Free Flight news FFn

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## DIARY

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| March 5<br>Area Venues | BMFA 2nd Area. O/P&SLOP combined (White), F1A (K&MAA/Plugge), F1G, Vintage (Plugge). *(Midland Area at Barkston, SE Area NOT at Ashdown )* |
| 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<br>Ron Audley Glider Day. Vintage and Classic glider. Contact: Rod Audley, tel 01454 250354, rod.audley@btinternet.com<br>Bournemouth MAS. Club Classic Rubber, Mini vint rubber, A-frame mass launch, Spark ignition precision. Contact Roy Tiller 01202 511309<br>See FFn 0601. |
| 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 1 - 2<br>Tekirdag-Corlu, Turkey | Istanbul FF Cup. F1A, F1B. World Cup. Ismail Sanoglu, Bulgurlu Mh. Aydinoglu Sk. 29, 34696 Camlica-Uskudar Istanbul, Turkey, t: +90 216 521 414, fx: +90 216 4619 80, e: isarioglu@banksoft.com.tr Web: http://www.turkey-ff.info |
| April 2<br>Area Venues | BMFA 3rd Area. O/G, F1B (Weston/Plugge), F1J/BMFA½A (Plugge), HLG, Catapult Glider. |
| April 8-9<br>Oberkotzau, Germany | F1E. World Cup events: Föhrlberg Cup on April 8, 2nd World Cup on April 9. Contact: Peter Kuttler, Schneebergstr. 26, 95145 Oberkotzau, Germany, tel: +49 (0) 9286 61 87, email: peter-kuttler@web.de |
| April 14<br>(Good Friday)<br>Church Fenton | BMFA Northern Gala. O/G (CMA), O/R (Caton), O/P (Hamley), SLOP (Falcons), F1G, F1H, F1J/BMFA½A, Mini-vintage, $CO_2$, E30, HLG, Catapult Glider. Contact and CD: Denis Davitt, 0113 2675433. |
| April 14 - 17<br>Naranderra, NSW, Australia | Australian Free Flight Championships. F1A, F1B, F1C. World Cup. Phil Mitchell, PO Box 44, Terrigal NSW 2260, Australia, tel: +61 2 43 84 32 17, fax: +61 2 43 67 8316, email: filnoels@bigpond.net.au |
| April 16-17<br>Woodbury Common | Devon Rally. See FFn 0602. Sun: Classic G, Classic R, Classic P, Mini Vint (BMFA Rules), Brit Power comb with 1/2A/F1J. Monday: O/G, O/R, OP/SLOP, Vint.O/R, Vint.O/P, Vint.O/G. Start each day at l0am Contact: Ron Marking, 01209 213254 |
| April 18 - 19<br>Naranderra, NSW, Australia | Southern Cross Cup. F1A, F1B, F1C. World Cup. Contact: Tann Stowe, PO Box 138, Winmalee NSW 2777, Australia, tel: +61 24 75 41 334, fax: +61 24 75 41 334, email: stowes@ozemail.com.au |

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

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

## NEWS FROM BMFA FF TECH COMMITTEE

### Stonehenge Cup 2006

Preparations for this are well under way. Those intending to take part, who have never flown in the event before, please note that an FAI licence is required. These are obtainable from the BMFA office price £10. The intended 'extra' Vintage and Classic events have now been withdrawn due to a large number of other Vintage meetings close to this date (see 'calendar' below).

### Calendar

There are a number of small changes to this – the deletion of the Vintage and Classic events from the "Stonehenge Cup" meeting and the correction to the omission of 'Trophies' from the first Team Selection meeting. This latest version should also appear on the FFTC website: www.vengi.demon.co.uk/ .

### Nationals

Organisation of the 2006 is now well advanced – an entry form will appear in the next issue of BMFA news and one is enclosed with this issue of FFn (for UK readers).

This year as well as the BMFA classes, International classes and Bowden precision event there will be a 'Combined Classic' class event on Monday the 29th. The event is being included (and also at the 'East Anglian Summer Vintage and Classic Meeting', where there will be separate Glider, Rubber and Power events) as part of an evaluation process with a view to adding the class/s to the BMFA FF rule book in 2007.

There will also be in addition to the previously included 'extra' British Power and Vintage Wakefield class events a number of 'low key' events. These will be: 25" Vintage Rubber (Sat 27th), Scramble and Kit Rubber Scale Duration (Mon 29th). Also last year's Junior "Vol-au-Vent" glider event proved a great hit and will be run again this year on Sunday the 28th but with the added extra of a 'Senior's' class as well. All these extra and low key events are for field entry; the 'Classic' event must be pre-entered on the standard entry form. Please note that neither the 'Classic', 'extra', 'low key' or "Vol-au-Vent" events qualify for Senior Championship points.

The aim of all this is to provide opportunities for the casual and sport flier to take an active but relaxed part in what is now the biggest Free Flight event in Europe.

The "Vol-au-Vent" event is sponsored and run by Gerry le Vey. Ring Gerry on 01904 705647 for details and a plan pack. The rules for the 'low key' and 'Classic' events appear below.

### Rules Changes

If you have any ideas for rule changes in 2007 now is the time to start thinking about them – proposals have to be finalised and submitted to the Technical Council by 25th September 2006. We (the FFTC) need your input on later than 20th June 2006 to enable proper circulation and discussion.

### Distribution

If you normally receive this 'news' via e-mail but are having problems please make sure your correct e-mail address is logged with the distributor: e-mail to Trevorgrey@AOL.com .

### Nationals 2006 Rules for Low key events

Other than where specified below the events will be flown to BMFA rules

**25" Rubber Duration**

- Pre 1951 vintage designs (Eligibility and minor modifications to rule 3.18 ).
- Maximum wing span 25".
- 8" maximum diameter freewheeling propeller, regardless of what is shown on the plan.
- Two wheel undercarriage with separate legs, as shown on plan.
- 3 flights, maximum to be decided on the day, plus unlimited fly-off.

