

FREE FLIGHT news

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FFn DIARY

February 9-11 Lost Hills, California, USA	Kiwi Cup of New Zealand. F1A F1B F1C F1Q F1P F1E. World Cup event. Contact: Roger Morrell, tel: +1 310 483 8776 email: r_morrell@yahoo.com web: http://SEN.faireeflight.org	March 16 Viabon, France	15th Philippe Lepage. F1B. World Cup event. Contact: Jean-Pierre Challine, 13 ch des Cheneaux, 91220 Bretigny sur Orge, France, tel: +33 6 11 95 57 11, email: mjpchalline@gmail.com
February 10 Area Venues	BMFA 1st Area event. F1A (SMAE), F1G (Plugge), C/P (White), C/R, C/G, C/E, E36 (Plugge), Mini Vintage (Plugge), HLG/CLG	March 16-17 Tapolca, Hungary	28th Herend Cup. F1A F1B F1C F1P F1Q F1H. World Cup event. Contact: Ferenc Kerner, Táncsis u. 67, 8440 Herend, Hungary, tel: +36 20 581 5349, email: ferenc.kerner@hotmail.com web: http://www.herendimodellezose.hu
February 13 Lost Hills, California, USA	North American Cup. F1A F1B F1C F1Q. World Cup event. Contact: Tony Mathews, tel: 705 854 0698, email: tmathews180@gmail.com web: http://www.torontofreeflight.org	March 23-24 Raná u Loun, Czech Republic	2 F1E World Cup events. 23rd: Raná I, 24th: Rana II. F1E. Contact: Jiri Rudolf, TKM Sovova 2, 412 01 Litomerice, Czech Republic, tel: +420 606 645 618, email: jiri.rudolf@gmail.com web: http://www.technickyklub.cz
February 14-18 Lost Hills, California, USA	Bob White Memorial Max Men International. F1A F1B F1C F1P F1E F1Q F1G F1H F1J F1S. World Cup event. Contact: William Booth, tel: +1 760 889 3201, email: ffltarch@gmail.com	March 23-24 Kietrz, Poland	2 World Cup events. 23rd: Kartel Cup, Pieter de Boer Memorial, 24th: SPZG Cup.. F1A F1B F1C F1Q. Contact: Allard van Wallene, de Boomgaard 15, 3971 LD Driebergen, Netherlands, tel: +31 6 13748459, email: avanwallene@ziggo.nl
February 23 Nova Pazova, Serbia	10th Koplas Pro Cup. F1N. Contact: Martin Grubic, Kralja Petra Prvog street 27/1, 22330 Nova Pazova, Serbia, tel: +38 16 38 65 81 82, email: martin.grubic@yahoo.com web: http://www.aknovapazova.org.rs	March 24 Area Venues	BMFA 3rd Area event. Vintage G (Plugge), C/R (Gamage), C/G, C/P, C/E, F1C (Halfax/Plugge), F1QUK, HLG/CLG (Plugge).
March 3 Area Venues	BMFA 2nd Area event. F1H, P30 (Plugge), F1J (Plugge), BMFA 1/2A, C/G, C/R, C/P, C/E (Plugge), HLG/CLG.	April 5-13 Nalchik, Russian Federation	2 World Cup events. April 5-9: Elbrus Cup, April 9-13 Naloev Cup. F1A F1B F1C F1P. Contact: Nikolay Naloev, Shortanova 17a/57, Nalchik, Kabardino - Balkarian rep., Russian Federation, tel: +7 928 084 44 79, fax: +7 866 242 27 34, email: naloev@mail.ru web: http://www.fastr.ru
March 8 Sakylan Pyhajarvi, Finland	Swedish Moose Cup. F1A F1B F1C F1Q. World Cup event. Contact: Per Findahl, Bergvägen 8, 738 33 Norberg, Finland, tel: +46 70 388 13 54, email: per.findahl@gmail.com web: http://www.norbergsfk.se	April 13-14 Oberkotzau, Germany	2 F1E World Cup events. 13th: Otto Kuttler Cup, 14th: Föhrberg Cup . F1E. World Cup event. Contact: Peter Kuttler, Neukircher str 6, 01877 Putzkau, Germany, tel: +49 160 945 16 469, email: peter-kuttler@web.de
March 9-10 Säkylä, Finland	Bear Cup. F1A F1B F1C F1Q. World Cup event. Contact: Kim Henriksson, Ymmerstanmäki 9 B, 02750 Espoo, Finland, tel: +35 844 768 83 70, email: kim.henriksson@vahanen.com web: http://www.lennokkipojat.fi		

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Web site address: www.freeflightnews.org.uk/home.htm

Compiled and produced by Ian Kaynes

FAI FREE FLIGHT RANKING

Ranking for January 1.

The recent results column contains the two most significant results since November 1. The points changes also reflect the modifications made to World Cup scores as described last month.

