Free Flight news FFn

## CONTENTS


| | | | |
|---|---|---|---|
| FFn | 1 | Coupe Europa. Middle Wallop, Dec 4 | 8 |
| P30s | 2 | UK Competition News | 9 |
| DDP302, P30 by DENNIS DAVITT | 3 | Coupe D'hiver Southern League 2006 | 9 |
| News from BMFA FF Tech committee | 4 | Biggles Leagues 2006 | 9 |
| TEACHER'S PET, P30 by JOHN O'DONNELL | 5 | Noticeboard | 9 |
| 2006 FAI Competition calendar | 7 | FFn Index 2006 | 10 |


## DIARY

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|---|---|
| February 5<br>Middle Wallop | Crookham Gala. Mini Vintage BMFA rules, F1G (3 or 5 flt, for Southern League), Combined Power, Combined Glider. See FFn 0512 for runs, lines and other details. Start 10.00, 3 flts, max to be decided on day, entry charge at gate, BMFA insurance. Contact John Thompson, 01252 842471, johnd.thompson@btinternet.com |
| February 6<br>Chobham Common | Chobham Tree Chop. See FFn 0509. Meet at Clump car park at 10am. |
| February 12<br>Area Venues | BMFA 1st Area. O/P& SLOP combined (Frog Senior), O/R, O/G, O/E, P30. |
| February 13<br>Chobham Common | Chobham Tree Chop. See FFn 0509. Meet at Clump car park at 10am. |
| February 15 - 16<br>Lost Hills, California, USA | California Cup. F1E. World Cup event. Contact: Lee R. Hines, 376 Magnolia Street, Costa Mesa, USA, tel: +1 949 645 4850 CA 92627 |
| February 18 - 19<br>Lost Hills, California, USA | Maxmen International. F1A, F1B, F1C. World Cup event. Contact: George Batiuk, 835 Capitoio Way #5, San Luis Obispo, California 93401, USA, t:+1 805 545 0700, fax: +1 805 545 0700, e: slogb@charter.net |
| February 25<br>Viabon, France | Philippe Lepage. F1B. World Cup event. Contact: Piere-Olivier Templier, 3, Rue ds Brisaciers, 770990 Collegien, France, tel: +33 1 60 35 93 58, email: pierre-olivier.templier@wanadoo.fr |
| March 5<br>Area Venues | BMFA 2nd Area. O/P&SLOP combined (White), F1A (K&MAA/Plugge), F1G, Vintage (Plugge). |
| March 11<br>Pori, Finland | Bear Cup. F1A, F1B, F1C. World Cup. Contact: Kari Lindgren, Muonamiehentie 5, 28610 Pori, Finland, tel: +358 2 6324 988, email: pipo.lindgren@dnainternet.net web: http://www.kolumbus.fi/porinik |
| March 12<br>Middle Wallop | Croydon Wakefield Day: F1B, 80z vint, 4oz vint. Contact Ray Elliott, 020 8997 7745 ray.elliott8@btinternet.com |
| see page 9 | Ron Audley Glider Day. Vintage and Classic glider. Contact: Rod Audley, tel 01454 250354, rod.audley@btinternet.com |
| | Bournemouth MAS. Club Classic Rubber, Mini vint rubber, A-frame mass launch, Spark ignition precision. Contact Roy Tiller 01202 511309 |
| March 18 - 19<br>Gjovik, Norway | Holiday on Ice. F1A, F1B, F1C. World Cup. Contact: Tor Bortne, Jernbanev. 28, 2840 Reinsvoll, Norway, tel: +47 611 97 463 or 920 95 329, fax: +47 611 98 351 or 611 52 606, email: margit.bortne@c2i.net web: http://home.online.no/~vnereng/ |
| March 19<br>Crivelle, TO, Italy | 7th Trofeo AGO. F1K. Contact: Sandro Schirru, Via Cavour 5, 10095 Grugliasco, Italy, email: fai616@yahoo.it |
| March 25-26<br>Osterlo, Sweden | Matfors ME International. F1A, F1B, F1C World Cup event. Contact: Mikael Holmbom, Osterlo 140, 860 13 Sweden, tel +46 70 399 1813, fax +46 6017 5112. |
| April 2<br>Area Venues | BMFA 3rd Area. O/G, F1B (Weston/Plugge), F1J/BMFA½A (Plugge), HLG, Catapult Glider. |

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

## FFN

Welcome to the first 2006 edition of FFn and thank you for renewing your subscription for this year.

To those people who have ordered NFFS Symposium Report 2005 from FFn, as expected the new delivery has not yet arrived. Your copies – and any new orders – will be sent out as soon as possible, hopefully by the end of this month.

Last month we promised to give a summary of the free flight relevant proposals which will be on the agenda for the CIAM Plenary meeting in March. These will now be in the February issue.

## P30s

A few thoughts and plans of P30s, first from **Dennis Davitt**:

The first P30 I flew was and still is bits and pieces from other models. The tailplane is big, 18 x 3.5 ins and 42% of the wing area. The idea was that the model would fly like an indoor EZB, which we used to fly successfully with 140% CGs. Unfortunately the model has a very annoying habit of recording 1.58s and 1.59s if not put into good air.

I designed a completely new model, without really knowing what to go for. It's surprising, with such restrictive rules, what variations are possible – tail size, CG, wing section, planform, type of commercial prop, number of strands, etc.

The initial idea, which most people have, is to build a very light model with a large wing area. However, that didn't work for the first model except in absolutely flat calm weather. I then looked at my 80 grm Coupes, at about 230 sq ins and with a Benedek 7406f section. These glide well enough, so I have used the same section on the P30 and about the same wing loading. I again used a large tailplane, so the CG could be well back and, hopefully, avoid the large amount of down-thrust which many P30s need.

But it didn't work. Despite moving the CG forward several times, I could not get consistent flights so, in the end, I took an average of other people's tailplanes. The final result, so far, is the model shown. It flies consistently now and usually exceeds two minutes comfortably. I don't know what to quote for a dead air time – it almost never happens.

I have settled on four strands of 1/8 in and can usually get 1900-2000 turns. The prop is one of a couple I have had for years, made by Bentom and now hard to get.

I think it would be interesting for FFn readers who are more expert at aerodynamics than I am to start with a blank sheet of paper and sketch their ideas for P30s. They don't have the build the models, but their thoughts would be interesting.

**John Godden** has also kindly sent us details of his model. When the design was first published (in Northern Area News in 2000) John noted that this was his third P30,'the previous two, the first very different, the second very similar, having flown away. My requirement was for a design as simple as possible, with a minimum of bits and hence minimum added weight. The model weighs 36 grams when assembled complete with DT fuse and a very small front rubber bobbin, but less tracker bug and 10 gram motor. It has a fairly large wing area (147 sq ins on plan) but uses only a small tail of 41 sq ins (28%) combined with a forward CG at 62% (1 3/4 ins from the trailing edge), and it is powered with a rather thin motor which requires pre-tensioning to reduce its length by some three to seven inches. The ideal motor is somewhere between six strands of 3/32 ins and five strands of 1/8th, this latter size being about right if the flying weight increases to 50 grams or so. If using the thinner motor, it must be fully wound to some 1600 to 1700 turns (depending on the batch being used and how many times the motor has been wound up) to get any performance at all. To keep the weight to a minimum the tail, fin and wing underside are all mylar covered (with standard 5 micron mylar) but the fuselage and wing top surface are tissue over mylar'.