**Scramble**

- Maximum total time in pre-announced 30 minute time slot.
- Maximum each flight 60 seconds, minimum 20 seconds.
- All free flight models eligible other than HLG and CLG.
- One model per flyer.
- All launches from same spot alongside timekeeper on nominated line.
- Flyer to retrieve own model.

**Kit Scale Rubber Duration**

***Eligible models:*** Keil Kraft Junior Flying Scale, Veron Tru-Flite designs and Wingleader kits (Hurricane, Me 109, Spitfire, Tempest, Mustang, Corsair).

- 6" maximum diameter freewheeling propeller.
- Dimensions and wood sizes as plan (no fat noses or tails).
- Rear peg in position shown.
- Detachable noseblock permitted.
- Tissue and dope finish (i.e. no Mylar or other plastic film).
- Spitfire, Hurricane, F.W.190, Harvard, ME109, Wildcat, Tempest, Mustang, Gannet and Corsair may omit undercarriage and supporting structure.
- 3 flights to 30, 60 and 90 second rising maximums plus unlimited fly-off.
- No reserve models but entrant may fly a second model for no additional fee. Placings for both models will be recorded but only the best placing will count for the allocation of awards.

Plans for the eligible models are available as follows:-

Veron Tru-Flite from Phil Smith, 25 Verwood Crescent, Southbourne, Bournemouth, Dorset BH6 4JE. £1.50 per plan plus postage 60p for up to 6 plans.

Keil Kraft Junior Flying Scale from: Peter Williams, 13 Southminster Road, Cardiff, Wales CF23 5AT, tel. 029 20490501, email: peter.awilliams@btinternet.com. Enquire for prices.

Wingleader kits from:"All good model shops".

### BMFA Classic Glider/Rubber/Power Free Flight Duration Rules 2006

1. A Classic model must be built in accordance with a design that was published or kitted between 1st January 1951 and 30th December 1960. (January 1961 magazines are accepted as being published in 1960.)
2. BMFA Free Flight Rules 3.18.2 and 3.18.3 apply, the applicable dates being as given above. In addition the following also apply:
   - Glider model tow hooks must be constructed in accordance with designs published prior to 30th December 1960.
   - Rubber model propeller hubs must be constructed in accordance with designs published prior to 30th December 1960. Propellers must be of the type shown on the plan (e.g. folding or freewheeling) and the prop blank dimensions must be as shown on the plan.
   - Folding propellers and/or mechanical (friction) engine brakes cannot be used on Power models.
   - Any trim changing devices must be constructed in accordance with the plan. In the case of Glider Auto Rudders, as permitted by Rule 3.18.3, these must be constructed in accordance with designs published prior to 30th December 1960.

3. Glider launching must be in accordance with Rule 3.1.5.1 with a towline length of 75 metres.

4. The maximum engine run allowed from the moment of release of Power models is 12 seconds.

N.B. These Classic rules are only applicable at present to the 2006 Free Flight Nationals where there will be one combined class, and to the East Anglian Summer Classic and Vintage meeting on 12/13 August 2006, where there will be separate Glider, Rubber and Power classes . They are experimental rules only and for the purposes of evaluating 'Classic' classes. They do not constitute an addition to the BMFA Free Flight rule book.

## CALIFORNIA CUP F1E, LOST HILLS, FEBRUARY 15

Report by Ian Kaynes

The first F1E World Cup event to be held outside Europe was held at Lost Hills during the week between the Isaacson and Max Men competitions. The hill used is to the south east of the main flying field and was created by the gypsum mining. It was about 13m high above the flat flying field and on the other side the lowest part of the mined area was 20m below the top of the hill. It turned out to be a very challenging site for F1E flying.

An informal F1E competition was held at the end of the Isaacson, a tradition now for some years. The main F1E flyers from USA were present and the four USA representatives at the 2005 World Champs (3 man team plus Bob Sifleet defending champion) took the top 4 places: Tom Ioerger first 500%, Peter Brocks second 492.22%, Bob Sifleet third 462.77%, Vince Croghan fourth 394.44%, followed by your reporter, the only international flyer to attend, with 380.56%.

The weather had been warm, sunny and generally with a gentle breeze. The following day I was practice flying in weather which remained sunny and warm but started from calm in early morning to a wind of 8 m/sec by midday. The general local forecast for the following day, California Cup day, was that it would be windier! At first it seemed as though this might happen with the westerly wind getting up to 5 m/sec by 8.00 and making good soaring possible. By the time the contest started at 8.30 the wind had dropped somewhat and the first flights were gliding down with little slope-lift assistance. During the round the wind dropped completely and then reversed to a gentle breeze from the east. This created some confusion in that competitiors were required to launch from the line which had been established on the west edge of the ridge. Models could just glide across the 10m ridge to reach the east side of the slope, but those without bunt launch were cutting it fine. For following rounds the correct F1E rules were used with freedom to launch within the marked area.

Following the difficulties of the first round, for which a 180 max had been set and 130 the best flight achieved, a 120 max was set for the second round. This was made by 3 of the 11 flyers and the max was put back to 180 for the rest of the day. During the other two morning rounds, models were gliding down into the pit and with a little slope help and possible significant thermal help.

After lunch there were another 4 flights to make, the number of flights having been planned as 8 instead of the usual 5 because of the low height of the hill. The wind picked up a little and soaring after launch became easier and consequently a few more maxes. For the final round the launch position was moved to a more north-facing part of the hill as the wind had shifted.

At the end of a day the results showed Ken Bauer had won, with a full score of 100%. What was remarkable about this is that he was flying an electronically steered model. An F1A launched hard with a good height gain on bunt, it had glided very well. The direction control was from a gyro similar to that used for RC helicopter stabilization. It had sometimes wandered off in a different direction but picked up thermals very well. One contributory aspect to the direction holding was that the gyro is accurate if the model is flying with wings level, but looses directional accuracy whenever the model banks. Following places included two relative newcomers to F1E Brian Van Nest and Norm Furutani, and the originator of F1E activity in USA Jon Davis.

