and two fixed wing, all originating from the workshop of Eugene Verbitsky. All are powered by VE geared engines with three blade props and all have the new Sidus G2 electronic timers installed. The timers should provide very useful vario/altimeter data that will help with my selection of the best model and engine on the day. The G2 timers also control the newly installed onboard LED flashers.

Most of my effort preparing for this Championship has been associated with getting there. I have made a new lightweight starter set up and done a lot of work on strengthening my model box. I will only be happy when it all arrives intact in Mongolia.

I have done very little flying so far this year, mainly due to the lack of sites and poor weather, a virtual repeat of last year. I expect conditions are going to be very different in Mongolia so I hope to get a lot of trim flying done when we arrive. From what I have seen the field looks fantastic. It should be a great experience and I am really looking forward to this Championships.

BMFA NATIONALS, Barkston Heath, May 23-25

The Nationals results are below as promised last month. Note that comments in the report last month are solely the views of the author. Our readers have given their alternative view of the event and expressed their thanks to the FFTC and the CDs on each day.:

"I was there for two of the three days and enjoyed it intensely"

"If there was a change of organisation next year, I predict greatly reduced entries."

"The FFTC ran the event very well, and paid heed to the need to safeguard Barkston for next year's Nationals and hopefully for any other use of the site.""

"The report neglected the need to take long term view to preserve the site."

Also a correction from Roy Vaughn: "He obviously didn't see me fly and assumed that I must have been flying rubber to second place in the Classic contest. In fact I was flying power with a Dixielander to the Yeoman plan, AP15 with Nelson head on pressure, home-built electronic timer and Sidus RDT. The latter was very useful in the context of the 90 second max!"

IK

Saturday May 235

BMFA Glider 35 flew

1	R Jack	7.30	+5.34
2	J Carter	7.30	+4.43
3	S Darmon	7.30	+4.13
4	A Jack	7.30	+4.07
5	P Tribe	7.30	+4.05
6	C Williams	7.30	+3.50
7	J Cooper	7.30	+3.47
8	B Baines	7.30	+3.41
9	D Hambley	7.30	+3.41
10	A Ball	7.30	+3.39
11	C Edge	7.30	+3.37
12	P Ball	7.30	+3.01
13	N Parry	7.30	+2.50
14	C Foster	7.30	+2.36
15	G Peck	7.30	+2.36

BMFA Power 16 flew

1	M Lester	7.30	+8.36
2	N Allen	7.30	+5.43
3	F Rushby	7.30	+5.19
4	K Faux	7.30	+5.10
5	S Barnes	7.30	+4.58
6	D Limbert	7.30	+4.51
7	A Jack	7.30	+4.39
8	M Sibson	7.30	+3.52
9	J Spooner	7.30	
10	S Dixon	7.04	

CLG 15 flew

1	M Benns	6.50
2	I Clark	6.22
3	P Ball	6.20
4	S Brewer	6.15
5	P Lagan	6.13
6	B Colledge	6.06
7	C Parry	5.16
8	K Bates	4.36

Frog Junior 4 flew

1	S Heap	7.30	+2.07
2	M Dixon	7.30	+1.35
3	J Gibbs	6.19	

BMFA Rubber 24 flew

1	A Beales	7.30	+6.11
2	P Ball	7.30	+5.45
3	P Woodhouse	7.30	+4.38
4	C Redrup	7.30	+4.30
5	M Marshall	7.30	+3.03
6	D Beales	7.30	+2.36
7	M Stagg	7.30	+2.12
8	G Ferer	7.30	+2.06
9	W Beales	7.30	
10	A Moorhouse	7.29	
11	E Challis	7.12	
12	G Stringer	7.03	

Womens Cup 2 flew

1	M Gibson	6.13
2	M Dixon	2.50

BMFA Electric 8 flew

1	A Shepherd	7.30	+8.00
2	C Redrup	7.30	+5.24
3	T Grey	7.30	+4.50
4	P Tolhurst	7.28	

Tailless 10 flew

1	E Challis	7.07
2	P Woodhouse	6.56
3	D Taylor	6.55
4	M Marshall	6.34
5	S Willis	6.26

E36 Electric 16 flew

1	M Cook	6.00	+1.49
2	T Grey	6.00	+1.38
3	C Redrup	6.00	+1.16
4	P Tolhurst	6.00	+1.09
5	D Hambley	6.00	+0.54
6	D Davitt	5.49	+
7	F Chilton	5.46	+
8	J Paton	5.38	+

SAM 4oz Wakefield 3 fl

1	M Sanderson	7.30
2	S Fielding	5.06

Sunday May 24

F1A Glider 27 flew

1	J Arnott	11.00
1	B Baines	11.00
1	P Ball	11.00
1	J Williams	11.00
5	S Darmon	10.28
5	D Hambley	10.28
7	P Tribe	10.26
8	R Jack	10.18
9	M Gibbs	10.17
10	J Cooper	10.02
11	D Truluck	9.58
12	C Edge	9.48
13	J Carter	9.33
14	A Crisp	9.21