Towards the end of last year, John gave his updated thoughts on this model:

I have only made one model to this design, which is now six years old and in need of replacement. It's had a number of minor repairs and the fuselage is now 2-3 grams heavier than its original weight of ten grams. Since no repairs have ever been required to the wing or tail it's possible that in any re-design the wing structure could be lightened a bit, perhaps substituting hard balsa for the spruce centre section spar, reducing the size of the trailing edge to 1/16 in x 1/4 in or x 5/16 in, reducing rib thickness to 1 mm and covering the top surface with Jap tissue over mylar rather than Modelspan over mylar.

The model has always been flown on six strands of 3/32 Tan II at about 27 ins long, but beware the later Tan II which is considerably thinner and will result in a near 30 in motor! I now use between 1,750 and 1,850 turns, depending on the batch of rubber and the actual motor length.

I have flown the model on both the easily obtained and 'legal' P30 props but prefer the yellow Igra prop to the Peck equivalent. I use the standard 'notch' free wheel, though I have slightly increased the depth of the step and also soldered a suitable collar to the prop shaft allowing about 3-4 mms of axial prop movement. You have to be careful when launching not to pull back the prop on release. Full turns, of course, must be used.

Checking the thrust line shown on the plan against the actual model shows a slight difference. The downthrust is about correct, but the model has even more right thrust that the plan suggests!

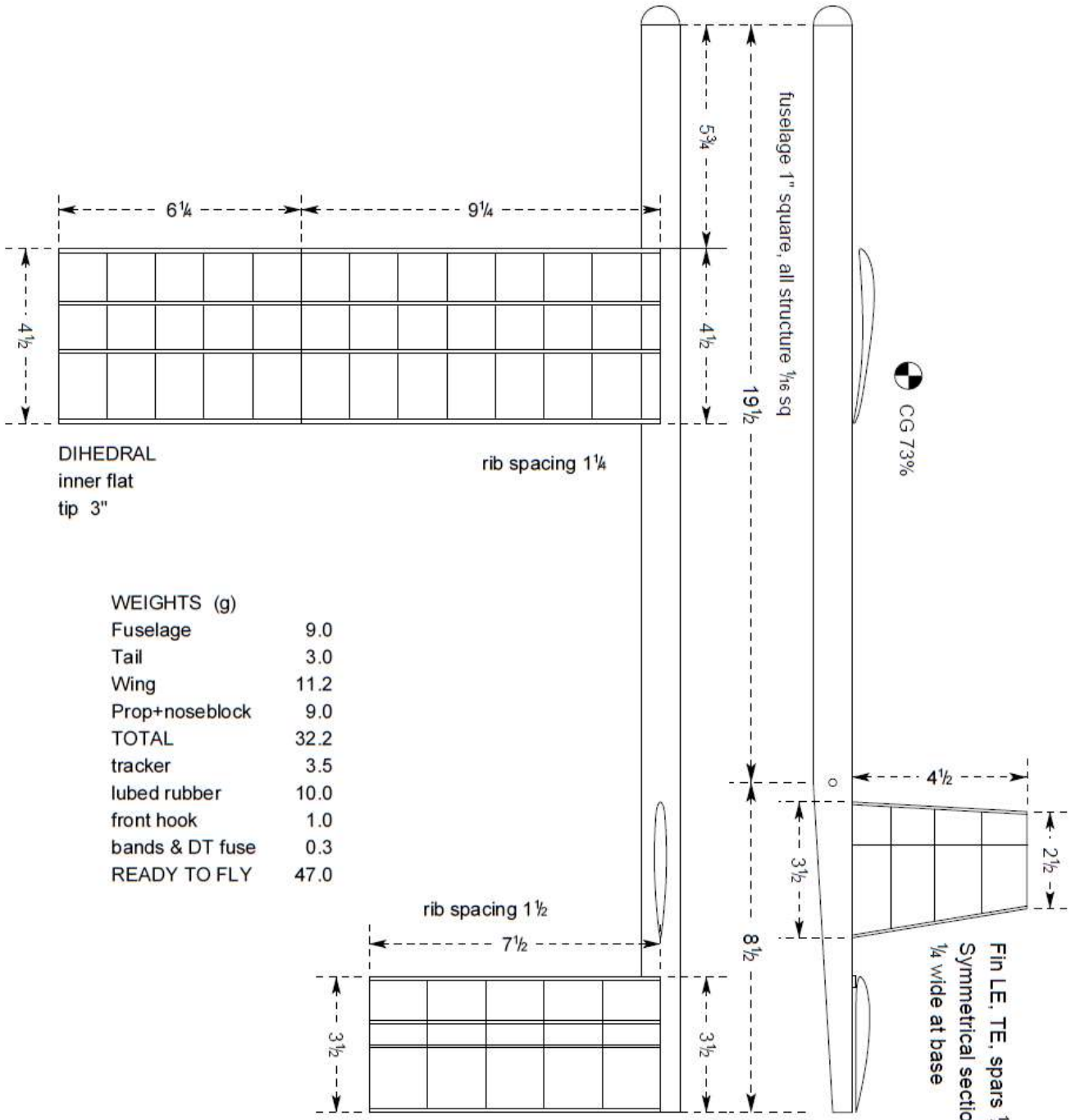
**P30 – PROGRESS OR NOT?**

**John O'Donnell**

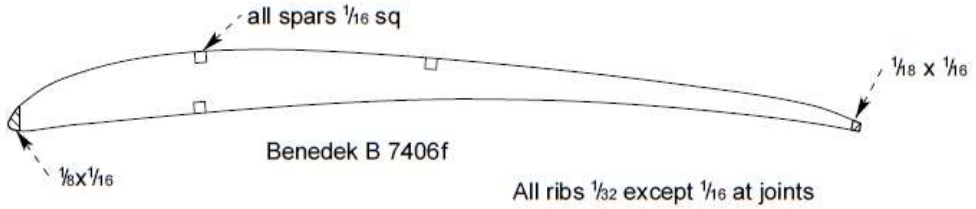
P30 has been around for a long time but it took many years for it to really catch on in the UK. I tried the class very early and had my 'Teacher's Pet' design published as far back as the August 1978 issue of Aeromodeller. The design was sound, and will fly for anyone, as I ascertained by having models built by local modellers prior to publication.

Despite the lack of real interest at home, plagiarised copies of the plans quickly appeared in East European and Japanese magazines. The latter is re-printed here to illustrate this article.

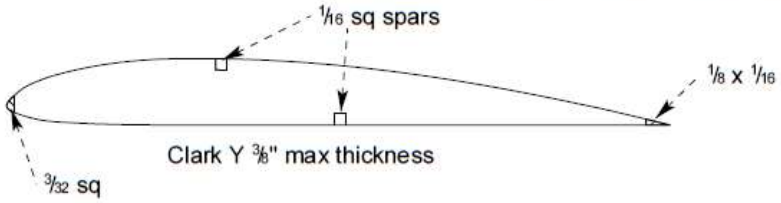
This history is relevant because my current P30 models are a direct development of the prototype. The published drawings can be updated by making a few changes. As few modellers can resist improving others' designs, it might be appropriate to give some guidelines on the way to go in revising my original. The fuselage can be made thinner but the pylon should then be higher to compensate. The square wingtips are a consequence of the span limit in the rules. Do not, repeat do not change them for the currently fashionable angled shape that has the trailing edge longer than the leading edge.




| WEIGHTS (g) | |
|---|---|
| Fuselage | 9.0 |
| Tail | 3.0 |
| Wing | 11.2 |
| Prop+noseblock | 9.0 |
| TOTAL | 32.2 |
| tracker | 3.5 |
| lubed rubber | 10.0 |
| front hook | 1.0 |
| bands & DT fuse | 0.3 |
| READY TO FLY | 47.0 |