The hill might not be high but the site and conditions provided a good test of flyers and I look forward to it becoming established on the international calendar – and with extra international participation.

| | | | round scores (sec) | | | | | | | | % total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | K Bauer | USA | 130 | 120 | 180 | 180 | 180 | 180 | 180 | 180 | 800.0 |
| 2 | B Van Nest | USA | 111 | 120 | 169 | 162 | 78 | 180 | 180 | 180 | 712.6 |
| 3 | R Sifleet | USA | 97 | 111 | 118 | 180 | 139 | 180 | 180 | 180 | 709.9 |
| 4 | N Furutani | USA | 73 | 116 | 172 | 110 | 128 | 180 | 177 | 77 | 621.7 |
| 5 | J Davis | USA | 65 | 49 | 121 | 180 | 178 | 108 | 180 | 180 | 616.9 |
| 6 | P Brocks | USA | 98 | 120 | 180 | 180 | 102 | 137 | 24 | 170 | 615.9 |

## BMFA FIRST AREA CENTRALISED EVENT, FEBRUARY 12

**Open Power & SLOP - Frog Senior trophy 8 flew**

| | | | | |
|---|---|---|---|---|
| 1 | J Cuthbert | Falcons | 7.30 | 2.10 |
| 2 | C Chapman | Bristol & West | 7.13 | |
| 3 | F Rushby | Cleemac | 6.50 | |
| 4 | S Barnes | Morley | 6.39 | |
| 5 | D Limbert | Morley | 6.01 | |
| 6 | T Payne | Biggles | 5.00 | |

**Open Rubber 8 flew**

| | | | | |
|---|---|---|---|---|
| 1 | C Chapman | Bristol & West | 7.30 | 5.56 |
| 2 | J Hook | Crookham | 7.30 | 3.02 |
| 3 | I Davitt | Morley | 7.30 | 2.20 |
| 4 | T Dobson | Timperley | 7.30 | |
| 5 | B Horsley | Grantham | 6.05 | |
| 6 | R Marking | CVA | 4.54 | |

**Open Glider 11 flew**

| | | | | |
|---|---|---|---|---|
| 1 | S Darmon | Birmingham | 6.50 | |
| 2 | R Audley | Bristol & West | 6.45 | |
| 3 | P Seeley | Bristol & West | 6.17 | |
| 4 | D Beales | Croydon | 6.11 | |
| 5 | J Carter | Falcons | 5.49 | |
| 6 | B Lavis | Biggles | 5.07 | |

**P30 5 flew**

| | | | | |
|---|---|---|---|---|
| 1 | J O'Donnell | Timperley | 6.00 | 2.31 |
| 2 | A Whitehead | Peterborough | 4.17 | |
| 3 | P Hall | Crookham | 4.00 | |
| 4 | R Elliott | Croydon | 3.42 | |
| 5 | P Jellis | Croydon | 1.38 | |

**Open Electric 1 flew**

| | | | | |
|---|---|---|---|---|
| 1 | T Grey | MFFG | 6.28 | |

## CROOKHAM GALA, MIDDLE WALLOP, FEB 5

*Multiple report contributors, first by organiser Mike Parker*

February seems to have arrived quicker than in most years, almost certainly a sign that I am getting older. During the preceding weeks I was told that the weather forecast for Sunday was less than good so I made every effort to not look myself on the basis that I was going to be there anyway.

On Sunday morning I awoke to see fog from the bedroom window, and as I packed the car I was also aware that the windscreen was frozen. This I thought was not going to be a good day to stand at control, the first of many wrong assumptions that I would make that day.

On arrival at Wallop I attended the airfield users meeting (normally we are the only ones to turn up), and when reading the 'green sheet', a document that details all activities and aircraft movements planned for the day, I was faced with news I was neither expecting or wanting. The usual entries of SAM 1066, the RC club and the AFA (full size) were there but also four other aircraft movements. Security being what it is I can only say that there are categories of aircraft at Wallop that we can fly with (civilian, AFA), and categories that we can't fly with (Military), and the category that was on the sheet. Lets just say that the aircraft call sign ended in 'R' and in my humble opinion if we wanted to ever use Wallop again we had better make sure that we did things right!!

Not wishing to attract attention to the problem, I consulted with my club chairman and then posted a notice at control to the effect that we may have to stop flying for an hour at mid-day (the return flights was timed for after 17.00 hours so would not affect us). I franticly continued trying to confirm the information and at just before mid-day Derek Knowlton (the gate man) got the full story. It was not as it appeared, the aircraft were only flying near to Wallop, but for reasons of security they were on the list of aircraft movements. Phew what a relief.

The cold and foggy weather soon cleared, any little wind there was in the morning was from the North East, giving a good run to the airfield boundary. Although the farmers were happy for us to enter their land a 2.30 max was set for Glider and Power with mini vintage and F1G retaining their normal 2 minutes. Entries soon began to come in and any thoughts regarding to the popularity of F1G and whether it would dilute the mini vintage entries were soon dispelled, all classes were well very supported. The weather improved during the day, becoming warmer with some sun in the afternoon, the wind speed rising to a maximum of around 4 knots. We really have been lucky at Wallop at all of our events in the last twelve months.

*And now Dave Hpperson*

The Combined Glider idea is working very well - possibly even better than Power now. Many and varied were the approaches and it seems the various line lengths are about right. Combined Power, the original idea, is not so happy at the moment. There is genuine disquiet over the inclusion of Electric Open particularly when allocated a 30 second run when even its champions the Timperley Club have attenuated it to 20. It has definitely put off some IC flyers and for once the class received the fewest entries of the day. The final electric scores rather underline the problem. The extra prize, to be regular at contests this year, a bottle for the top placed EOP in Combined power, may soon have to be augmented with another one for the top Slow Open Power model!