Full details at www.freeflightnews.org.uk/ranking/latest.htm

	country	place	pts	recent
		pts	change	results

F1A

1	A Gorsky	RUS	3162	0	190	HN18=523
2	P Findahl	SWE	2643	0	31	
3	D Halbmeier	GER	2466	0	-90	
4	M Teterin	RUS	2247	0	-155	
5	M Kosonozhkin	RUS	2229	0	-131	
6	A Balassiano	ISR	2217	0	-131	
7	A Khoroshev	RUS	2173	0	-155	
8	M Hrast	SLO	2119	4	-61	
9	V Polyaev	RUS	2112	-1	-131	
10	P Mitchell	AUS	2101	-1	-106	
11	B Bagari	SLO	2066	0	-119	
12	R Lavrinov	UKR	2044	2	-24	
13	I Shichman	ISR	1937	3	-44	HN18=219-3
14	E Ragot	FRA	1885	1	-136	
15	L Biteznik	SLO	1830	6	-1	
16	T Weimer	GER	1796	-3	-338	

F1B

1	A Bulatov	RUS	2764	0	-17	
2	O Kulakovsky	UKR	2597	1	44	
3	A Andriukov	USA	2443	1	6	
4	O Shabath	ISR	2377	5	258	HN18=505+3 OZ18=211-10
5	A Krawiec	POL	2363	-3	-282	
6	S Stefanchuk	UKR	2242	0	-40	OZ18=515
7	M Solodov	RUS	2237	-2	-115	
8	D E Larsen	NOR	2079	0	-45	
9	A Kulakovsky	UKR	2029	-2	-138	
10	G Hagay	ISR	1950	7	179	HN18=404+3
11	B Silz	GER	1948	4	21	
12	R Nouvian	FRA	1947	-2	-102	
13	S Gostojic	SRB	1921	-2	-87	
14	M Rigault	FRA	1917	-2	-49	
15	E Gorban	UKR	1740	9	102	OZ18=414+6 HN18=0-3
16	O Ischenko	UKR	1695	0	-224	

F1C

1	N Rekhin	RUS	3079	0	-1	
2	V Sychov	SLO	2763	0	-6	
3	Y Gao	CHN	2709	1	4	
4	R Summersby	AUS	2649	1	33	
5	A Babenko	UKR	2590	1	-14	
6	Y Shvedenkov	CAN	2493	-3	-232	
7	D Jermol	CRO	2311	1	45	
8	J Wlodarczyk	POL	2041	1	-219	
9	G Briere	FRA	2004	2	-175	
10	S Katyba	UKR	1983	3	-32	
11	L Savukhina	RUS	1967	-1	-259	
12	V Aleksandrov	UKR	1958	-5	-376	
13	E Burek	POL	1884	-1	-147	
14	F Ducassou	FRA	1859	6	255	OZ18=503

F1E

1	A Winker	GER	2855	0	-62	
2	J-L Drapeau	FRA	2555	0	-25	
3	M Popescu	ROU	2168	2	2	
4	R Sifleet	USA	2165	-1	-128	
5	P Brocks	USA	1958	2	-102	
6	M Richardson	USA	1904	0	-194	

7	D Bildea	ROU	1889	-3	-283	
8	F Kanczok	POL	1789	0	-93	
9	A Roux	FRA	1721	0	-158	
10	J Orel	CZE	1621	1	-197	
11	J Zurowski	POL	1601	-1	-223	
12	W Ackermann	GER	1553	1	-61	

NEWS FROM BMFA FF TECH COMMITTEE

All correspondence re this news to the FFTC Secretary: John Cuthbert, 14 Pinetree Close, Broughton, Brigg, North Lincolnshire, DN20 0EU. E-mail: johnf1c.cuthbert@btopenworld.com

The FFTC met at BMFA Office Leicester on the 9 January 2019.

Salisbury Plain

We have been informed that Salisbury Plain is to be used as a film set for the early part of 2019. The film is about the First World War with Sam Mendes and Steven Spielberg being involved. I am afraid we will not be allowed to fly our models there until filming is finished and the site cleared. Consequently, the London Gala, Stonehenge Cup and Equinox Cup have been moved back to September.

2019 Contest Calendar

The Stonehenge Cup and Equinox Cup are moved from May to September 7-8, still at Salisbury Plain.

The BMFA 6th Area event is moved back one week to September 15.

The BMFA London Gala is moved from April to September 28-29 at Salisbury Plain.

The Team Selection events on June 22-23 and July 6-7 and the reserve date July 13-14 will be at Barkston Heath. Pre-entry required by May 31. The backstop reserve date is Sculthorpe on July 27-28.