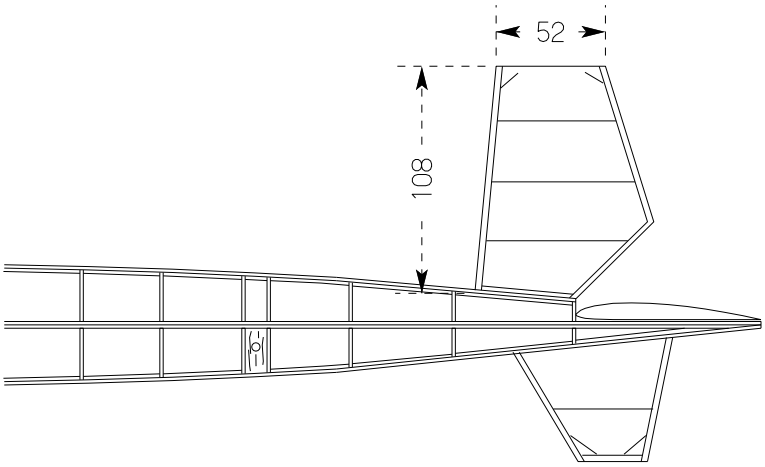

All ribs 1/32 except 1/16 at joints




# DDP302
## P30 by Dennis Davitt

FFn All dimensions ins Scale 1:4

I have altered the fin and underfin to move them rearwards. (The original design featured a removable unit that reduced the size of the box required to send the prototype by post to the USA.) The fins are still flat plate and merely cemented onto the longerons – crude but adequate. By moving the motor peg forward by a bay, and keeping the tail light, the wing can be positioned well forward, to give a fair moment arm. The revised rear fuselage is shown here:




The CG is at 90% chord, thanks to using a large tailplane.

The fundamental concept to appreciate is that the model should be light. We do not have a weight requirement in this country, though 40 grms is stipulated elsewhere. It is certainly possible to attain this figure, even with a timer and a tracker. The first place to save weight is the covering, which should be thin Mylar affixed with the minimum of adhesive. For the airframe, balsa choice is important and it should be selected carefully.

I have thinned the airfoil which seems to improve both power and glide, and hence now use geodetic structure for stiffness. The diagonal wing ribs (but not the straight) are carbon capped both for stiffness and to hold the ribs together where they meet the spar. The tail is all balsa.

The current airfoil is derived from the 'thin Davies' (A = 0.9, B = O.1 in the original Davis formula) by starting with it drawn to a five inch chord and then amputating the trailing edge to suit the desired chord, currently 4.5 inches. This sidesteps the problem of a very thin trailing edge in a practical manner. The relevant ordinates are available from almost any book of airfoils.

The requirement to use an unmodified commercial plastic prop rather restricts what can be done in that region. I have used both the Peck and Igra products and there seems little to choose between them. It is prudent however to check that the blades have equal pitch and that the prop tracks correctly. If it doesn't then the hole for the shaft has usually been drilled out of true. Correction is possible, but tricky. An alternative approach is of course to buy more than one prop at a time, or to check them in the shop. These aspects seem to matter rather more than static balance. I would recommend a Garimi clutch situated on the lighter blade, rather than using the moulded-in notch provided by the manufacturer.

The most important decision is the choice of power, i.e. how many strands of what rubber. There is little doubt that the most potential comes from using low power and winding near to breaking. This can give a very adequate climb combined with a motor run of nearly two minutes. However, it is hard on the rubber. I break more motors in P30 than Cd.H.

I fly on four strands of good quality 1/8 Tan II (October 1997), using around 2000 turns. The motor is longer than the distance between the hooks, so it has to be pre-tensioned. I use a winding tube, torque meter, and a high-geared winder fitted with a counter. You will appreciate the need for the high-gearing very quickly.

Flying is straightforward if the model is set up carefully beforehand in the workshop. My models fly right/right. The wing is set at zero incidence. Glue the following (and recommended) down and side thrust to the front spacers – 50 thou' stuck on the upper port side and about 15 thou' on the port lower, crossed at the corner. Glue about 1/8 inch packing at the extreme end of the fuselage to give negative on the tail. Remove all warps apart from washout on the port wing tip panel. (Do not washin the starboard inner panel.) Glue an inch or less of 1/16 square to the starboard side of the fin trailing edge to provide right turn.

The long thin motor is inappropriate for trimming. Replace it with a six strand alternative. This is quick to wind and will give plenty of power on moderate turns, without a lengthy motor run and without ruining the rubber. Adjust the glide by negative packing on the tail, adjust turn by the strip on the side of the fin. The power pattern is good (which is why I have stayed with the layout) and the design will handle more torque than you need. Using a six-strand trimming motor you should reach the correct trim (on a torque value that would break four strands) within half a dozen flights. Then try a full turns flight on four strands – so you know what to expect – and the model is ready to fly for real.

Use more DT angle on the tail than normal, and you might not have to use anything more drastic. If you contact monster lift, then you'll need your back-up model. Have it ready!

## NEWS FROM BMFA FF TECH COMMITTEE

### International Teams

The F1A, F1B and F1C teams for the 2006 European Championships, announced in the issue 10 news have one change – Phil Ball has now withdrawn as the F1A reserve. His place will be taken by Stuart Darmon. Applications have been received for Senior Team Manager – Martin Dilly, Senior Assistant Team Manager – Bill College. These changes and appointments have now been approved by the FFTC and again await ratification by the council.