F1C Power 7 flew

1	N Allen	11.00
1	J Cuthbert	11.00
1	S Dixon	11.00
1	M Lester	11.00

F1Q Electric 3 flew

1	T Grey	11.00
1	A Shepherd	11.00
1	C Strachan	11.00

Vintage R/P 8 flew

1	S Willis	7.30
1	M Quinn	7.30
3	G Ferrer	7.22
4	J Andrews	5.42

Slow Power 15 flew

1	A Jack	7.30
1	D Limbert	7.30
1	M Sibson	7.30
1	P Watson	7.30
5	D Cox	7.17
5	F Rushby	7.17
7	A Beales	6.57
8	M Quinn	6.26

Monday May 25

FIH Glider 14 flew

1	C Edge	7.30	+5.09
2	J Cooper	7.30	+1.38
3	R Jack	7.30	+1.09
4	R Heap	7.30	+0.46
5	C Parry	7.22	
6	G Madelin	7.04	
7	P Tribe	7.04	

F1G Rubber 20 flew

1	M Marshall	7.30	+2.41
2	P Woodhouse	7.30	+2.11
3	C Redrup	7.30	+2.03
4	I Davitt	7.30	+1.53
5	P Ball	7.30	+1.36
6	A Brocklehurst	7.30	+1.29
7	A Moorhouse	7.25	
8	W Dennis	7.24	
9	G Ferer	7.23	
10	D Kennedy	7.20	

E30 Electric 9 flew

1	R Brigginsshaw	4.30	+5.11
2	T Grey	4.30	+4.48
3	P Tolhurst	4.30	+3.02
4	A Shepherd	4.30	+3.01
5	D Davitt	4.30	+2.24
6	C Strachan	4.30	
6	G Warburton	4.30	

P30 23 flew

1	E Challis	6.00
1	D Davitt	6.00
1	S Fielding	6.00
1	D Taylor	6.00
1	P Woodhouse	6.00
6	P Tolhurst	5.44
7	P Adams	5.25
8	D Thompson	5.23
9	C Redrup	5.19
10	E Stevens	5.15
11	P Watt	5.08
12	P Gibbons	4.58

F1B Rubber 10 flew

1	P Brown	11.00
1	M Evatt	11.00
1	P Martin	11.00
1	M Woolner	11.00
5	B Peers	10.28

Junior 55/35 G/R 6 flew

1	J Mosley	4.30
2	J Gibbs	4.30
3	M Dixon	4.14

SAM 8oz Wakefield 6 fl

1	M Sanderson	7.21
2	C Rushby	4.45
3	P Jackson	4.31

HLG 10 flew

1	M Page	6.55
2	M Benns	6.37
3	I Clark	6.34
4	S Brewer	5.05
5	M Cook	4.58

Lulu/Gold Wings 2 flew

1	M Woodhouse	4.17
2	M Doyle	0.34

F1J Power 4 flew

1	M Lester	7.30	+4.06
2	A Jack	7.30	+2.30
3	T Payne	6.00	

1/2 A Power 4 flew

1	F Rushby	4.30	+5.04
2	S Barnes	4.30	+3.24
3	T Dobson	4.18	

Classic R/P 21 fl 17 full

1	M Quinn	4.30	+8.20
2	R Vaughn	4.30	+7.05
3	S Barnes	4.30	+6.02
4	P Ball	4.30	+5.44
5	F Rushby	4.30	+5.21
6	A Moorhouse	4.30	+4.13
7	P Watson	4.30	+4.11
8	S Dixon	4.30	+4.08
9	S Willis	4.30	+4.08
10	J Arnott	4.30	+3.50

Classic Glider 15 fl 12 full

1	K Best	4.30	+6.46
2	R Heap	4.30	+6.11
3	C Parry	4.30	+5.45
4	S Darmon	4.30	+3.20
5	C Foster	4.30	+3.15
6	D Hambley	4.30	+2.49
7	J Cooper	4.30	+2.32

Mini Vintage 30 flew 15 full

1	A Shepherd	4.30	+4.49
2	C Foster	4.30	+3.48
3	E Challis	4.30	+3.25
4	F Rushby	4.30	+3.22
5	G Percival	4.30	+3.08
6	J Sanderson	4.30	+2.54
7	D Taylor	4.30	+2.36
8	C Rushby	4.30	+2.24
9	M Stagg	4.30	+2.23
10	C Redrup	4.30	+2.18
11	J Arnott	4.30	+2.14
12	A Winter	4.30	+2.06