2019 Season Ticket

The cost of the 2019 Season Ticket has been set at £70. It represents excellent value covering entry to all FFTC run events apart from the Nationals and Area Centralised site access fees. Season tickets for 2019 are available now from John Carter. To apply for a season tickets please write to John providing the following:-

- Copy of your BMFA membership card
- Your home postal address and e mail address
- Cheque for £70 made payable to BMFA
- A stamped self-addressed envelope

John's address is - La Petite Maison, 45 Grindley Lane, Meir Heath, Stoke on Trent, Staffs, ST3 7LN email: carterbuild@yahoo.co.uk

SALISBURY PLAIN AREA 8 2019

The booking of Area 8 for FF use in 2019 has been a bit more protracted, and tenuous than in previous years, but has now been completed.

Every Saturday/Sunday, plus the 3 Bank Holiday Mondays have been allocated for our use, conditional on BMFA representation at the monthly Training Area Allocation Conferences, and final approval on the Friday morning preceding each weekend.

Most of you will be aware that the Area is to be used as a film set at some point and would be out of bounds to us for some time. The latest information received is that 22nd April to 17th

May dates would be removed due to filming, but that the dates may change slightly. I guess that nobody really knows what will happen, and that details will be released at the monthly conferences.

For those wishing to sport fly/trim an annual season ticket can be obtained through donna@bmfa.org for £18. The terms and conditions remain the same as in previous years.

You are reminded that the annual licence is paid by the BMFA, and that anyone entering a contest, must pay a site access fee of £6. This applies to club Galas, Centralised, and Decentralised BMFA events. The exception to this is for BMFA Contest Season Ticket holders, who will not be required to pay this for BMFA Centralised events, and the World Cup events.

FREE FLIGHT WORLD CUP

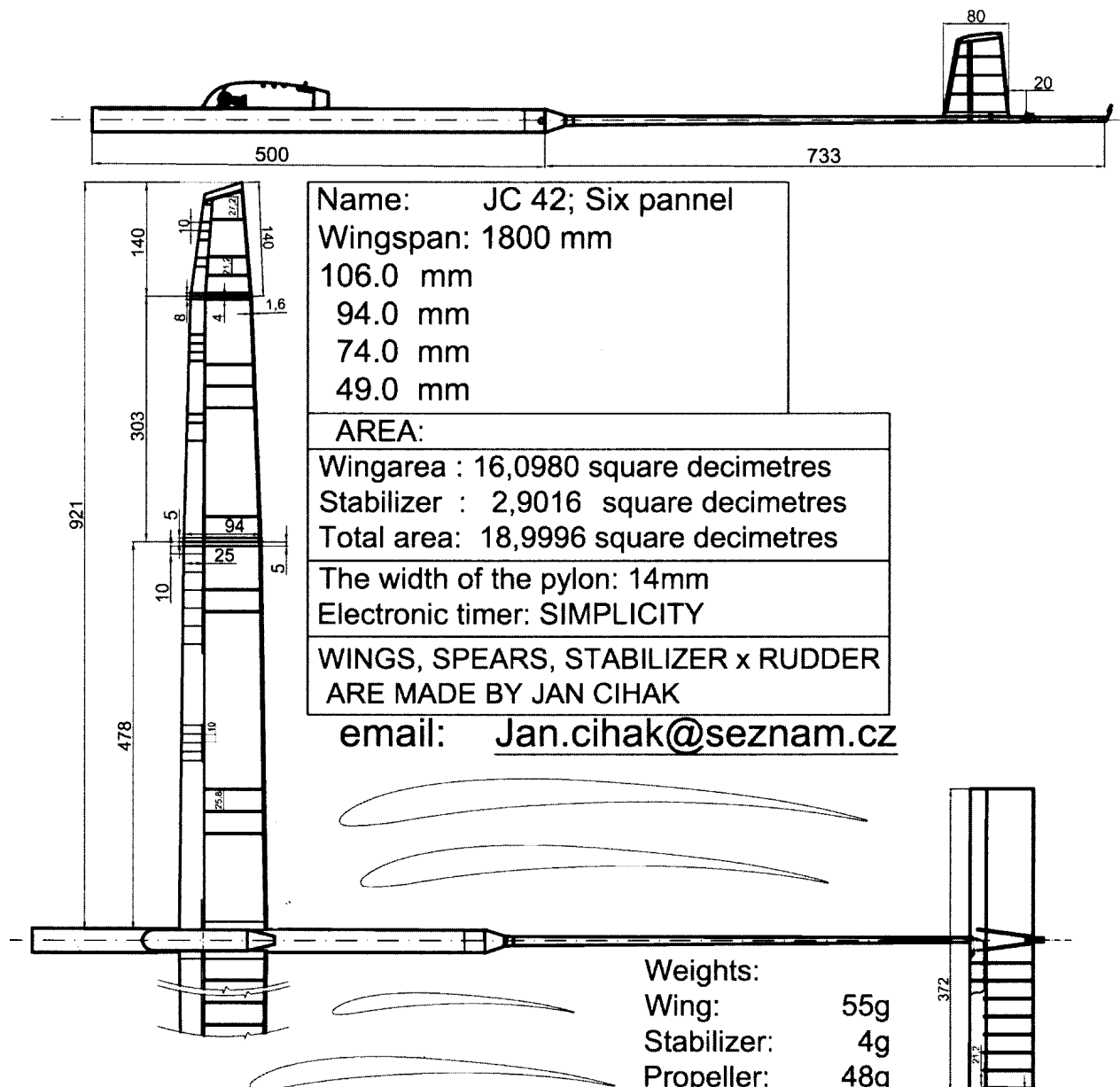
Here are the statistics of the World Cup 2018 after the results published last month.