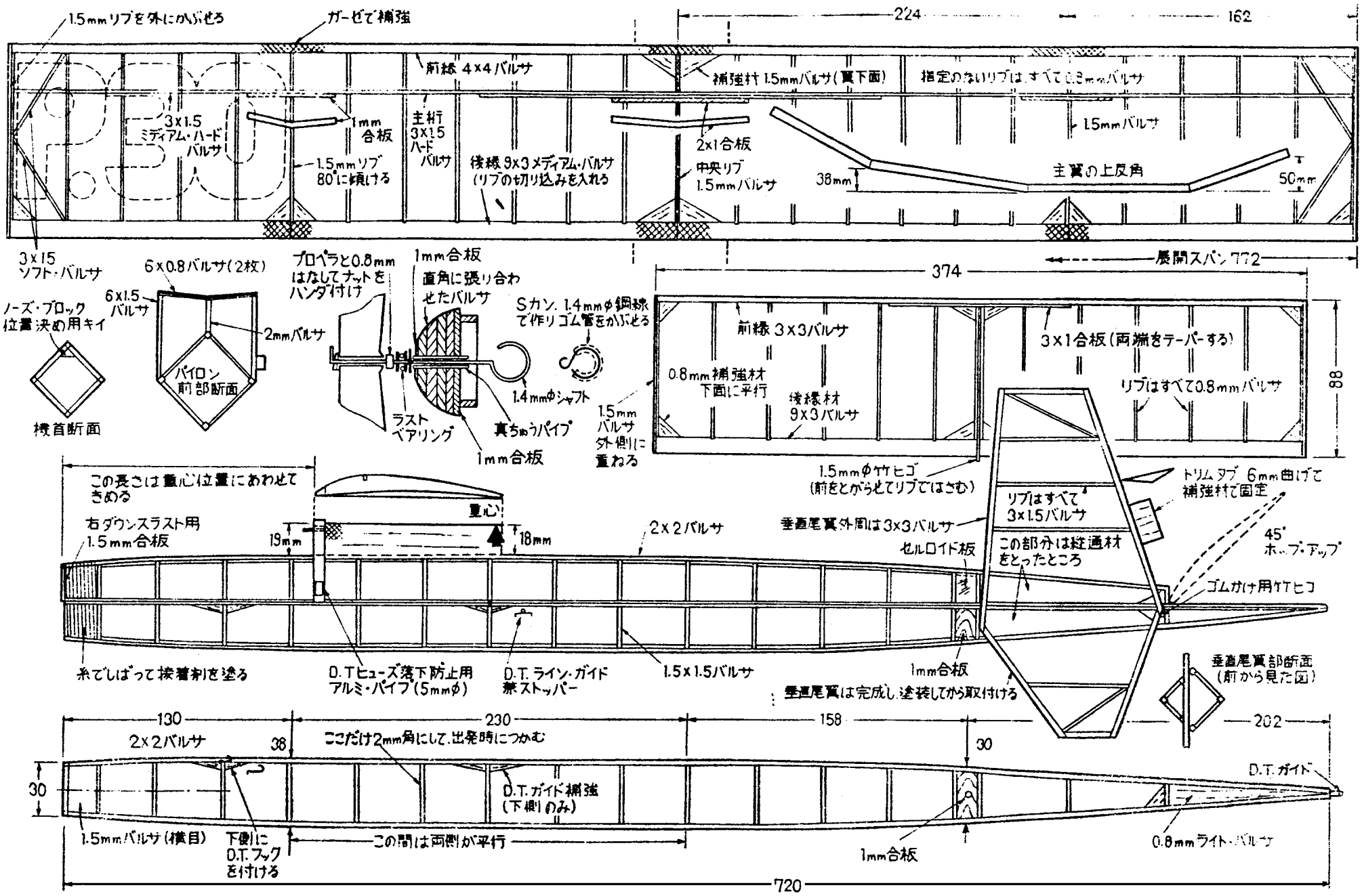
The Championships will take place at Odessa in Ukraine from July 16 – 23, as always official supporters are welcome. If you are interested, and would also like the opportunity to compete in 'Black Sea Cup' open international that precedes the Championships then please contact Martin Dilly before February 28th 2006. Martin can be reached at 0208 777 5533, e-mail: martindilly@compuserve.com or at 20 Links Road, West Wickham, Kent, BR4 0QW.

The team for the Junior World Championships, in Germany in August, has a sole F1B member – Daniel Billam. Team Manager will be John Billam.

The F1E team for the 2006 European Championships in Romania will be Ian Kaynes, Doug Bartle and Steve Philpott. Ian Kaynes will also act as team manager and Steve Philpott as assistant team manager. Appointments again are all subject to ratification by the BMFA council.

### Stonehenge Cup 2006

The planned venue for this event of Salisbury Plain has now been confirmed as available, subject – as always with any 'military' site to possible last minute change.




# Teacher's Pet P30 by John O'Donnell

### Salisbury Plain

Subject to the above mentioned last minute changes Salisbury plain is again available as in previous years for free flight trimming. The site used will be Training Area 8 and you must be on the Army's security list. This facility is open to all BMFA members flying any free flight class.

For those unfamiliar with the site there are a few simple rules to follow. Send an SAE to Bernard Aslett, 25, Honeyhill, Wooton Bassett, Swindon, Wilts, SN4 7D; in return you will receive a sketchmap showing where to fly on Training Area 8, a request for the one-off fee, (to be decided once the Defence Estates licence fee is finalised) which will allow you 19 weekends flying, and two copies of the users' guide. Sign one copy, return it to Bernard, and your name will be included on the security list (unless you're already on it). Alternatively, if you don't wish to pay the season ticket fee, once you are on the list you can pay on the day £10 per weekend or part weekend.

The following dates have been agreed: March 11/12; March 18/19; April 8/9; April 15/16; April 22/23; May 20/21; June 3/4; June 10/11; June 24/25; July 1/2; July 8/9; July15/16; July 29/30; Aug. 5/6; Aug. 19/20; Aug. 26/27; Sept. 2/3; Sept. 9/10; Sept. 30/Oct 1.

Because of possible short-notice military use, you must call Peter Tribe on 01225-862748 on the Friday before you plan to fly.

### Calendar

The final 2006 calendar is now in circulation. The committee as far as it is able has tried to respond to the feedback on previous years and to please as many tastes as possible. We have in response to the comments on the number of classes at various meetings 'reduced' some of these. At other meetings there are opportunities for 'areas' to run their own classes in addition to the main official events. Additionally there are some 'extra' classes being run that do not appear in the BMFA rule book (the rules to be used for such will be announced as soon as possible), again this is in response to popular request.

### FAI Special Interest Group

This subject was originally raised at the 'future of free flight' conference back in 2004. The idea was to give those whose chief interest was the three main FAI classes, in particular when flown at international level, the opportunity to create a focal point for their activities. Sharing of information and techniques, as well as possible involvement in the organisation of FAI orientated events, were some of the areas suggested. Though some of these activities already take place they only do so on an ad hoc basis and the intention of those originally interested was to do provide a more formal set-up.

The FFTC would like to see this group proceed beyond the idea stage and are keen to hear from anyone prepared to take it forward. In particular there is a need to develop a 'pool' of team manager and assistant team manager material. Though logically this pool should come from the present FAI fliers there may be others who feel that they have something worthwhile to contribute to these important management roles, on a long term basis.

Overall we feel that the group (SIG) should have as its prime objectives the improvement of 'team GB' performances and the encouragement of a genuine 'team spirit'. Worldwide we are hardly in the minor league of countries and already have considerable talent that has achieved some great results. Nonetheless with some more concentrated and 'managed' effort we could attain major league status.

We need 'your' talent and enthusiasm. Let's hear from you… Please contact Mike Woodhouse or Chris Strachan.

### Senior Championship

Please note that the 2006 Senior Championship will be run as laid out in the rule changes published in the last news. In short you may fly in as many events/classes as you wish but only 'two' of your scores from each day will count towards the overall Championship score. This is being pointed out as some may still be unaware of the change.

The point of the change was to give many more people a realistic chance of winning the Championship but without reducing its status. The new format means that you no longer have to travel to nearly every event, or, fly in 4 or 5 classes a day. Fly well and consistently and yours could be the name on this prestigious trophy at the end of the season!

As always the exact wording of this rule change – and all other rule changes for 2006 – are available from the BMFA office as an addendum to the 2005 free flight rule book. The full updated free flight rule book will be available, again from the BMFA office early in 2006.

### Distribution

If you are interested in receiving this 'news' via e-mail please send your e-mail address to the distributor: e-mail to Trevorgrey@AOL.com .

### 2006 Free Flight competition results service

Ian Davitt will again be running the results service for FFTC in 2006. The results can be obtained in the following ways:

**By e mail**: all those who received results by e mail in 2005 will continue to do so unless they advise otherwise. There is no need to re-register.

Those wishing to begin receiving results by e mail should notify iandavitt@ntlworld.com

The results are compiled and distributed on Microsoft Excel. Recipients should ensure they have this programme properly installed on their computer.

**By post:** results are posted periodically throughout the year, and not after every contest. Those wishing to receive results by post should send 12 stamped addressed envelopes of A4 or A5 size to:

Ian Davitt, 2 Kay Walk, St Albans Herts AL4 0XX.

The batching of results means it is recommended that envelopes are stamped to 100grm weight.