On such a day it was understandable that final positions would be decided by flyoffs. In Mini Vintage this represented 81% of the entry. Possibly a day for a 2:30 max. However it was the Combined Power finale that went off first at a little before 4pm. Despite the now clear sky the air was fairly steady - possibly generally slightly helpful but no proper lift. Richard Wykes was first to go with his huge and brilliantly decorated HP 40 powered Hying Pencil. With Vintage models limited to only 15 seconds run this was a place for only the very best. His climb was perfect and as it glided away Trevor Grey's EOP Open model followed. They were both in similar air - climbed to about the same height and descended at about the same speed. Wykes could have benefited from a slightly more open glide turn but the huge Vintage design still held up well. Near the end of the period Trevor Payne flew his largest open power design. A perfect pattern and from the 4.85 sec run it glided for well over 7 minutes making but two and a half circles on the glide! With its low profile pylon and very flat dihedral the huge model was actually quite difficult to see with the naked eye towards the end of the flight unlike the heavily dihedral wing on Richard Wykes Vintage design.

A bigger flyoff for Combined Glider. Andy Crisp was delighted with his place as he had only finished the model the night before - just like old times! The close result suggests well balanced rules. The top two, both protagonists of the Glider art, used very different approaches. Rod Audley's winning effort was with a Pelican - how is it that these deep bodied gliders work so well? From 75m (PeteWilliams had 50m) he found just a little more help than Pete's modern F1A approach.

An enormous number contended the Mini Vintage finale. While the rubber models fought it out amongst themselves few noticed Tony Sheppard flying his PAW 80 powered Timide. A stuttery engine cut gave him an over-run zero score but it would not have added appreciably to the climb. His glide was well over 5 minutes! Chris Chapman came out the winner using his super light Senator now powered by 30 grams of rubber (it used to be 20) and gliding very well. Actually the top dozen in this flyoff all exceeded the max comfortably even in this cold clear evening air. Once again Rod Audley was in with a shout this time using an unusual near flat wing Suomi design. Having suffered a line cross on his first attempt his second was close on the end hooter but he calmly produced a perfect 100 m launch from which the mode 1 glided down unassisted in a over three and a half minutes - a treat to watch.

There were some notable absentees from the ranks of Coupe'Hiver entrants but still twenty people were willing enough to endorse the idea of dropping the BoM when they entered and flew the class. Dave Greaves continued his recent tight grip with another very impressive final score despite this being the last and coolest of the flyoffs.

Mike Parker the CD presided over the final scene where attractive traditional silver trophies were presented to the winners of all four classes with wine for runners up.

*F1G report by Roger Wilkes*

The re-installed F1G class proved to be a success with a total of 19 entries. Crookham last held this class back in 2001 and it was won by Ian Davit. The combination of good weather the venue and this being the first qualifying event for the new 'Southern League' obviously encouraged the numbers that flew. The Croydon club supported this event with all of their coupe flyers adding to the competitive spirit of the day.

It was decided to fly 5 flights but not in rounds. This helped several competitors to trim their new models and also others who had not been out flying this winter. The air was quite cold and winding rubber gave problems, however Tan II and the new Supersport rubber could be compared. Peter King used both and showed that their performance is now close, his model actually climbed faster on the Supersport. As usual with good weather conditions people maxed until the testing 4th and 5th flight, but eventually only 8 made it through to the fly-off.

With what seemed fairly negative air at fly-off time and it getting cooler, everyone wound and flew straight away. Four models climbed well and got to a similar height, the glides were impressive with almost identical sink rates. In fact the 4 flight times showed 30 seconds covered the variation in their duration. Roger Wilkes took 4th place flying his PGI type model, in 3rd place was Roy Vaughn using his now reliable VIW Europa cup winning model with 2$^{nd}$ place going to Geoff Stringer flying his consistent VIT model. Dave Greaves came 1st flying his large No.15 model, having started the contest with his new lightweight No.17 model that was needing adjustments. He changed to the No.15 only to find that it too required some re-trimming including the addition of turbulators.

The design of the models at the event showed how much standards of construction have risen using hi-tech materials and design innovation, the performance of the existing 'purchased models' would not match that of Dave Grieves meticulously built model. I look forward to this becoming a regular class at this event in the future.

**Mini Vintage 20 flew, 15 full scores**

| | | | | | |
|---|---|---|---|---|---|
| 1 | C Chapman | B & W | Senator | 6.00 | +4.27 |
| 2 | M Pressnal | Bournemouth | | 6.00 | +3.49 |
| 3 | G Sharp | CVA | Senator | 6.00 | +3.39 |
| 4 | R Audley | B & W | Suomi glider | 6.00 | +3.33 |
| 5 | M Stagg | MFFG | Dynamite | 6.00 | +3.10 |
| 6 | R Tiller | Bournemouth | | 6.00 | +3.09 |
| 7 | A Lucas | B & W | | 6.00 | +2.57 |
| 8 | S Willis | Croydon | | 6.00 | +2.43 |
| 9 | R Albon | SAM 35 | | 6.00 | +2.32 |
| 10 | D Taylor | Richmond | | 6.00 | +2.28 |