There have been 61 competitions in F1A F1B F1C F1P F1Q and 24 in F1E with a total of 4927 entries in these competitions.

Number of competitors per country, those scoring points in 1 or more events

The “All” column in the second table is the number of people over all classes, including allowance for some people having flown in more than one class.

F1A	F1A Junior	F1B	F1B Junior	F1C	F1P Junior	F1Q	F1E	F1E Junior	All
RUS 49	RUS 13	RUS 42	RUS 8	RUS 30	RUS 8	GER 9	ROU 18	ROU 11	RUS 133
GER 23	FRA 6	UKR 20	BUL 3	UKR 8	CHN 2	UKR 6	GER 17	FRA 5	FRA 63
FRA 22	HUN 6	FRA 19	FRA 3	USA 6	USA 1	USA 6	FRA 16	ITA 5	GER 62
FIN 17	SLO 6	GER 12	LAT 3	FRA 5		FIN 4	POL 14	CZE 2	UKR 51
ISR 14	ISR 5	USA 11	POL 3	ITA 4		HUN 4	ITA 13	GER 2	POL 42
POL 13	FIN 4	ISR 9	CZE 1	MGL 4		DEN 3	CZE 10	POL 2	USA 38
SLO 13	MGL 4	GBR 8	GER 1	POL 4		GBR 3	SUI 6	BUL 1	FIN 29
HUN 12	POL 4	CZE 7	ISR 1	CHN 3		POL 3	USA 5	UKR 1	ISR 28
UKR 12	SVK 4	POL 7	ITA 1	FIN 3		ISR 2	AUT 4		ROU 28
USA 11	GER 3	MGL 5	MKD 1	GBR 3		ITA 2	BUL 3		CZE 27
MGL 10	MKD 3	SRB 5	NED 1	HUN 3		BIH 1	SVK 3		HUN 26
SVK 10	BIH 2	AUS 4	SRB 1	ISR 3		CRO 1	UKR 3		ITA 26
BIH 9	BUL 2	CHN 4	USA 1	AUS 2		NED 1	GBR 1		GBR 20
CZE 9	CZE 2	CRO 4		BUL 2					SLO 20
DEN 7	UKR 2	FIN 4		GER 2					MGL 19
ROU 7	USA 2	NED 4		SLO 2					BUL 17
SRB 7	DEN 1	SLO 4		BLR 1					SVK 16
AUT 6	ITA 1	TUR 4		BIH 1					BIH 14
BUL 6	ROU 1	BUL 3		CAN 1					AUT 12
GBR 6		HUN 3		CRO 1					CRO 11
NED 6		ITA 3		EST 1					DEN 11
TUR 6		JPN 3		LTU 1					NED 11
CRO 5		LAT 3		SUI 1					SRB 11
SWE 5		NZL 3							SUI 10
SUI 5		AUT 2							TUR 10
AUS 3		BIH 2							MKD 9
ITA 3		CAN 2							CHN 8
MKD 3		DEN 2							AUS 7
ARG 2		KAZ 2							LAT 7
CHN 2		LTU 2							SWE 7
EST 2		MKD 2							LTU 5
LAT 2		NOR 2							NZL 5
LTU 2		ROU 2							CAN 4
NZL 2		SVK 2							EST 4
CAN 1		SWE 2							JPN 3
KAZ 1		EST 1							KAZ 3
NOR 1		ESP 1							NOR 3
ESP 1									ARG 2
									ESP 2
									BLR 1



Name: JC 42; Six pannel

Wingspan: 1800 mm

106.0 mm

94.0 mm

74.0 mm

49.0 mm

AREA:

Wingarea : 16,0980 square decimetres

Stabilizer : 2,9016 square decimetres

Total area: 18,9996 square decimetres

The width of the pylon: 14mm

Electronic timer: SIMPLICITY

WINGS, SPEARS, STABILIZER x RUDDER
ARE MADE BY JAN CIHAK

email: Jan.cihak@seznam.cz

Weights:

Wing: 55g

Stabilizer: 4g

Propeller: 48g

Tail end: 13g

Kevlar super motor

tube: 68g

Hook, Rubber holder,

Beacon+Battery...: 8g

addition weight...: 4g

Total weight: 200g

Time Sequences:

DPR: 0,4s

VIT: 3,6s

RUDDER: 28s

WW: 30s

DT: 180s

D - Box : CARBON CLOTH 80g / sq*dm

Spars : 0,4 x 3,5 x 1,8 x 1 x 0,5 [mm]

Trailing edge: 0,5 x 2,8 x 2,3 x 1,8 [mm]

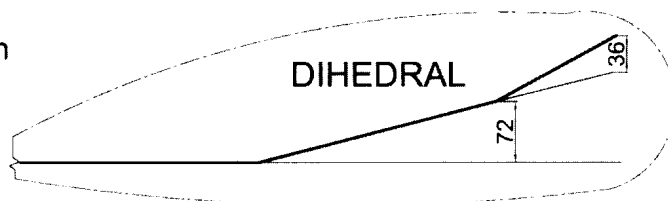
Spars of Stabilizer: 1,3 x 0,2 [mm]

Trailing edge of Elevator: 1,3 x 0,5 [mm]

RUDDER:

Spars of Rudder: Tube Diam 3,3 > 3 mm

Trailing edge of Rudder: 1,2 x 0,5 [mm]

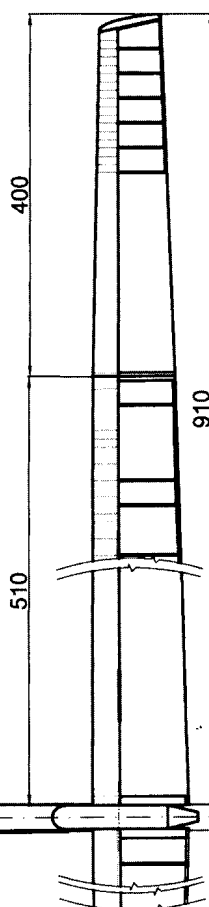
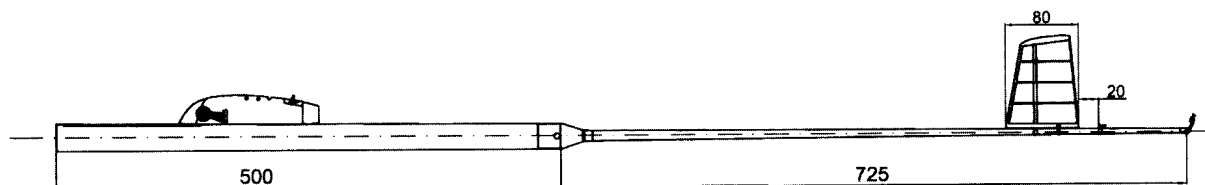


Variable pitch, kevlar super motor tube,
aerodynamic connector, easy snap fin mount,
rudder control ring,

stab mount + rear unit are standard ANDRIUKOV& KULAKOVSKY

Drawn by: Martin Kubiček
Email: martin.modelar@seznam.cz





Name: JC 47
Wingspan: 1800 mm
104.5 mm
89.5 mm
66.5 mm

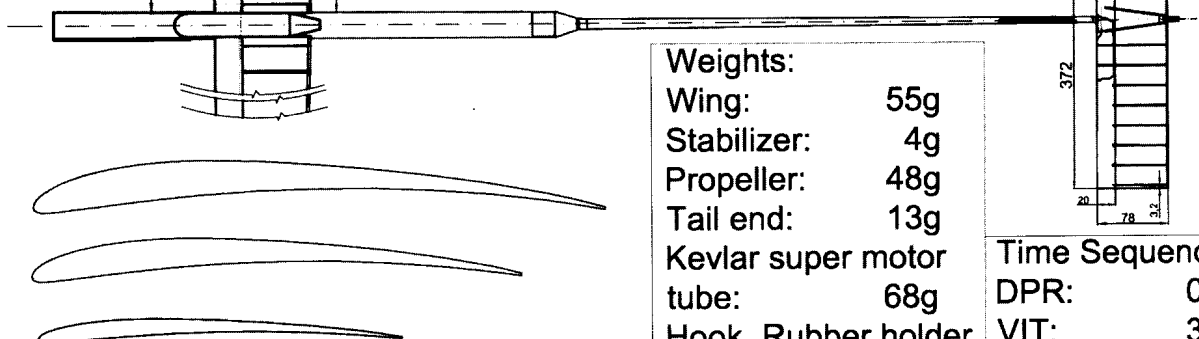
AREA:

Wingarea : 16,0980 square decimetres
Stabilizer : 2,9016 square decimetres
Total area: 18,9996 square decimetres

The width of the pylon: 14mm
Electronic timer: SIMPLICITY

WINGS, SPEARS, STABILIZER x RUDDER
ARE MADE BY JAN CIHAK

email: Jan.cihak@seznam.cz



Variable pitch, kevlar super motor tube,
aerodynamic connector,
easy snap fin mount, rudder control ring,
stab mount + rear unit are standard ANDRIUKOV& KULAKOVSKY