Nationals Class Championships**Glider Championship**

1	R Jack	13
2	K Best	9
2	C Edge	9

Power Championship

1	M Lester	18
2	N Allen	11
3	A Jack	8
3	F Rushby	8

Junior Championship

1	J Gibbs	10
1	J Mosley	10
3	J Day	8

CO2 8 flew

1	S Philpott	4.30
2	I Davitt	4.21
3	S Fielding	4.20
4	A Ingham	3.56

Vintage Glider 8 flew

1	T King	4.30+7.18
2	C Foster	4.30+6.26
3	R Taylor	4.30+4.03
4	R Saby	4.30+3.13
5	I Wilkinson	4.30+2.26
6	D Truluck	4.30

Rubber Championship

1	P Woodhouse	15
2	M Marshall	11
3	A Beales	9

Electric Championship

1	T Grey	16
2	A Shepherd	14
3	P Tolhurst	11

Combined Team Power Kiel Trophy 13 flew 6 full

1	P Watson	North Luffenham	7.30	5.48
2	R Vaughn	Crookham	7.30	3.45
3	D Cox	Crookham	7.30	3.41
4	T Payne	Biggles	7.30	3.35
5	A Jack	Midland	7.30	3.19
6	J Deeming	Bristol & West A	7.30	2.41

Kiel Trophy Team 9 teams (including 7 1-man teams)

1	Vaughn, Cox, Chilton	Crookham	22.08
2	Deeming, Aslett, Tribe	Bristol & West A	21.54
3	P Watson	North Luffenham	7.30
4	T Payne	Biggles	7.30

Vintage Rubber Power 18 flew

1	R Elliott	Croydon	7.30	+3.45
2	C Strachan	Biggles	7.30	+3.31
3	E Challis	Crookham	7.30	+3.25
4	D Cox	Crookham	7.30	+2.18
5	S Willis	Croydon	7.30	+2.17
6	D Powis	CVA	7.13	
7	D Neil	Bristol & West	7.10	
8	J Patton	Crookham	6.58	
9	J Deeming	Bristol & West	6.53	

F1B Gutteridge Trophy 7 flew

1	P Brown	CM	12.07
2	T Tyson	Crookham	11.57
3	M Woodhouse	Vikings	11.41
4	G Pink	Bristol & West	10.58

YUGO VICTOR, F1B BY A CRISP

Andy Crisp has informed us that the photo of the F1B at Croydon Wakefield Day was incorrectly captioned – it was not in fact his model. For reference, the plan of his 1995 model is shown here. He notes that it now has the subfin removed and 25mm cut off the motor tube for 30g motors.

ISTAMBUL CUP, VIZE, TURKEY, JUNE 5-7**F1A 8 flew**

1	M Yordanov	BUL	450
2	Y Olgun	TUR	438
3	O Gurer	TUR	437

F1A-Junior 2 flew

1	H Savova	BUL	96
---	----------	-----	----

F1B 12 flew 5 full scores

1	E Gorban	UKR	450	+96
2	A Rybchenkov	RUS	450	+93
3	E Gorban	UKR	450	+91

F1B-Junior 2 flew

1	K Ivanova	BUL	70
---	-----------	-----	----

DJORDJE ZIGIC, Zrenjanin, Serbia, June 13**F1A 28 flew**

1	D Morar (J)	HUN	1260
2	K Dragisa (J)	BIH	1240
3	S Szilard	ROU	1213
4	T Bochev	BUL	1193
5	S Lipesci (J)	HUN	1190
6	S Slavko	SRB	1183

F1A-Junior 10 flew

1	D Morar	HUN	1260
2	K Dragisa	BIH	1240
3	S Lipesci	HUN	1190

F1B 8 flew 3 full scores

1	J Cihak	CZE	1260	+99
2	V Tomljanovic	CRO	1260	+92
3	R Blagojevic	SRB	1260	+89

F1C 5 flew

1	L Patocs	HUN	1224
2	S Bauer	HUN	907

Bowden 14 recorded flights

		flight 1	flight 2	penalties	total
1	M Doyle	98	86	21	163
2	T Collis	98	91	28	161
3	D A Campbell	94	86	25	155
4	D Goddard	93	87	38	142
5	G Stubbs	91	85	35	141
6	D Mandley	0	94	22	72
7	B Nichols	91	0	21	70