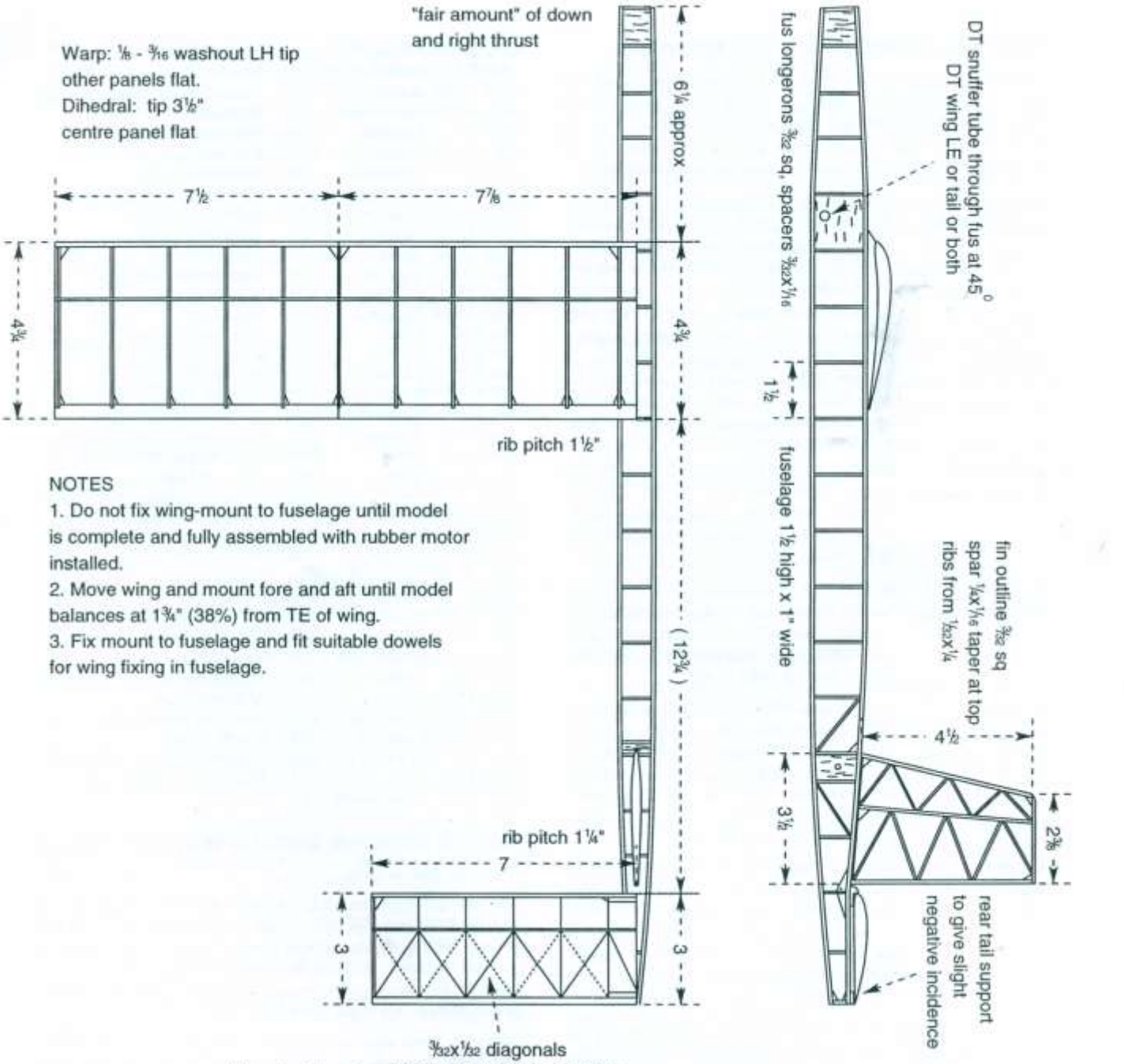
**Via the internet:** results are posted on the BMFA/FFTC web site a few days after they have been collated.

#### Note to Contest Directors

CD's are thanked for the general improvement in the quality of results data provided during 2005.

The results, (and hence the Senior Championship) are compiled purely on the basis of the information provided, and, in the absence of manifest error, no cross checking or verification is undertaken. BMFA numbers must be provided alongside contestants names to ensure scores and points are attributed to the right person.

Area CD's are again asked to total up scores, and clearly identify team members in the Team Power, Glider and Rubber events at the 5th, 6th, and 7th Area events.




# JGP 30

## P-30 by John Godden

ex Northern Area News

Scale 1:4 All dimensions mm

## 2006 FAI COMPETITION CALENDAR

Compared to the provisional FAI calendar published last month, the additional World Cup competitions shown below have been accepted on the finalised 2006 calendar. Also the Turkish World Cup competition on April 1-2 is confirmed, and so also is the Indoor open international in Spain on July 8-9.

| | |
|---|---|
| March 25-26<br>Osterlo, Sweden | Matfors ME International. F1A, F1B, F1C World Cup event. Entry fee €25. Contact: Mikael Holmbom, Osterlo 140, 860 13 Sweden, tel +46 70 399 1813, fax +46 6017 5112. |
| April 29-30<br>Madziunai, Lithuania | Estonian Free Flight Cup. F1A, F1B, F1C. World Cup event. Entry fee €25. Contact: Aavo Koppel, Kreegipuu Puiestee 4, Maardu 74117, Estonia, tel: +372 504 88 86, fax: +372 640 57 01, email: aavo.koppel@suprema.com Web: http://www.mudellend.ee |
| June 16-17<br>Rinkaby, Sweden | Swedish Cup. F1A, F1B, F1C World Cup event. Entry fee €30 – 20. Contact: Magnus Solerling, Tegnergatan 32 C, 75227 Uppsala, Sweden, tel +46 70 820 9112, email: f1b@kth.se |
| June 19-20<br>Rinkaby, Sweden | Nordic Cup of Denmark. F1A, F1B, F1C World Cup event. Entry fee SEK 250. Contact: Bo Hyhegn, Birkevenget 2, DK-3400 Hillerod, Denmark, tel +45 482 67306, fax: +45 482 41069. |
| August 12<br>Mostar, Bosnia and Herzegovina | Mostar Kup. F1A, F1B, F1C. World Cup event. Entry fee €25. Contact: Sonibjo Sabo, Stjepana Radibo 76 b, 88000 Mostar, BH, Bosnia and Herzegovina, tel: +387 36 326 438, fax: +387 36 326 438, email: info@hak-mostar.com web: http://www.hak-mostar.com |
| September 8-10<br>Beja, Portugal | Von Hafe Cup. F1A, F1B, F1C World Cup event. Entry fee €35. Contact: Anibal Paiva, Praca Carlos Alberto 63-3, 4000 Porto, Portugal, tel +351 9624 61036, fax +351 2233 93749, email: anibalpaiva@netcabo.pt |

The Arava International in Israel has been changed to August 4-5. F1P is added to the events at the Puszta Cup Note also corrections to the Black Sea Cup contact information:

| | |
|---|---|
| July 13 - 16<br>Odesa, Ukraine | Black Sea Cup of Belarus. F1A, F1B, F1C, F1G, F1H, F1J. World Cup event. Entry fee €50. Contact: Belarussian Federation of Air Sport/Victor Stamov, Symyrendo str. 34, apt 127, 03134 Kyiv, Ukraine, tel: +380 44 402 7932, +380 97 987 4280 or +380 67 751 1663, fax: +380 44 402 7932, email: fia@voliacable.com, stamov@hotmail.com web: http://www.odessa-cup.farlep.net |

The F1E World Cup events have not changed, the revised summary of all F1ABC World Cup events is now given below. Competitions are for all three classes F1A F1B F1C except as shown.