D - Box : CARBON CLOTH 80g / sq*dm

Spars : 0,4 x 3,5 x 1,8 x 0,5 [mm]

Trailing edge: 0,5 x 2,8 x 1,8 [mm]

Spars of Stabilizer: 1,3 x 0,2 [mm]

Trailing edge of Elevator: 1,3 x 0,5 [mm]

RUDDER:

Spars of Rudder: Tube Diam 3,3 > 3 mm

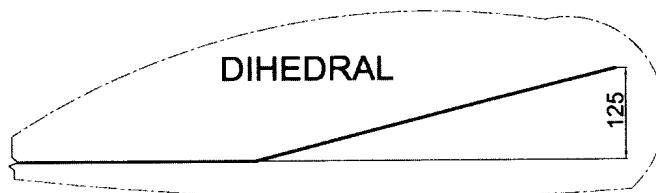
Trailing edge of Rudder: 1,2 x 0,5 [mm]

Weights:

Wing: 55g
Stabilizer: 4g
Propeller: 48g
Tail end: 13g
Kevlar super motor
tube: 68g
Hook, Rubber holder,
Beacon+Battery...: 8g
addition weight...: 4g
Total weight: 200g

Time Sequences:

DPR: 0,4s
VIT: 3,6s
RUDDER: 28s
WW: 30s
DT: 180s



The following table show the details of the participation at competitions in each class and the number of people scoring points in different numbers of events.

	F1A	F1A-J	F1B	F1B-J	F1C	F1P-J	F1Q	F1E	F1E-J
Number of competitions	61	45	61	30	52	8	39	24	17
Total number of entries	1845	317	1190	101	451	31	207	700	134
Number of competitors scoring points:									
in 1 event	131	32	95	15	40	5	22	38	14
in 2 events	79	20	46	7	21	5	9	24	4
in 3 events	34	6	32	4	13	1	3	18	3
in 4 events	27	4	12	1	6	0	4	14	4
in 5 events	12	0	12	0	3	0	2	5	1
in 6 events	10	4	5	0	1	0	2	5	2
in 7 events	7	2	1	1	3	0	0	2	1
in 8 events	4	2	3	0	1	0	1	2	0
in 9 events	2	0	2	0	0	0	2	2	0
in 10 events	2	0	2	0	2	0	0	1	0
in 11 events	2	1	2	0	0	0	0	0	0
in 12 events	1	0	0	0	1	0	0	0	0
in 13 events	2	0	2	0	0	0	0	0	0
in 14 events	0	0	0	0	0	0	0	1	0
in 15 events	1	0	0	0	0	0	0	1	0
in 16 events	0	0	0	0	0	0	0	0	0
in 17 events	1	0	1	0	0	0	0	0	0
Total number of competitors scoring World Cup points	315	71	215	28	91	11	45	113	29

HOW CAN PERFORMANCE BE INCREASED?

Jan Cihak, via Thermiksense

The standard in today's models is the construction of composite materials such as Kevlar, carbon, glass fabric, and epoxy resin. They enable us to put the theoretical findings of aerodynamics into practice better than before. This is also one of the reasons for the higher performance of the current models.

Models.

The trend of today's models is obvious and the goal has been to further develop proven designs to improve the performance of the models. Increasing the span increases performance. However, it is also necessary to optimise the aerofoil section. One reason for extending the wingspan to the present level is that these large models are much easier to fly in. They are more stable at low climb rate, which is very advantageous.

In both models shown here, the motor tube was shortened to 500 mm. The model JC42 still has the wing profile of Brian Eggleston, which he developed for the F1B models of Tony Mathews. Model JC 47 has an Andruikov profile.

Influence on the performance

Which changes to F1B models can bring an improvement? Jan has analyzed studies about the influence on the performance of propeller, energy content of the rubber strand, trajectory (slope and curve), which, however, provide no uniform results. In any case, the right wing twist, the correct position of the centre of

gravity, the angular adjustment of the wings and the pitch angle difference are important. A clear statement of what is best is difficult because the focus can be between 55-65%. Another factor is the length of the fuselage and the distance of the tailplane and the vertical tail from the wing. Why do F1B models have much longer fuselages than F1A models? Since the vertical and vertical tail are small, a long fuselage is necessary to stabilise the model. The right wing twist also helps. Models without proper wing twisting need to constantly stabilize in climb to maintain the desired trajectory. And this compensation costs energy. A long fuselage dampens vibrations, especially during powered flight, and forgives small mistakes on launch. We observe the vibrations during the climb especially in the first ten seconds. The vibrations can be smaller or larger, but they are present every flight.

The drag of all parts has to be reduced to a minimum. The tailplane and the vertical stabilizer must be as small as possible. The covering should be completely smooth. The propeller blades, the motor tube and the tail boom create drag. It is not possible to objectively quantify and evaluate everything but even small improvements can bring about effects.