**Combined Power 12 flew**

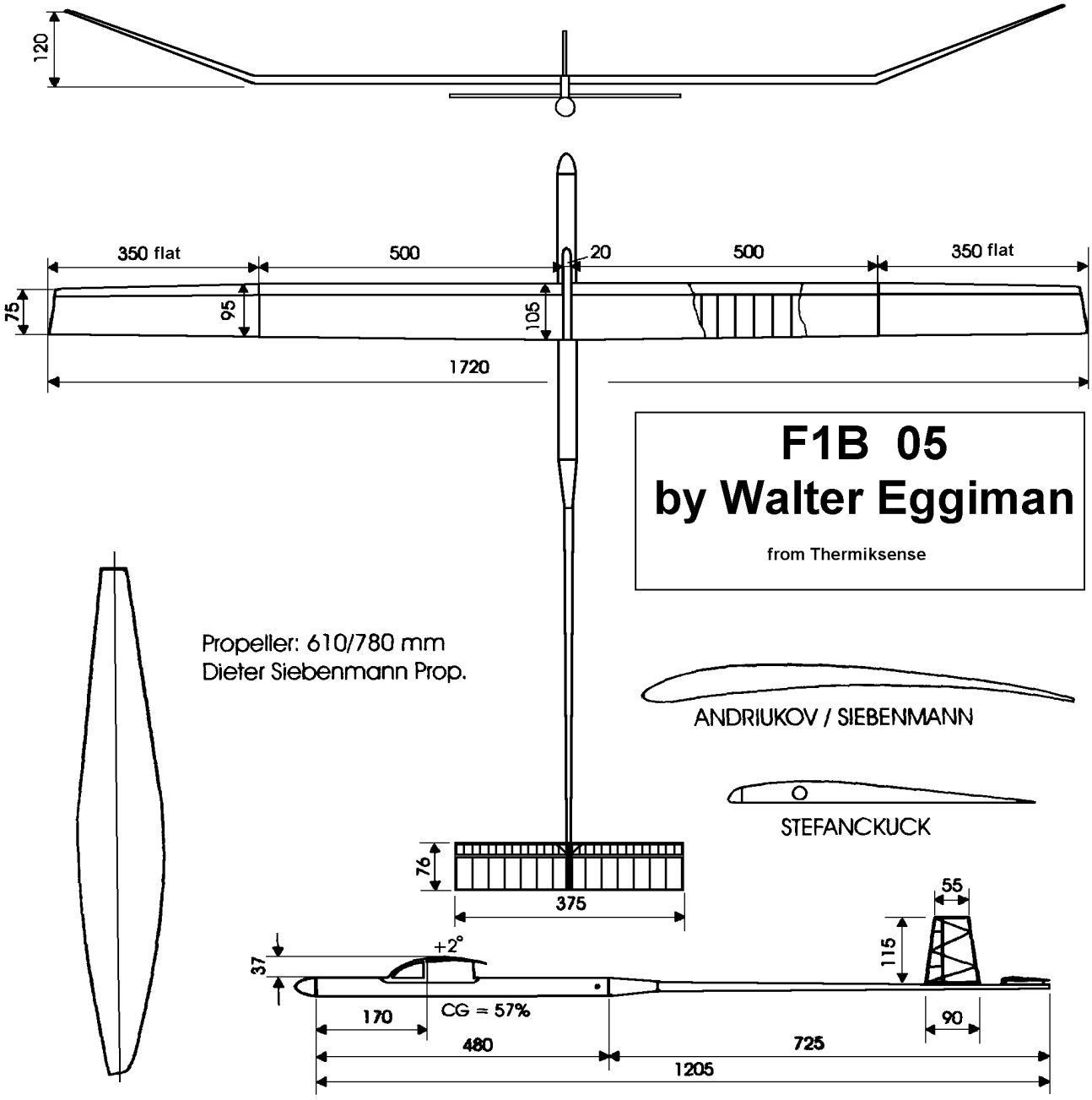
| | | | | | |
|---|---|---|---|---|---|
| 1 | T Payne | Biggles | Bunt | 7.30 | +7.12 |
| 2 | T Grey | MFFG | Electric | 7.30 | +5.50 |
| 3 | R Wykes | Timperly | Vintage | 7.30 | +5.46 |
| 4 | P Lang | Maidstone | Electric | 7.30 | +3.57 |
| 5 | J Thompson | Crookham | SLOP Glow | 7.30 | +3.12 |
| 6 | G Fuller | B & W | SLOP Glow | 7.28 | |

**Combined Glider 14 flew**

| | | | | | |
|---|---|---|---|---|---|
| 1 | R Audley | B & W | Vintage | 7.30 | +4.49 |
| 2 | P Williams | Richmond | A2 | 7.30 | +4.25 |
| 3 | A Crisp | Biggles | A2 | 7.30 | +3.38 |
| 4 | D Beales | | Vintage | 7.30 | +2.54 |
| 5 | R Taylor | E. Grinstead | Vintage | 7.30 | +1.58 |
| 6 | P Michel | SAM35 | Vintage | 7.30 | +1.22 |
| 7 | M Cook | Maidstone | | 7.28 | |
| 8 | E Bennett | | Classic | 7.25 | |

**F1G 19 flew, 8 F/O**

| | | | | |
|---|---|---|---|---|
| 1 | D Greaves | CM | 10.00 | +4.11 |
| 2 | G Stringer | E. Grinstead | 10.00 | +3.59 |
| 3 | R Vaughn | Crookham | 10.00 | +3.44 |
| 4 | R Wilkes | Crookham | 10.00 | +3.41 |
| 5 | J Knight | B & W | 10.00 | +2.45 |
| 6 | A Longhurst | SAM35 | 10.00 | +2.25 |
| 7 | J Minshall | Brighton | 10.00 | +2.12 |
| 8 | C Chapman | B & W | 10.00 | +2.00 |



## LEAGUE RULES 2006

Contest director of all: Dave Hipperson

### Timperley League Rules

Qualifying contests including details of all classes to be flown must be advertised in advance in Free Flight News and must be open to all. The season shall be assumed to be from 16th December to 15th December inclusive. Qualifying contests shall be all those outdoor Free flight duration events run in the UK which are not under the direct control of the BMFA Council - i.e. not what is known as BMFA contests. Neither shall they be experimental BMFA contests nor any contest run by or on behalf of the BMFA Free Right Tech. Committee or put on by anyone as a "fringe" event at the BMFA Nationals. Contest shall be run as advertised. Failing full rule details these shall be assumed to be as per current BMFA procedure except for exclusions stated later or where advertised as different in advance. All events shall be run with the Builder of the Model rule (as per BMFA rule book 1998) in place. (Non-BoM events either deliberate or accidental will not be considered in the Timperley League. No F1A, B or C events of any sort shall be considered as these are now invariably run without a BoM).

All events shall be run to the conventional duration format. That is termination or interruption of flights shall always be at the contestants discretion whether qualifying contest flights or flyoff flights. Contest which involve contestants having to make official flights, during which any part of the timed portion of the flight involves models being flown in something other than conventional climb or glide trim shall be void as far as League points are concerned. Furthermore events so much as advertised as possibly including such rules shall also be void even if those rules are not actually applied on the day.