### World Cup summary F1A, F1B, F1C

| | | | |
|---|---|---|---|
| Feb 18-19 | Lost Hills | USA | Maxmen International |
| Feb 25 | Viabon | FRA | Philippe Lepage F1B |
| Mar 11 | Pori | FIN | Bear Cup |
| Mar 18-19 | Gjovik | NOR | Holiday on Ice |
| Mar 25-26 | Osterlo | SWE | Matfors ME |
| Apr 1-2 | Tekirdag | TUR | Istanbul FF Cup F1A F1B |
| Apr 14-17 | Naranderra | AUS | Australian FF Championships |
| Apr 18-19 | Naranderra | AUS | Southern Cross Cup |
| Apr 22 | Lucenec | SVK | City Cup of Lucenec |
| Apr 24-26 | Omarama | NZL | Kotuku Cup |
| Apr 28-30 | Omarama | NZL | Omarama Cup |
| Apr 29-30 | Madziunai | LTU | Estonian Free Flight Cup |
| Apr 30 | Madziunai | LTU | Baltic Cup |
| May 13-14 | Andover | GBR | Stonehenge Cup |
| May 13-14 | Vojka | SCG | 23rd Srem Cup |
| May 19-21 | Vsechov | CZE | Open International |
| May 25 | Lucenec | SVK | Novohrad Cup |
| May 26-28 | Pazardzik | BUL | Sofia Cup |
| Jun 3-4 | Tass | HUN | 21st Puszta Cup |
| Jun 9-11 | Kharkiv | UKR | Kharkiv Cup |
| Jun 17 | Zrenjanin | SCG | Djordje Zigic |
| Jun 16-17 | Rinkaby | SWE | Swedish Cup |
| Jun 19-20 | Rinkaby | SWE | Nordic Cup of Denmark |
| Jun 24-25 | Bjelopolje | CRO | Memorijal Vilima Kmocha |
| Jun 26-30 | Penza | RUS | Championships of Russia |
| Jul 7-9 | Kyiv | UKR | Antonov Cup |
| Jul 8 | Tass | HUN | Vörös Jenö Memorial Contest |
| Jul 13-16 | Odesa | UKR | Black Sea Cup of Belarus |
| Aug 3-5 | Noizé | FRA | Poitou |
| Aug 4-5 | Ofakim | ISR | Arava Open |
| Aug 11-13 | Stalowa Wola | POL | Summer Cup |
| Aug 12 | Mostar | BIH | Mostar Kup |
| Aug 18-20 | Borne | GER | 3rd Salzland Cup |
| Aug 31-S 3 | Zülpich | GER | 37th Eifel Pokal |
| Sep 2-4 | Borden, ON | CAN | Canada Cup |
| Sep 8-10 | Sisak | CRO | Siscia Cup |
| Sep 14-17 | Orel | RUS | Aviaprom Cup |
| Sep 22-23 | Capannoli | ITA | 2nd Favli World Cup |
| Sep 22-24 | Pazardzik | BUL | Bulgaria Cup |
| Oct 7-8 | Ankara | TUR | Anatolian FF Cup F1A F1B |
| Oct 14-15 | Lost Hills | USA | 30th Annual Sierra Cup |
| Oct 20-22 | Novo Mesto | SLO | Krka Cup |

## COUPE EUROPA. MIDDLE WALLOP, DEC 4

Report by Martin Dilly

Run by the Croydon club on Dec. 4th, this year's Coupe Europa F1G and Vintage Coupe d'Hiver contest at Middle Wallop once again saw superb weather. After a week of pretty wet and blustery conditions the forecast of 7kts and cloudy was bettered by far by what we actually got, - drift that rarely exceeded 4kts and bright sun all day long.

Although there were no foreign competitors this year, flyers had come from all over Britain to fly on the largest grass airfield in the country. There was little strong lift, and the Vintage flyers found it harder to max out than the F1G competitors, only John O'Donnell managing three twos. In F1G six reached the fly-off, just as in 2004.

It was good to see junior flyer Brindley Taylor reach the fly-off, flying a Super Coupe built from a Campbell kit that Flitehook sells; he'd flown the same model last year. He forgot to pull the D/T pin on two flights, but a 4½ minute flight still landed on the airfield. Brindley certainly winds his rubber mercilessly; after using up the nine motors that dad Ken had prepared for him he then started on Ken's own stock. Last year's winner Neil Allen was pipped into second place by Roy Vaughn, who must have found some useful air to finish three-quarters of a minute ahead. Crookham's Roger Wilkes took time off from blowing his own trumpet with a band near Southampton to place fourth, a place lower than he managed last year, but still flying one of his blue foam winged models.

In Vintage eleven people flew Fuits, with three Bagatelles, three Etienvres and three Jump bis (Jump bice?) making up most of the rest of the field. It was one of the latter that John O'Donnell used to win.

**F1G Aeromodeller Trophy 42 flew**

| | | |
|---|---|---|
| 1 | R Vaughn | 600+225 |
| 2 | N Allen | 600+179 |
| 3 | J Minshull | 600+149 |
| 4 | R Wilkes | 600+136 |
| 5 | E Tyson | 600+106 |
| 6 | B Taylor (J) | 600 +89 |
| 7 | J O'Donnell | 596 |
| 8 | C Chapman | 591 |
| 9= | M Stagg | 589 |
| 9= | G Ferer | 589 |
| 11 | J Knight | 588 |
| 12 | P Hall | 581 |

**Vintage Coupe d'Hiver AAA Trophy 28 flew**

| | | |
|---|---|---|
| 1 | J O'Donnell | 6:00 |
| 2 | P Tolhurst | 5:50 |
| 3 | S Willis | 5:35 |
| 4 | E Challis | 5:33 |
| 5 | R Taylor | 5:31 |
| 6= | M Marshall | 5:15 |
| 6= | A Longhurst | 5:15 |
| 8 | G May | 5:05 |
| 9 | R Oldridge | 4:58 |
| 10= | R Alban | 4:45 |
| 10= | P Jackson | 4:45 |
| 12 | R Taylor | 4:39 |

**Flitehook F1G Team Trophy**

1 Crookham (Roy Vaughn, Roger Wilkes, Peter Hall)
2 E Grinstead (Neil Allen, Brindley Taylor, Geoff Stringer)
3 Bristol &West (Chris Chapman, John Knight, Sally Challis)

## UK COMPETITION NEWS

Our apologies are due for the error in the date of December Dazzler in FFn last month. Originally it was advertised as "Tuesday Dec 28". The day "Tuesday" was correct and the date wrong - it should have been "Tuesday Dec 27". However, when "Tuesday Dec 28" was conveyed to us the "Tuesday" had been dropped and just Dec 28 passed on and that is what was published. Apologies to anyone who travelled to Church Fenton on the wrong day.

MIDDLE WALLOP. Received just after the last FFn closed for press is a rather unhappier version of Middle Wallop dates than the ones we published then. Easter bank holiday weekend has been allocated for an Army Flying Association (AFA) Fly-In. August bank holiday weekend has been allocated to a Combined Forces Gliding Event. Other dates have been requested but at present no additional days have been offered.

The only dates available are February 5th (Crookham Gala), March 12th (shared by Croydon Wakefield Day, Ron Audley Glider Day and Bournemouth) – details below - and December 3rd (Coupe Europa plus other events to be decided). This means that an alterative venue for the SAM Euro champs will have to be found and will be advised. Further details are available on the SAM 1066 web site: http://www.cavgrove.freeserve.co.uk/sam.html

In 2006 all those attending events at Middle Wallop who fly or operate model aircraft or equipment must be a member of the BMFA (take membership card).