BMFA 4TH AREA MEETING, JUNE 7**Combined Glider 25 flew**

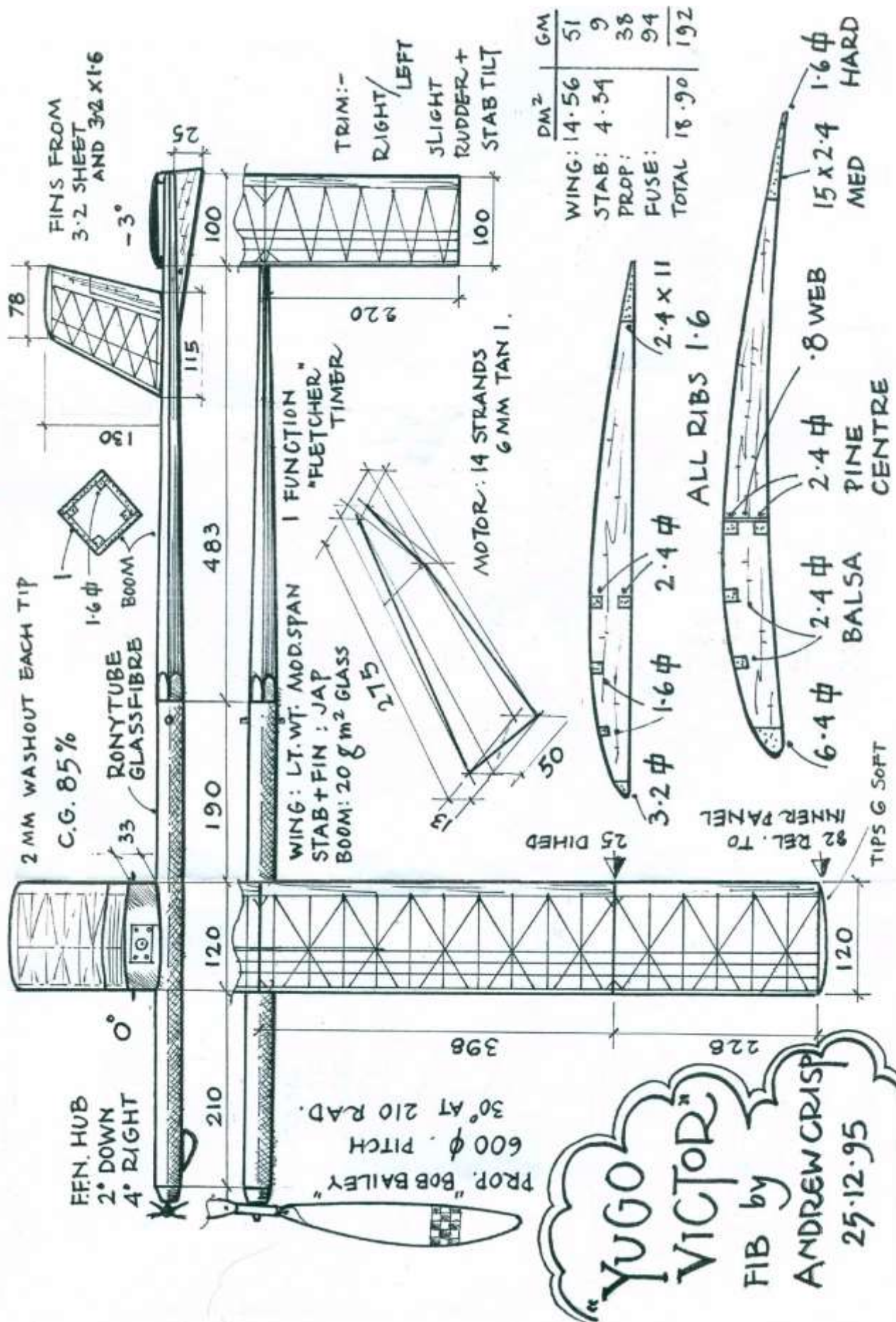
1	A Cameron	Crawley	7.30	+9.01
2	D Cox	Crookham	7.30	+6.46
3	P Ball	Grantham	7.30	+5.53
4	G Oulds	Crawley	7.30	+3.50
5	M Gibbs	Bristol & West	7.30	+3.41
6	P Seeley	Bristol & West	7.30	+3.13
7	S Heap (J)	Biggles	7.30	+2.02
8	J Pennington	Bristol & West	7.30	+1.18
9	P Williams	Richmond	7.30	+0.48
10	J Carter	Grantham	7.30	

Mini Vintage 23 flew

1	S Willis	Croydon	6.00	+10.42
2	W Dennis	Grantham	6.00	+5.01
3	A Shepherd	Crookham	6.00	+2.47
4	C Redrup	Crookham	6.00	+2.02
5	G Beal	Morley	6.00	
5	F Rushby	Cleemac	6.00	
5	J Thompson	SAM1066	6.00	
8	T Rushby	Cleemac	5.54	
9	K Taylot	East Grinstead	5.46	
10	C Strachan	Biggles	5.44	

E30 12 flew

1	D Davitt	Morley	6.00	+4.30
2	T Tolhurst	Crookham	6.00	+2.11
3	A Shepherd	Crookham	6.00	+1.40
4	G Warburton	Morley	6.00	+1.24
5	S Philpot	Birmingham	6.00	
6	P Seeley	Bristol & West	5.59	



SCALE 1:1 - 1:6 METRIC DIMENSIONS

NEWS FROM BMFA FF TECH COMMITTEE

The FFTC met at the Leicester office on 10 June 2015.

Salisbury Plain

Revised protocols and procedures must be imposed for all sports flying, trimming and competitions at Salisbury Plain Area 8. Details will be issued during July.

2015 Contest Calendar

Version 5 of the calendar includes the following changes:

Following the postponement of the Team Selection 1 on May 9-10, now Team Selection 1 will be on September 5-6 at Sculthorpe and Team Selection 2 on October 3-4 on Salisbury Plain. Contact: Phil Ball 01332 665361 phil.ball@ntlworld.com

F1E: in view of the events already lost this year, the event on October 10-11 will be flown on either day or as 2 events one on each day.

The August Experimental Meeting had been moved to August 9 and will be on Salisbury Plain, see following item.

Experimental Contest

August 9, Salisbury Plain. Contact: T.Grey 01892 539221.

Classes: BMFA Rubber, Combined Glider, BMFA Power, SLOP Power, E36 Electric.