Speed in the climb

The current trend is to reduce the speed in the climb. Today we see that 35-second engine run is the minimum. The resistance is known to increase with the square of the speed. Vertical climb is a technique that eliminates the lateral displacement, so

the entire flight path is implemented in height. The technique for this is a variable pitch of the propeller, as is the case with the models produced by Andriukov and Kulakovsky. This hub allows a better and more flexible use of the energy contained in the rubber.

Another important component of the drive is the propeller blades. I use carbon fibre sheets on all new models. Vertical climbing at low speed can be very dangerous, especially in strong winds when the model is riding on its back. Experience shows that a very steep power flight is possible for more than 15 seconds. The setting of the model must be appropriate: the launch of the model, the start delay of the propeller (DPR) and the use of the wing adjustment (Wing-Wiggler, WW). The model needs to react quickly so that it can circle into the thermals.

The Wing-Wiggler has proven itself as a means to improve the flight characteristics. It is important at what angle and at what speed we raise the model. If we look at photos of top FIB pilots, we see that they launch almost vertically: the angles are between 70° and 90°. The right start is a key moment! For this experience and training are necessary. On the airfield we can see clear differences in the start of the models and in the airspeed in the climb.

The setting of the model determines the type of climb. There are many options of settings and time sequences that can be used successfully. The main difference is whether a wing wiggler is used or not. If you start vertically, a WW is desirable. The wing wiggler helps the model stay in the correct position while adjusting the elevator angle of attack (VIT) - the timing of WW and VIT activation must be matched. The WW mission is a less drastic intervention than the rudder. Launching the model at an angle of less than 70° when using a WW means a significant loss of height. Greater span reduces the induced drag, which has a much greater impact than the profile drag. Also by reducing the speed in climb the drag can be reduced.

DOUG BARTLE

Doug Bartle died suddenly last month aged 73. Doug mainly flew gliders. He flew in the UK F1A team at one World Championship and one European Championship.

In 1984 he started to fly F1E, obviously to a good standard since he was on the UK F1E team in 1984. He has flown F1E ever since then and has been a constant and valued supporter of the class. He flew in four F1E World Championships and five European Championships. His best result was 8th place in 2017. Five times he won the BMFA F1E trophy, the Sheffield Magnet Cup,

Among his other activities he was a keen table tennis player competing at several levels. It was while playing on January 9th that he collapsed and did not recover.



SOUTHERN COUPE LEAGUE 2019

Peter Hall:

At last the dust is settling and through the haze we can see a programme emerging with enough clarity to publish it. Of course we've already begun with Coupe de Brum. Odiham is still subject to license agreement and there could be other disruptions, additions and deletions so keep watching the Clarion and FFn for amendments. Your five best results out of the eight events will count at the final reckoning.

As you see the First Area is looming on the 10th Feb, and I must remind you of this season's exciting new competition. We are offering a small prize for the best mistake or mishap suffered by coupe fliers at these events. By 'best' we mean unlucky, funny, tragic, alarming, ironical, etc. etc. A panel of judges will decide the winner after the Coupe Europa event on the 19th October. We expect a large and enthusiastic entry for this competition as no skill or preparation is required.

2019 events: Coupe De Brum, First Area, Odiham, Oxford, Southern Gala, Crookham Gala, London Gala, Coupe Europa.

TRACKERS

From Henk van Hoorn.

Pim Ruyter suffering more and more from his Alzheimer disease and recently he decided to stop the production, repair and sales of trackers and the sales of batteries. He has asked me to look after his business and handed over his stock to me.

There is some stock of trackers and a large stock of batteries and in case you need something please contact me. hvhberkum@ziggo.nl

For clarity...in case one of your trackers brakes down a repair is no longer possible and if you like to replace it (by one on another frequency) this is possible as long as there is any stock..

CIAM CONTEST CALENDAR 2019

Note that it is important that competitors in World Cup events this year hold a current FAI Sporting Licence. This is validated only by the details appearing on the FAI Licence database at the time of a competition. The NAC issuing the licence should enter the licence on the FAI Licence database when the licence is issued.

Events which were previously shown in FFn but have not been confirmed for the World Cup are two events submitted by Mongolia (FF Holiday of Mongolia in Russia which had been shown on July 1-5 and Mongolian Cup on July 27) and the Bohemian Saxon Cup on September 29 (which was a duplicate event at Vsechov on that day). The Niksic Cup in Macedonia on September 29 has gone because the organising nation, Montenegro, has been expelled by the FAI.