Events advertised as to a single flight with no max. or progressive flyoffs will be eligible but otherwise the number of flights will be expected to be at least three unless such differences are advertised in advance. If events are to be flown in rounds this too must be published in advance. Adjustments to 'Combination events' (i.e. exactly what is to be combined with what) may be made on the day and CDs are also allowed to decide policy on, multiple entry, re entry, towline length, engine run and max on the day. Contests must start within one hour of the advertised time or 11am if no time has been stated in advance and a close time must be posted at control by 12 noon. Deviations from the above will void the contest's League points and may positively excluded it from the Leagues the next year.

Contestants may count only their best eight results thus the maximum possible score is 8 x 9 ═72 points. (Point scoring will be as per BMFA Senior Champs 1998. 9 for 1st, reducing to 1 for 6th and cutting off the top points in the event of less than six recorded scores), Scoring can be only from one event per day and in that event, only one score, the contestants best, will count. This day is understood to be the day on which the complete event including flyoffs concludes. Ties for overall classification in the League will be resolved by awarding to the contestant with the most first places contributing to his score. If that is not decisive then second places will be taken into consideration and so on until the tie is resolved. If this too does not resolve the tie then placings for the contestants 'throw away' scores shall be taken into account once again starting with firsts. If that too fails to break the tie then placings in events that were scored on the same day as eligible Timperley scores will be taken into consideration.

Most SAM events are not eligible because so many of them are arranged on an ad-hoc basis. However the three Wakefield classes at the SAM Euro Champs will count even if not advertised in FFn. The following events are also not eligible. Any free flight duration event run on RAF Odhiam, and the Port Meadow Dreaming Spires event.

### Aeromodeller Overall League

The Aeromodeller Overall League accepts scores from all Timperley League qualifying events plus the BMFA events that maintain the BoM. (Points scoring as per 1998 Senior Champs) - all contest placings to count including those on the same day but not multiple placings in the same event.

### Open Rubber Trophy League

The Open Rubber Trophy League has restrictions as per the Timperley League and scoring as per BMFA Senior Champs 1998. All qualifying events must retain BoM as per BMFA rule book 1998. No Champagne flyoffs or contests with less than 3 qualifying flights will be eligible. Contestants for 2006 will be able to count their five best placings from:- BMFA London Gala, Devon Rally, BMFA Nationals, Scottish Nationals, Timperley Gala, BMFA Southern and Northern Galas and Brumfly This award will be made at the last of these events

### Coupe d'Hiver League

Qualifying contests will be :- Northern Gala, BMFA London Gala, Nationals, Oxford Rally (Crisp) 2nd day, Brumfly, Timperley Gala, Southern Gala, BMFA Summer Mini. The rules no longer insist on a five flight format and will allow events flown to three or more. The winner of the CdH League will receive the Bernard Boutillier Trophy which will be awarded at the Southern Gala along with the Al and 1/2A League awards arranged by the Biggles Club. The points system for this league and this league only are as per Biggles scoring. That is the usual sequence of points for 5 or more scores but for four scores or less down to a single score points are removed from the bottom up so that 1st place, even if a sole entry, always receives at least 6 pts.

### Slow Open Power Classification

The classification for Slow Open Power will include ALL Slow Open Power events that qualify either for the BMFA Senior Champs or the Timperley League. Points will be awarded to contestants for their efforts with Slow Open Power models in Slow Open Power events and properly advertised Combined Power events, Timperley Rules or otherwise. However please note that for points to count from Combined Power events, Slow Open Power models must be used throughout the contest.

The League systems outlined above have been designed to encourage participation by listing competitor performance on an annual basis. By way of their insistence on accurate advance publicity it is hoped that they create a level playing field over which competitors can have confidence. Changing important rules on the day will usually invalidate the contest.

## CORRECTIONS TO THE LEAGUE CHARTS

By Dave Hipperson

It is most gratifying when we get feed back - even if it is criticism. At least it reassures us that you are indeed reading FFn. The annual leagues round up this year has caused quite a bit of comment thankfully most of it favourable. To those that have pointed out errors and omissions, we thank you. You have been most polite about it. We always like to put the wrong bits right so please let us know if you see any more.

### Individual Plugge Efforts

We explained that Morley Club member John Godden amassed the colossal Plugge points total of 616. Well that is only part of the story. We forgot that only the top three individuals in each club have their Plugge points added to their club's total. Therefore although John would have been accredited with the 616 this total would not have all gone to his club as for instance at the First Area meeting he was 36th in Vintage and the earned points (10 in this case) were of no use to Morley as there were more than three others from his club above him. There weren't many such days for John, mostly his scores were

very useful and went into the Morley total. In fact only on one other occasion did his effort not count and that was when he was 12th in Slow Open Power at the 5th Area event scoring 64 pts. These reductions make his 'counting' Plugge points 542.

Checking through all this was triggered by a 'Counter Claim' from Bristol & West members! Bristol and West were runners up in the Plugge with 2510 points. (Morley got 2889) Realistically Morley and B&W are the only two clubs with the membership and the drive to compete for the Plugge Cup at the moment. To encourage members the Bristol and West Club have for as long as we can remember run an internal Club competition awarding to the member that scores the most Plugge points in the year. However to relieve it slightly, since the introduction of an extra Plugge event per Area contest, they have limited that scoring to the best six. They produce a chart listing the total scores as well as the top six. It's a neat bit of book keeping and we reproduce it here as it could be a model for other interested clubs to follow. Note the bottom line 'Best 3 total" in other words the Plugge final score!