Rules – Changes from Rule Book

BMFA Rubber – 25g maximum rubber weight

Combined Glider – 'half' towline lengths

BMFA Power – 3, 4 and 6 seconds motor runs

SLOP Power – 5 and 7 seconds motor runs

E36 Electric – 10 seconds motor run for rounds flights, 5 seconds for fly-offs

Rules – Contest Procedures

Start: Briefing 9:30 am, Flights commence 10am.

3 flights for all classes.

2 minute maximum, 1 ½ minutes if required to keep models within site boundaries.

All models to be launched/released, including gliders, upwind of a downwind limit line.

Any flights landing outside site boundaries will count as a non-scoring attempt. Second attempts also landing outside site boundaries will score 0.

Finish time for first 3 flights: 4pm.

Fly-offs: 4pm to 5:30pm at the maximum to be decided on day. Competitors to make as many flights as possible within the period until a sub- maximum score results, or the period expires. Last flights must be launched before 5:30pm but may be timed to conclusion after the period has expired. Competitors score will be the total of all flights made.

Any ties will be resolved by a final DT'd flight at a DT time decided by the CD. Flights DT'ing after the set time will accrue a penalty of 2 seconds for each second exceeded. Total time from launch to landing, less any penalties, will be the deciding score. The period allowed for this flight will be 5 minutes commencing at the CD's discretion as soon as possible after 6pm.

Please note that it is possible spot checks will be made on weights, lines and runs. Also note that this event does not count towards the seasons' British Free Flight Championship.

FFTC Vacancies for 2016

Three members of the current committee will have completed their two year terms at the end of this year and so there will be three vacancies to be filled. Nomination forms will be sent to club secretaries and Fellows in the next few weeks. Nomination forms can be submitted by a club, signed by a club official, or Fellows. The forms will contain the full details including the deadline time and date for receipt of nominations in the BMFA office.

HEREND CUP, Tapolca, Hungary, June 20-21

F1A 29 flew

1	R Holzleitner	AUT	1260	+135	+135
2	R Koglot	SLO	1260	+135	+131
3	I Bezak	SVK	1260	+63	
4	S Lipcsei (J)	HUN	1207		
5	P Blecha	CZE	1197		
6	S Karic	CRO	1185		
7	M Lomov (J)	RUS	1134		
8	V Bajorat	GER	1132		
9	F Adametz	GER	1120		
10	V Papez	CZE	1110		

F1A-Junior 4 flew

1	S Lipcsei	HUN	1207
2	M Lomov	RUS	1134

F1B 10 flew

1	A Krawiec	POL	1260	+185
2	S Stefanchuk	UKR	1260	+180
3	J Torok	HUN	1241	
4	M Hartl	CZE	1233	

F1B-Junior 1 flew

1	P Lomov	RUS	711
---	---------	-----	-----

F1C 11 flew

1	V Sychov	SLO	1260	+163
2	G Venuti	ITA	1260	+148
3	J Szecsenyi	HUN	1260	+140
4	R Truppe	AUT	1225	

F1Q 4 flew

1	A Jancso	HUN	1260
2	A Milak	HUN	1228

DANISH CUP, RINKABY, SWEDEN, JUNE 26

F1A 39 flew

1	P Findahl	SWE	630	+491
2	A Gorskiy	RUS	630	+388
3	M Kosonozhkin	RUS	630	+349
4	M Van Dijk	NED	630	+336
5	S Reuss	GER	630	+325
6	D Halbmeier	GER	630	+304
7	R Jack	GBR	630	+213
8	W Burgi	SUI	630	+180
9	L Nielsen	DEN	630	+176
10	T Linkosalo	FIN	630	+153
11	V Bajorat	GER	630	+115
12	A Jack	GBR	630	
13	J Vosejpka	CZE	620	
14	V Bezchasny	UKR	615	
15	D Klink	GER	607	
16	K Van De Ven	NED	602	
17	D Sauter	GER	601	
18	P Kuikka	FIN	597	
19	A Van Wallene	NED	593	

F1B 32 flew 20 full scores

1	A Andriukov	USA	630	+591
2	B Silz	GER	630	+590
3	T Christensen	SWE	630	+436
4	T Bortne	NOR	630	+392
5	R Peers	GBR	630	+355
6	B Schwendemann	GER	630	+350
7	T Mackus	LTU	630	+346
8	A Poczobut	POL	630	+335
8	O Kulakovsky	UKR	630	+335
10	M Woolner	GBR	630	+321
11	V Nereng	NOR	630	+306
12	W Ghio	USA	630	+292
13	M Solodov	RUS	630	+284
14	V Rosonoks	LAT	630	+272
15	B Eimar	SWE	630	+245
16	A Shelepov	MNE	630	+202