Full details of additional events are

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| June 8
Viborg, Denmark | Jutland Heath Cup. F1A F1B F1Q FIS. World Cup event. Entry fee: EUR 30. Contact: Peter Rasmussen, Skalsbyvej 4, DK 4735 Mem, Denmark, tel: +45 5593 9325 / +45 4016 5727, email: pr.arkitekt@gmail.com web: www.modelflyvning.dk/elite |
| July 20
Tottenham,
Ontario, Canada | Canada Cup. F1A F1B F1C. World Cup event. Entry fee: \$C40. Contact: Leslie Farkas, 21 Misty Moor Drive, Richmond Hill, Ontario, Canada L4C 6P9, tel: +1 905 886 6959, fax: +1 905 886 3025, email: aljolie@sympatico.ca web: www.torontofreeflight.org |
| July 21
Tottenham,
Ontario, Canada | Huron Cup. F1A F1B F1C F1Q. World Cup event. Entry fee: EUR 30. Contact: Tony Mathews, 11233 Kwy 118, Haliburton, Ontario, Canada K0M 2S0, tel: +1 705 854 0698, email: tmathews180@gmail.com |

The two UK World Cup events have moved from May to September because of Salisbury Plain being unavailable on the original dates:

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| September 7-8
Salisbury Plain | 2 World Cup events. Sept 7: Stonehenge Cup, Sept 8: Equinox Cup. F1A F1B F1C F1P F1Q. Entry fee: €35 per class per day. Contact: Richard Jack +44 776 234 6700, Peter Martin 23 Woodland Court, Dyke Road Avenue, Hove BN3 6DP, England, email: ffworldcupUK@gmail.com richard_jack@live.com |
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CORRESPONDENCE

From Andrew Crisp (representative of other contributions received on this subject)

I see that there are ideas afoot to formalise, or at least standardise "DT flyoffs". In particular, an angle of at least 40° from the horizontal axis of the fuselage is suggested for the tip-up amount for the tailplane (or wing). While this would work for the majority of F1B and F1C layouts, I would suggest that it would be a disaster in F1A. Anybody who has flown a glider of modern layout knows that the DT angle must be very carefully adjusted to prevent flat spins on descent. The worst scenario is when a falling-leaf motion develops, usually with dire consequences to the wing tips on hitting terra firma. The answer is to lower the tailplane angle, certainly to less than 40°, until a controlled spiral down occurs.

Are we to see F1A gliders produced with extra large tails and fins brought out especially for the DT flyoff?

NOTICEBOARD

KSB TIMERS WANTED. John Cuthbert would like to hear from you if you have any surplus KSB 6-minute timers which you would like to sell. Contact John at johnf1c.cuthbert@btopenworld.com

UK COMPETITION NEWS

CROYDON WAKEFIELD DAY will be at Beaulieu Old Airfield on April 21. Events are: 4oz and 8oz Wakefield, F1B (in rounds), Marcus Lightweights (RAFF V, Bazooka, Dinamite, Supa Dupa). Start 10am. Entrance to airfield is 2.5 miles west of Beaulieu village on B3055 to Brockenhurst, opposite a small public carpark. NB all flyers must have a Beaulieu permit which can be obtained at <http://www.beaulieumodelflying.org.uk/permits.html>. The cost is £10 seniors, £5 juniors. For further information please contact Ray Elliott tel 020 8997 7745, email ray.elliott8@btinternet.com.

CROYDON COUPE EUROPA will be at Salisbury Plain Area 8 on Saturday October 19. Events are: FIG (in rounds), Vintage Coupe. Flitehook trophy for FIG teams. Start 10am. Entrance to Area 8 is approx 2 miles west of Shrewton on B390 to Chitterne. For further information please contact Ray Elliott, tel 020 8997 7745, email ray.elliott8@btinternet.com

DREAMING SPIRES FREE-FLIGHT RALLY-2019

DATE: -2nd JUNE 2019 STARTING AT 10 a.m.
 VENUE: -PORT MEADOW, WOLVERCOTE, OXFORD

CLASSES: ~

FIG (COUPE d'HIVER)	} 5 FLIGHTS
FIH (A/I GLIDER)	
MINI VINTAGE RUBBER (Max span 34")	} 3 FLIGHTS
VINTAGE/CLASSIC GLIDER (Comb)	
HI-START GLIDER	
E30/P30/CO ₂ (Combined)	} 7 FLIGHTS
HLG/CATAPULT GLIDER (Comb)	

ALL TOWLINES 50 metres

FREE-FLIGHT SCALE TO 'DREAMING SPIRES'

RULES. NO DOCUMENTATION. STATIC JUDGING
 QUALITY OF FLIGHT etc. 1/6 motors up to 1.5 c.c. allowed.

ALL FLIERS MUST BE INSURED

NO STREAMERS ON POLES, NO THERMISTORS, NO BUBBLER
 NO 1/6 POWERED MODELS TO BE FLOWN OUTSIDE OF
 THE SCALE COMPETITION.

CONTACTS: ~

ANDREW CRISP 4 GROVE ST. OXFORD OX2 7JT Tel: 01865 553800	LAURENCE MARKS laurencemarks64@googlemail.com
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