| | F1A | V | F1J | F1B | MV | F1C | F1H | O/P | SLOP | O/R | F1G | O/G | **total** | **best 6** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Derek Neil | | 94 | 36 | 85 | 41 | | 81 | 41 | 77 | 91 | 100 | 42 | **688** | **528** |
| Chris Chapman | 97 | 92 | 40 | 90 | 76 | 23 | 32 | 58 | 58 | 76 | 92 | 29 | **763** | **523** |
| Peter Tribe | 75 | 51 | 4 | 57 | 29 | 15 | 62 | 2 | 19 | 45 | 4 | 63 | **426** | **353** |
| John Deeming | | | | | | 38 | | 58 | 61 | 88 | 57 | 10 | **312** | **312** |
| Ted Challis | | 82 | 9 | 76 | 94 | | | | | | | | **261** | **261** |
| John Knight | | 71 | | | 67 | | | | | 71 | 50 | | **259** | **259** |
| George Fuller | | | | | | 46 | | 77 | 70 | | | | **193** | **193** |
| Brian Bow | 60 | | | | | | 78 | | | | | 44 | **182** | **182** |
| Stever White | | | | | 20 | | 91 | | | | | 17 | **128** | **128** |
| Rod Audley | | | | | | | 94 | | | | | 23 | **117** | **117** |
| Bernard Aslett | | | | | | | | 16 | | 79 | | | **95** | **95** |
| Julian Pennington | 67 | | | | | | | | | | | | **67** | **67** |
| Peter Ward | | | | | | 7 | | 36 | 12 | | | | **55** | **55** |
| Mark Croome | | 15 | | | | | | 33 | | | | | **48** | **48** |
| Tim White | | | | | | | | | | | | 36 | **36** | **36** |
| Rex Woodruffe | | | | | | | | | 29 | | | | **29** | **29** |
| Tony Rogers | | | | | | | | 13 | 16 | | | | **29** | **29** |
| Sally Challis | | | | | 23 | | | | | | | | **23** | **23** |
| Aaron Lucas | | | | | | | | | | | | 14 | **14** | **14** |
| Brian Silcocks | | | | | | | | | 6 | | | | **6** | **6** |
| **Best of 3 total** | **239** | **268** | **85** | **251** | **237** | **107** | **266** | **193** | **208** | **258** | **249** | **149** | **2510** | |

As you see counting all the events two members of B&W exceeded the Godden total. Chris Chapman with 763 and Derek Neil with 688. Now lets look at how many of their points actually counted towards their clubs final tally.

Derek's points did not count at the Third Area event when he was 21st in Mini Vintage - 4th place B&W member and hence forfeits his 41 points. At the next Area event he was 22nd in Open/Slow Open Power once again only the 4th best Bristol flyer and losses his points (again coincidentally 41.) Hence Derek's effective total would now be 606 points.

Chris Chapman who had the most of all accredited to him could not count the points at the Fifth Area in either Open Rubber or Open/Slow Open power when he placed 14th in both and was 4th best Bristol & West flyer that day in both classes. He looses a staggering 135 points for that. Finally at the Sixth Area his 34th place in Open Rubber accumulating a potential 29 Plugge points would not count to his club's total as on less than four others from Bristol and West beat him. Hence his effective Plugge total is 599.

Thus we have a Plugge scoring order of merit

| | | |
|---|---|---|
| 1st | Derek Neil | 606 |
| 2nd | Chris Chapman | 599 |
| 3rd | John Godden | 542. |

Congratulation go to all three of them of course as their efforts on behalf of their clubs are exemplary. One thing they have in common is that they all have being doing it for an enormous length of time and have massive experience of all three disciplines. The reason that Morley were still able to take the Plugge Trophy is simply that they have slightly more strength in depth than Bristol who still produced no less than 20 scoring constants. A Morley chart similar to the Bristol & West's one would be very interesting to see.

### Pete Tolhurst's Season.

Last year we spoke of Pete at 26th in the Senior Champs - his first appearance. This year he moved up a few notches to equal 23rd and we missed him out of the Overall Chart! His Senior Champs placing is by way of much BMFA activity in CO2. E30 and the HLG/ Catapult Glider classes. CO2 saw him 2nd at the Northern Gala, 5th at the Nats, 3rd at the Fourth Area 1st at the Summer Mini and 4th at the Southern Gala. E30 only returned a 6th at the Nats and 4th at the Sixth Area event. In Catapult Glider however he was 1st at the Summer Mini, 3rd at the Southern and London Galas, 4th at the Nats and 5th at the Northern Gala and the Second Area event. He was also 5th in HLG at the London Gala.

The bit we missed was all his additional activity in the Club events mostly centred around the South of England. He won HLG/Catapult at the Grantham Grand Prix as well as Vintage HLG at Mike Kemp's Oxford Gala. As a departure he was 2nd in Vintage CD'H at the Europa Cup and 2nd in HLG at the Crisp Oxford Gala as well as 2nd again the next day in the main HLG event as well as 4th in P30.

The 34 points so earned together with his BMFA scores give him a total of 60 and therefore places him at No 13 in the Overall Chart and everyone below him is now one place lower

I am afraid. This effort also hoisted him onto the Timperley league table at 10th with 31 points from Catapult Glider at Grantham (9), and HLG at Oxford (6), Vintage HLG at the second Oxford Meeting (6) and Vintage CDH at the Europa Cup (6) plus 4 points from HLG on the first evening 'Champagnes events at Oxford. The new entries for the tables follow:

**Aeromodeller League 2005**

| | | Pannett/Kay(1) | December Dazzler | New Year Flyer | Crookham Gala | Bournemouth Gala | Croydon Wakefield | Crookham Power(1) | Morley One Design | Pannett/Kay (2) | Oxford Gala day 2 | Morley Heath Common | Brumfly | Pleasure Drome | Devon Rally day 1 | Devon Rally day 2 | Scotish Nationals | Cleemac/Knavesmire | Morley Classic Power | Timperley Gala | SAM Euro Champs day 1 | SAM Euro Champs day 3 | Cranfield Classic | Oxford Rally (2) | Grantham Grand Prix | Crookham Power (2) | Club | BMFA complete | BMFA minus FAI | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11 | G Beal | | | 4 | | | | | 6 | 9 | | 3 | | 19 | | | | 6 | | | | | | | 3 | | 50 | 15 | 15 | 65 |
| = | D Davitt | 6 | | | | | | | 9 | 10 | | 10 | | 6 | | | | 13 | | | | | | | | | 54 | 11 | 11 | 65 |
| **13** | **P Tolhurst** | | | | | | | | | | **13** | | | | | | | | | | | | | **6** | **9** | **6** | **34** | **26** | **26** | **60** |
| 14 | P Watson | | | | | | | | | | | | 4 | | | | | | | | | | | | | | 4 | 66 | 53 | 57 |

**Timperley League 2005**

| | | 9 points | 6 points | 5 points | 4 points | 3.5 points | 3 points | 2 points | 1 point | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 10 | P Tolhurst | Cat.Glider, Grantham | HLG, Oxford. V-HLG, Oxford (2). Vintage CdH, Europa Cup. | | HLG, Oxford Champagne | | | | | 34 |

## CORRESPONDENCE

*John Carter: BOM, Make it a part of history.*

I read with interest the comments in the Feb issue of FFn made by Dave Hipperson and Neil Cliff on the rumours that the FFTC are considering the total abolition of the sacred Builder of the model rule. Note that the following are my own thoughts and not those of the FFTC.