F1B-Junior 3 flew

1	R Saatvali	EST	374
2	K Kreis	EST	288

F1C 4 flew 3 full scores

1	J Roots	EST	630	+366
2	J Cuthbert	GBR	630	+356

F1Q 7 flew 4 full scores

1	M Amthor	GER	630	+600
2	M Wermter	GER	630	+380
3	K Haase	GER	630	+313
4	T Oxager	DEN	630	+281

SWEDISH CUP, RINKABY, SWEDEN, JUNE 25**F1A 41 flew**

1	P Findahl	SWE	750	+346
2	M Van Dijk	NED	750	+316
3	J Zarins	LAT	750	+302
4	V Bajorat	GER	750	+251
5	M Kosonozhkin	RUS	750	+120
6	A Van Wallene	NED	750	+25
7	A Bezchasny	UKR	750	
8	D Halbmeier	GER	727	
9	P Kuikka	FIN	720	
10	J Vosejpka	CZE	713	
11	K Valkonen	FIN	708	
12	R Hellgren	SWE	705	
13	J Carter	GBR	693	
14	S Reuss	GER	691	
15	S Limberger	GER	687	
16	S Jensen	DEN	686	
17	P Johansson	SWE	672	
18	L Nielsen	DEN	668	
19	J Valo	FIN	664	
20	A Klungrehaug	NOR	660	
21	R Jack	GBR	628	

F1A-Junior 1 flew

1	K Mannik	EST	454	
---	----------	-----	-----	--

F1B 26 flew 13 full scores

1	B Eimar	SWE	750	+403
2	D Larsen	NOR	750	+384
3	B Silz	GER	750	+382
4	V Rosonoks	LAT	750	+340
5	C Allan	USA	750	+325
6	T Bortne	NOR	750	+322
7	M Solodov	RUS	750	+317
8	T Christensen	SWE	750	+281
9	H Broberg	SWE	750	+275
10	B Schwendemann	GER	750	+250
11	G Buisson	FRA	750	+232
12	G Chauveau	FRA	750	+186
13	R Saatvali (J)	EST	750	+1

F1B-Junior 3 flew

1	R Saatvali	EST	750	+1
2	V Dreiers	LAT	680	

F1C 5 flew 4 full scores

1	J Roots	EST	750	+406
2	D Meissnest	GER	750	+239
3	C Wachtler	GER	750	+220

F1Q 7 flew 3 full scores

1	D Sauter	GER	750	+435
2	M Amthor	GER	750	+391
3	M Wermter	GER	750	+373

MONTI LESSINI F1E, ITALY, JUNE 13-14

By Ian Kaynes:

There was good attendance at this always pleasant competition in Italy. Saturday had good flying weather but with challenging wind direction changes at times. A four minute max was used on each flight and only one person achieved all five. Not unusually the name at the top was Winker, but this time it was Christine Winker. In the middle of putting together these maxes, she had also found time to get Paul Fynn's model off the roof of a farm building. A fine banquet on Saturday night

also brought news that the weather was expected to deteriorate on Sunday afternoon. There was a move to start flying as quickly as possible, but then the choice preferred by many competitors was to move to the hill facing more directly into the wind. As well as delaying the start this also gave the depressing likelihood of flying straight across the short valley and landing on the side of the next hill. A three minute max was set all day and very few were recorded in the brisk wind. It calmed off somewhat in round 4 but that appeared to be under the effect of the approaching storm which arrived at the start of round 5. Jiri Blazek won with a final max, one of only two in the last round.

10th Coppa Primavera, June 13**F1E 47 flew**

1	C Winker	GER	500.00
2	R Sartori	ITA	477.50
3	M Fabro	ITA	477.08
4	D Bildea	ROU	475.83
5	I Kaynes	GBR	472.92
6	J Blazek	CZE	454.59
7	D Barbieri	ITA	451.67
8	M Vysoka	CZE	446.25
9	G Berto	ITA	444.17
10	P Chaussebourg	FRA	443.75
11	M Popescu	ROU	438.33
12	J Drapeau	FRA	428.75

F1E-Junior 11 flew

1	C Trachez	FRA	412.91
2	L Anca	ROU	408.33
3	A Ricou	FRA	406.25

5th Volare Lessini, June 14**F1E 45 flew**

1	J Blazek	CZE	396.22
2	C Andrist	SUI	381.11
3	L Kozuchova (J)	SVK	362.27
4	M Vysoka	CZE	360.80
5	M Drmla	SVK	338.24
6	A Trachez	FRA	332.11
7	E Kozuchova (J)	SVK	323.51
8	A Draghici	ROU	311.47
9	A Winker	GER	291.45
10	L Anca (J)	ROU	281.14
11	R Lucchini	ITA	279.16
12	V Zima	CZE	278.87

F1E-Junior 10 flew

1	L Kozuchova	SVK	362.27
2	E Kozuchova	SVK	323.51
3	L Anca	ROU	281.14

F1C RULES

The CIAM Plenary meeting passed the Austrian proposal which required RDT on F1C models. This was worded to change the first sentence of the relevant paragraph. The complete paragraph including the change will read:

"F1C models must be fitted with functional radio control only for irreversible actions to control dethermalisation of the model. 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."

This means that the requirement is to have radio DT. It remains an OPTION to have it stop the motor. There is no requirement on when it is or is not used. For example, there is no requirement to use the DT at any time when the model is flying faster than glide speed.