The Crookham Gala on February 5th will be as described in UK Competition News in FFn 0512 but with the addition of an F1G event: 5 or 3 flights depending on conditions of the day, purchased models permitted. The F1G event will count towards a new Southern Coupe League – see below.

Details of the three events on March 12 are:

Croydon Wakefield Day. F1B for the Thurston Trophy in rounds, 8 oz. Vintage for the Ted Evans Trophy, 4 oz. Vintage for the Fairlop Cup. Start 10 am. .Contact Ray Elliott on 020 8997 7745 or ray.elliott8@btinternet.com or Don Thomson on 020 8998 9472.

Bournemouth MAS: Bournemouth Club Classic Rubber, Mini vintage rubber, A-frame mass launch, Spark ignition precision. Contact Roy Tiller 01202 511309

National Vintage and Classic Glider Day. Vintage open glider designs up to 31/12/50 100m towline 3 flights, up to 40" and over 40", for Bournemouth MAS Vintage Glider Cup. Combined Classic Open Glider Class – designs up to 31/12/60. 3 flights. Designs up to 31/12/54 75m line, designs 1/1/55 to 31/12/60 50m line, unorthodox designs up to 31/12/60 100m line, for Bournemouth MAS Classic Glider Trophy. A1 glider, designs up to 31/12/60, 50m, 3 flights; special award to the top scoring S1 or A1 with a wingspan not exceeding 100cm. All classes will run to SAM rules. Contact: Rod Audley, tel 01454 250354, rod.audley@btinternet.com

## COUPE D'HIVER SOUTHERN LEAGUE 2006

With the increased interest in this innovative and challenging class several new and competitive models have emerged during 2005. Design, wing configuration and functions vary together with the use of carbon, Kevlar and blue foam in construction. However, no single design concept is dominant. Prop blade efficiency still is an important factor.

It appears that many Southern Coupe contestants would like to compete in more F1G contests. In view of this the Crookham Club have now decided to run an F1G event at their gala this year. In addition, there will be a Southern Coupe League with a points scoring system from six events. The winner will be presented with the new "Cinque Vol" trophy at the Coupe Europa contest in December. Successful designs will be published in FFn later this year.

Qualifying contests will be:

| | |
|---|---|
| Feb 5 Crookham Gala , | May 1 London Gala, |
| May 7 (?) Spring Gala, Odiham | Sept 1 Southern Gala, |
| Oct 8 BMFA 7th Area event, | Dec 3 Coupe Europa |

Coordinators Roger Wilkes (tel 01590 612054) and Ted Tyson.

## BIGGLES LEAGUES 2006

We'll be running the F1H & F1J – 1/2A leagues for the sixth time this year with no basic changes

Competitions (dates as published to date): Northern(14/4), London(1/5), Spring, Nationals(29/5), Oxford(11/6), Brumfly, Scots Nats, Summer(23/7), Tynemouth, Southern(1/9).

If they can get a field, Crookham intend to run an autumn meeting to include both classes. If they succeed then their competition will be included. If any other qualifying competitions are planned and you let me know so that I can get them into FFn no later than the April edition then they might be added to the list.

Rules: BOM applies. The F1H must be a single class flown from a 50m line. F1J – 1/2A must be for these two classes only to normal BMFA rules & with at least 3 flights planned. At least 3 flights must be planned.

Scoring: 6 or more fliers (9, 6, 4, 3, 2, 1) points, 5 fliers (6, 4, 3, 2, 1) then dropping lowest points to 1 flier (6). The flier's best 5 scores will count towards the total.

Contact: Brian Lavis, 01234 215037, brian@morneach.co.uk

## NOTICEBOARD

SOKOL F1H CHAMPIONSHIPS KIT. Opened but untouched. Full bunting A1. £110.00. contact David Brawn on ask@walking.demon.co.uk on 01604-244869 when in UK or at contests.

OXFORD SHIRT. Andy Crisp's 25th Oxford Rally Biggles Free Flight Team are producing a commemorative shirt to celebrate the 25th consecutive Oxford Rally organised by the indefatigable Andy Crisp. Shirts are a heavy weight cotton polo shirt in Biggles Yellow. On the back is a replica of Martyn Cowley's 'Rats Woodstocks maxed out' artwork from the original Biggles shirts, with the event details above and below the artwork. Sizes will be in the usual S, M, L, XL and XXL. You can win a commemorative shirt by winning an Oxford Rally Sunday event or they can be purchased for £10.00 each from David Brawn at contests and at the 25th Oxford Rally. Contact David Brawn on ask@walking.demon.co.uk on 01604-244869 when in UK or at contests.

# FFN INDEX 2006

Not listed here are News from BMFA FF Technical Committee, UK and International Competition News.
Location shown as page/month

## MODEL DRAWINGS

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| F1A | Lord Flash3 | Per Findahl | 143/12 | P30 | DDP302 | Dennis Davitt | 3/1 |
| F1B | 05 | Walter Eggimann | 31/3 | P30 | Teacher's Pet | John O'donnell | 5/1 |
| F1C | GV62 | Giorgi Venuti | 95/8 | P30 | JGP 30 | John Godden | 7/1 |
| F1P | | Dmytro Sodomov | 49/5 | | | | |

## ARTICLES AND NOTES


Age No Barrier 81/7
Ashdown Forest 36/3, 68/6
Beware that gorse scratch at Woodbury 68/6
BMFA Contest Calendar 2007 106/9
BMFA Contest entries for 2006 season 134/11
BMFA Senior Championship
52/5, 63/6, 78/7, 113/9, 120/10, 134/11
BMFA FF Team Trials 118/10, 133/11
Books 'N' Brooklands 152/12
Builder of the Model Survey at the 2006 Nationals 79/7
Championships
British Teams for Euro Champs 70/7
Euro F1ABC Ukraine 84/8
Euro F1E, Romania 72/7
Junior World F1ABP, Germany 100/9
Indoor World, Romania, 130/11
Chobham Tree Chop 114/9
CIAM
2006 Competition calendar 8/1
2007 Competition calendar 146/12
Plenary Meeting, March 13/2, 38/4
Bureau Meeting, December 144/12
Correspondence
Cliff 23/2
Carter, Cuthbert 34/3
Alford, Barr, Edge, Firth, Madelin, Marking, Sharp, Truluck 41/4
Crisp, Peers, Fuller, Watson, Ball 47/5
O'Donnell, Dilly 67/6
Breeman 126/10
O'Donnell, Limbert 150/12
Coupe Europa in International League 82/7
Epsom Free Flight Users' Group 68/6
F1E Magnet steering, Claudio Bognolo 12/2
F1E trim 50/5
FF Forum 82/7,114/9,126/10,128/11,142/12
FF Trimming on Salisbury Plain 43/4
FFn 2/1, 68/6, 83/7, 128/11, 142/12
FFn index 2005 10/1
FFn subscription form 140/11
Found 152/12
Free Flight Buffet Sunday at Nationals 44/4
Indoor
Cardington 68/6
Nationals 98/8
Records 35/3, 94/8, 125/10
Leagues:
Biggles Leagues 9/1,55/5,79/7,123/10
Boutillier CdH League 114/9, 124/10
CdH Southern League 9/1, 114/9
League Round-up for 2005 14/2, 32/3
League Rules 2006 32/3
Open Rubber League 123/10
Timperley League 114/9, 136/11
London Gala CDs Required 136/11
Music, Music, Music 136/11
Obituaries
Peter Foulkes 67/6
Mavis Giggle 67/6
Ron Green 46/5
Bill Murra\y 67/6
Reg Parham 98/8
Connie Perry 79/7
Lord Thomson 152/12
Open Rubber 124/10
P30s 2/1
P30 comments by Andrew Crisp 46/5
Peter King 97/8
Postals:
Senator Global Postal 22/2, 125/10
15th Annual Worldwide 2006/7 64/6
Worldwide 2005/6 results 66/6
Rubber stripper 136/11
Rules meeting in Odessa 116/10
Salisbury Plain Trimming-Notice 82/7
SAM 35 rules for vintage rubber events 24/2
Sixteen to Sixty 110/9
Stonehenge Cup 2006 26/2
Thermiksense 136/11, 152/12
Thermistor Surprise 126/10
Timers F1Q models 80/7
Warnings 97/8
Where there is a will … 149/12
World Cup 76/7, 126/10, 153/12


## ITEMS FOR SALE

*including some one-off sale items*


FAI "High Flyers" Book 125/10
Free Flight Forum Report 2006 56/5
Icarex covering 44/4
Loc8tor tracking device 126/10
NFFS Publications 117/10
Oxford shirt 9/1
Peers carbon parts 56/5
Recovery bow 82/7
Sokol kit 9/1
Woodpeckers 136/11


## CONTEST RESULTS

*Chronological order, start date only given to save space on some entries*


Coupe Europa. Middle Wallop, Dec 4 8/1
Kelly's Winter Warmer,Ch.Fent,Dec 22 24/2
Chobham Chiller, Dec 26 23/2
Godden's Dec Dazzler, Ch.Fent,Dec 27 24/2
Davitt's New Year Flyer, Ch.Fent, Jan 2 24/2
Crookham Gala, Middle Wallop, Feb 5 29/3
Isaacson, Lost Hills, Feb 11-13 41/4
BMFA First Area event, February 12 29/3
California Cup F1E, Lost Hills, Feb 15 29/3
Maxmen, Lost Hills, USA, Feb 18 to 19 39/4
Philippe Lepage,Viabon ,France, Feb 25 40/4
BMFA Second Area event, March 5 41/4
Bear Cup, Pori , Finland, March 11 40/4
Croydon Wakefield, M.Wallop, Mar 12 52/5
Holiday on Ice, Gjovik, Norway,Mar 18 41/4
Matfors ME, Osterlo, Sweden, Mar 25 50/5
Istanbul Cup, Tekirdag, Turkey,Apr 1-2 50/5
BMFA Third Area event, April 2 52/5
F1E, Oberkotzau, Germany, April 8-9 50/5
Australian FF Champs, Apr 14 58/6
Northern Gala, Church Fenton, April 14 53/5
Devon &Cornwall, Woodbury, Apr 16 53/5
Southern Cross Cup, Australia, Apr 18 58/6
City Cup of Lucenec, Slovakia, Apr 22 59/6
Lodge Farm Mini, Ancaster, April 23 55/5
Kotuku Cup, Omarama, NZ, Apr 24 58/6
Omarama Cup, Omarama, NZ, Apr 28 58/6
2 F1E, Rana, Czech Rep, Apr 29-30 61/6
Estonian Cup, Lithuania, Apr 29-30 59/6
Baltic Cup,Madziunai,Lithuania,Apr 30 59/6
London Gala, Salisbury Plain, April 30 61/6
F1E Coppa Primavera, Italy, May 5 75/7
F1E Coppa Mont Sisemol, Italy, May 6 75/7
Steel Cup/Classic P, Newbigging,May 6 63/6
7th Indoor Bordeaux, France, May 6-7 64/6
BMFA Fourth Area event, May 7 63/6
Stonehenge Cup, Salisbury Pln, May 13 59/6
Srem Cup, Vojka, Serbia, May 13-14 61/6
Vsechov, Czech Republic, May 19-21 60/6
2 Hungarian F1E, Liptovsky, May 20-21 61/6
Spring Gala, Odiham May 21 64/6
Sofia Cup, Pazardzik, Bulgaria, May 26 61/6
BMFA Nationals, Barkston, May 27-29 76/7
Kharkiv Cup, Kharkiv, Ukraine, Jun 9 75/7
Oxford Rally, Port Meadow, June 10-11 78/7
Swedish Cup, Rinkaby, Sweden, Jun 16 75/7
Djordje Zigic, Zrenjanin, Serbia, Jun 17 75/7
Popa Crangu, Turda, Romania, Jun 17 75/7
BMFA Fifth Area Centralised, June 18 78/7
BMFA F1E, June 11 78/7
Turda Cup, Turda, Romania, Jun 22-23 75/7
Vilima Kmocha, Croatia, June 24-25 96/8
Scottish Nationals, Newbigging, Jun 24 98/8
Open Champs, Penza, Russia, Jun 26 120/10
Brumfly, Barkston Heath, July 1 110/9
Swedish Champs, Rinkaby, July 1 97/8
Antonov Cup, Kyiv, Ukraine, July 7-9 96/8
Novohrad Cup,Lucenec,Slovakia,July 8 96/8
Vörös Jenö, Tass, Hungary, July 8 109/9
Pleasure Drome, Ch.Fenton, July 8 111/9
Black Sea Cup of Belarus,Odesa,Jul 13 96/8
Cleemac/Knavesmire,Ch.Fenton,Jul 15 111/9
Grantham Grand Prix, Barkston,Jul 16 112/9
BMFA F1D Team Trials, July 22-23 98/8
BMFA Summer Mini, N Luff, July 23 112/9
BMFA F1E 113/9
Beauvoir sur Niort, France, July 28-30 107/9
Tynemouth Mini, Newcastle, July 30 113/9
Poitou '06 107/9
Summer Cup, Stalowa, Poland,Aug 11 109/9
Mostar Kup, Mostar, Bosnia, Aug 12 120/10
BMFA Summer, Sculthorpe, Aug 12 113/9
Salzland, Cochstedt, Germany, Aug 19 109/9
Dorcol Cup, Belgrade, Serbia, Aug 19 125/10
Timperley Gala, Barkston, Aug 20 114/9
BMFA Southern, Rissington, Sep 1 119/10
Canada Cup, Borden, Canada, Sep 2 131/11
SAM Euro Champs,Rissington, Sep 4 122/10
Siscia Cup, Sisak, Croatia, Sept 8-10 121/10
BMFA 1st Trials, Barkston, Sep 9-10 118/10
BMFA Indoor Nationals, Sept 9-10 124/10
Liptov, Liptovsky, Slovakia, Sept 15 121/10
Nosko, Liptovsky, Slovakia, Sept 16 121/10
BMFA Sixth Area event, Sept 17 120/10
Bulgaria Cup, Pazardzik, Sept 22-24 121/10
Favli, Capannori, Italy, Sep 22-23 131/11
BMFA 2nd Trials, Barkston, Sept 23 118/10
F1E, Toszek, Poland, Sept 23 121/10
F1E, Raciborz, Poland, Sept 24 121/10
Oxford Sept'fest, P.Meadow, Sep 24 135/11
F1E Tourtenay, France Sept 30-Oct 1 121/10
Cranfield Classic, Newbigging, Oct 1 135/11
Puszta Cup, Tass, Hungary,Oct 6-8 131/11
Anatolian Cup, Ankara, Turkey,Oct 7 132/11
BMFA Seventh Area event, Oct 8 133/11
Arava Open, Ofakim, Israel, Oct 13 132/11
Sierra Cup, Lost Hills, USA, Oct 14 132/11
BMFA 3rd Trials, Barkston, Oct 14 133/11
Rod Kenward, M.Wallop, Oct 15 135/11
Krka, Novo Mesto, Slovenia, Oct 20 133/11
F1E French Nats, Tourtenay, Oct 27 150/12