A petition has been submitting to CIAM protesting against the change to 4 second motor runs. This is under consideration by CIAM, but there is no process whereby a decision by Plenary can be reversed.

BMFA F1E, BURROUGH HILL. JULY 5

SMC Trophy, 4 flew, 5x120 max

1	N Bosdet	390.03%
2	D Bartle	365.64%
3	P Fynn	350.64%

SOUTHERN COUPE LEAGUE

By Roy Vaughn

With the wind blowing at 10-15 mph from the river toward the railways and canal, Andy Crisp set a 90 second max for all classes and 5 rounds for Coupe, two to be flown in separate slots before lunch and the rest before 5 o'clock. Lift was present throughout the day with relatively few boomers. Unfortunately your stand-in scribe suffered from excess lift during the second round and an out of field landing meant missing most of the action during a three and a half hour retrieve. It was a surprise on return to control mid-way through the afternoon to find so few maxes amongst the scores despite the relatively benign conditions. Chris Redrup's third place was achieved using his trusty Etienvres. The runner-up was Paul Lagan, visiting from New Zealand, who dropped a single second using his Vivchar ready-built. The winner was your scribe flying his electronic model (and wishing he had used its RDT on his second flight) for a full house.

The next round of the Southern Coupe League is at Odiham on the 18th July where the result will no doubt be decided using the newly-popular DT flyoff.

Oxford Rally

	maxes	score		maxes	score
1	R Vaughn	5 17	6	D Thomson	0 5
2	P Lagan	4 13	7	J White	1 5
3	C Redrup	3 11	8	P Gibbons	1 4
4	P Tolhurst	1 8	9	R Kimber	0 2
5	J Payton	3 9	10	R Fryer	0 1

League

		Area1	Lond	Oxford	total
1	A Brocklehurst	B&W	10	16	26
2	P Tolhurst	Crookham	13	8	21
3	M Stagg	B&W	15	4	19
4	R Vaughn	Crookham		17	17
5	J Payton	Crookham	6	9	15
6	P Lagan	N Zealand		13	13
7	D Greaves	B&W	12		12
8	P Hall	Crookham	11		11
8	C Redrup	Crookham		11	11
10	D Neil	B&W	8		8
10	D Thomson	Croydon	3	5	8
10	A Moorhouse		8		8
13	C Chapman	B&W	6		6
13	M Marshall	Impington	6		6

BIGGLES LEAGUE

Oxford was breezy with turbulence. There were only 12 maxes out of 35 posted times - even though CD Andy had set a sensible field max. of just 90 seconds to keep within Port Meadow's boundaries.

Pete Tribe (after the previous report) responded with a solid win and has leapt up to fourth place! After five F1H rounds, Chris Parry has scored in every round and holds a tenuous lead.

If you spot mistakes and/or want to get in touch, please e-mail.

For full details and updates see

<http://www.bigglesleague.highsociety.org/results.html>

F1H

		pts	A2	NG	LG	Nats	OG*
1	C Parry	19	4	2	9	2	2
2	R Heap	18		3	6	3	6
3	J Cooper	15		1	4	6	4
4	P Tribe	9.5				0.5	9
5	C Edge	9				9	
6	G Madelin	8.5		6	2	0.5	
7	J Oulds	6	6				
8	B. Lavis	4		4			
8	R Jack	4				4	

F1J

		pts	A2	LG	Nats.
1	P Tribe	9	6	3	
2	P Watson	6		6	
2	M Lester	6			6
4	S Dixon	4		4	
4	A Jack	4			4
6	T Payne	3			3

F1J EURO CHALLENGE

Simon Dixon reports that the British nationals results have now been added to the F1J Euro Challenge website. Looks to be anyone's for the taking this year as no one flyer has flown more than one event so far. The two French contests are next over the summer months if anyone wants a week in France attending two very well run events in the sunshine.

Full details can be found at the website <http://f1jeurochallenge.jimdo.com/>

FREE FLIGHT FORUM

Call for Papers for 2015 Forum.

Depending entirely on whether enough free-flight enthusiasts offer to contribute papers to discuss and to be published, November 22nd 2015 will see the thirty-first BMFA Free Flight Forum. That's the intention anyway. Without your help with offers of papers to present and topics to cover it just won't happen. The Forums always try to cover as wide a range of free-flight topics as possible, - FF scale to FAI duration, theoretical or practical, building and flying techniques or what we do and how we do it in free-flight

Please contact Martin Dilly (martindilly20@gmail.com), phone 020 8777 5533, or Mike Evatt (mikeevatt@hotmail.com), phone 01327-842746 before Oct. 1st with your offers; better still, do it now, while you think of it. The continuing success of the Free Flight Forum depends on you.

EQUINOX CUP / STONEHENGE CUP

World Cup Events:

Saturday	Sept 26	Stonehenge Cup	F1A,F1B,F1C/P,F1Q
Sunday	Sept 27	Equinox Cup	F1A,F1B,F1C/P,F1Q

Flying Site

The site is situated to the south of the B390 between Shrewton and Chitterne and will be signposted from the B390.

The terrain is undulating rough grassland crossed by dirt roads and tracks. The land is a military training area, which is carefully managed to preserve the history and wildlife. Model retrieval is usually on foot.

The area must be kept clean and tidy at all times and rules to protect the site must be observed.

Please note-there are no catering facilities available-competitors must bring their own food and drink.

Programme

Events will start at 09.00. There will be 5 rounds plus fly-offs flown from poles. F1A and Q will be 210 secs for round 1, F1B and C/P will be 240 secs for round 1. All other rounds will be 180 secs. These round times may be varied if the weather is inclement. The programme may be varied if unforeseen circumstances arise. All competitors will receive a gift.

Rules

The relevant section of the FAI Sporting Code will be followed. All competitors must hold a valid FAI licence.

Entry Procedure

Competitors from the UK who wish to compete in either or both events need to post their entry forms to:-

John Carter, Petite Maison, 45 Grindley Lane, Meir Heath, Stoke on Trent, Staffs, ST3 7LN complete with payment cheque made out to 'BMFA'.

Competitors resident outside of the UK should email their completed entry form(s) to John Carter at carterbuild@yahoo.co.uk

Overseas entry fees may be paid on the day in £, \$ or Euros.

Entry forms must be received by not later than Friday September 18.

Trophies

These will be awarded down to 5th place for F1A and F1B, and down to 3rd Place for F1C and F1Q

Timekeepers

Timekeepers will not be provided by the organisers for the rounds. Competitors must find their own timekeepers. Timekeepers will be allocated by the organisers for Fly-offs.

Contact:-

John Carter tel +44(0)1782398816 carterbuild@yahoo.co.uk

Accommodation and Camping Information

Information is available on request from Peter Tribe:- petertribe46@talktalk.net

Entry form

A copy of these details and the entry forms has been placed on FFN website at

http://freeflightnews.org.uk/SH_EQ_2015_details.pdf

UK COMPETITION NEWS

SOUTHERN AREA BMFA RALLY will be at RAF Odiham on Saturday July 18.

This event is possibly the longest continuous free flight event at the same venue in the UK, this being the 67th year. We continue to be grateful that permission to use the site has been granted at this very much active airfield. The intent is to run the event at a surplus which will be donated to the RAF Benevolent Fund as a small thank you. In the case of the event being cancelled all proceeds less any incurred expenditure will similarly be donated.

Sports Flying for Glider, Rubber & SMALL Power models.

Competitions:

- A) Vintage Wakefield (4 & 8 oz. combined)
- B) Vintage Lightweight Rubber
- C) Tailless
- D) Vintage & Classic Glider Combined
- E) Vintage HLG/CLG combined
- F) CdH combined

G) A1 Glider

H) E36

Events ABDH to Sam35/1066 rules , events CEFG to BMFA rules, event A for SAM Wake League A DT Fly Off may be used dependent on conditions.

As we are not sure where (wind direction) we will be located, because of possible construction works being carried out on the airfield, NO repeat NO, stakes, pegs of many sort are permitted to be placed in the ground. Rubber stooges and thermistor poles may be attached to cars.

All those flying model aircraft or operating associated equipment on this site must be current members 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 boundary is to be crossed on foot or by motorized transport.

Pre-registration is required for this event and must be received by **Monday 14 July**. All registrations are subject to approval by the RAF authorities.

TO REGISTER please send your vehicle registration number, the vehicles occupant's names, addresses together with their BMFA numbers (if applicable) and the non -returnable registration fee of £12 per flyer (sport or competition) with a SAE. Cheques to be made payable to Southern Area BMFA. Please include email and telephone details to enable us to contact you in the event of last minute changes.

SEND TO John D Thompson Beechmede, Meadow Lane, Hartley Wintney, Hants, RG27 8RF, tel; 01252842471 johnd.thompson@btinternet.com

NOTICEBOARD

RUBBER. Mike Woodhouse: I've had the sad task of sorting through the late Mick Howick's free flight materials. I will be taking the materials around to various meetings. I will try to do my best to get as much as I can for his estate. To that end I'm going to sell his rubber via Dutch auction. The highest bid secures. As I will be away on holidays and the champs I will be allowing plenty of time. The bidding closes on 31st August.

I should make it clear you can order as much or as little as you wish, but by the box. The rubber has been stored in a cool area.

Mick Howick Tan II

year	month	size	10lb	quantity	1lb	other
1990	April	1/8"		1		420 g
1991	June	1/8"		1		
1992	Feb	1/8"		2		
	May	1/8"		2		
	May	3/16"		1		
	Aug	3/16"		2		
1993	May	1/8"		1		
	May	3/16"		1		
	Dec	3/16"				170 g
1995	May	3/16"				80 g
1996	May	3/16"				80 g
	Sept	1/8"		1		250 g
	Nov	1/8"		1		
	Dec	1/8"		1		
	?	1/8"	part 2 kg			
1997	Dec	1/8"				290 g
1998	May	1/8"	part 1.3 kg			
2001	April	1/8"		1		

There are two Biotack receivers plus 4 bugs, these are open to offer.