A decade or more has passed since the rest of the world dropped this out dated unenforceable and irrelevant rule. BOM in its present format as contained in the BMFA rule book is at best nonsense. To take one example, how is it OK for a person to obtain. a complete rubber model prop assembly including props [these don't have to be Hi Tech] anyone can make them out of block piano wire and balsa then put them on your model and you use it in a contest that's legal .BUT if you make the front pod of a glider again not Hi Tech and then sell or pass on to another flyer to incorporate in his model or even if you make a simple solid fin and pass it on and these items are incorporated in the model the flyer on entering the contest the flyer is breaking the rules. This situation can not be fair. Why is it OK to allow the use of a part that is the hardest part to build but not to be able to use the simplest to build?

The above is just one example as to how daft the rule really is but the issue goes far beyond the applying the rule in any format it is just simply out dated. We only need to look at entries in all contests they are dropping at an ever increasing rate to which, if we the free flight community don't do some thing drastic, in only a few years they won't be any FF in the form of competition in the UK. When I compete in Europe and further a field this the only time I see a number of new and younger faces - no coincidence that you don't have to build your own models and yes they are state of the art but FAI is all about State of the art. The fact is to have the ability to buy, beg, borrow, or steal a ready built model and then go ahead and compete means people can have a go. So they probably won't stick at FF for ever, but does this matter? Who does stick at one sport or hobby for a life time? Not many. In most sporting activities you are passed it at 40 and then move and this does not just apply to professional sport. In today's society we hear about free choice any at present in the UK for all but the major Fl A B and C events CHOICE doesn't exist.

We also need to look at the commitment and time involved in producing a competition model , we the hardened professionals of FF are used to spending hours days and nights building but are people out side FF prepared to do just this to have a go Tell anybody new or interested to go away and spend 200 hours or so building a glider then say you can then have a go at competing it is not going to happen.

To pick up on the Cliff points, Neil seems to have missed we cannot use our purchased models in domestic non-FAI events. The wind, rain and rough terrain in England is not common only to GB I have flown in many windy contests on small poor sites surrounded by trees in various parts of the world. I can assure Neil that the cost of the model has no bearing as to whether I fly in a domestic contest, indeed the 200 hrs build time at even a moderate rate of pay makes as Neil said the home build the more costly model .The deciding factor is the contest worthy? By worthy I mean what is going to be the degree of competition who is in it to beat, any contest that has only a two or three entry in the main gives a hollow victory.

When the BMFA finally has the courage to drop the BOM and put it in to the history book I am sure we then can encourage people to come and have a go. Who knows, they may get hooked like we all are. Also by abolishing the BOM it will not result in a flood of Hi tech Vintage and SLOP models suddenly arriving in our midst from the eastern European factories.

Hipperson worries about the implications of dropping the BOM such as the effect on team events and the Plugge cup Yes, you can borrow a model for the flights or even the fly off but does this matter if it puts bums on seats. I would have no problem with lending or borrowing a model to compete in an event. I don't see this as a problem, we need to get entries up. These points as raised by Hipperson to my mind are red herrings and put about to frighten people. When the rule has gone people who want to build still can and remember the best model is not guaranteed to win so if the bought ones are better they are only better in the hands of the better competitor. I believe that contests are won by the man and not his machine.

I believe that to give any longevity to Free Flight in this country we must act now and stand a chance. Another year and it is too late. Let's get those models that are currently worthless that have been left by our departed modellers and those who

have hung up there wings back in the air. I know one well known flyer who would donate models as he has a loft full of models he will never fly to those who could then have a go. Be brave and move forward. let FF have a chance to survive.

PS As I am myself considering taking up a full retirement I will seriously consider taking up where Hipperson will leave off when the BOM is dead so the reports and leagues will survive. But does Dave not have the grit to carry on? What has he to loose to carry on and beat all those precious paid for models? David should rise to the challenge This challenge is also aimed at the rest of the those who are making threats of packing up when they cannot still get their own way. I consider the stance made by David and others of similar comment is black mail. Maybe the more moderate and less voiced free fighters in favour of dropping BOM should follow suit and pack up if they don't get there way I think not.

*John Cuthbert, Oh! David, what have you done?*

I feel I must respond to Dave Hipperson's comments in February 2006 issue of Free Flight News. Not so much his report on the UK League Round Up, although it was overly long, but his usual comments on the builder of the model rule and more importantly his threat to leave free flight and thereby take away his contributions in the way of contest reports. I for one feel very uncomfortable with this sort of blackmail. Yes! blackmail is a very strong word but in this instance no other word is suitable.

Let's examine the potential loss of Dave's journalistic skills. Dave reports only on the competitions he attends. and has an interest in. This allows him to make the many political viewpoints he has. He uses his reporting to provide him with the platform he needs to get his own personal views across.

Lets us now look at the issue of the builder of the model rule {BOM}. I cannot believe we are still discussing this subject. Some years ago the then Free Flight Tech Committee {FFTC} organised a discussion meeting grandly entitled " THE FUTURE OF FREE FLIGHT " in England. One of the many subjects discussed at this meeting was the dropping of the BOM rule. This subject was thoroughly discussed, as it had on many previous occasions, and at the end a vote was taken. To my surprise, and I think to many in the room, the vote was overwhelmingly, perhaps 90%, in favour or dropping the BOM rule. The vote included many individuals who in the past had expressed strong views in favour of retaining the BOM rule. The question is why did the then FFTC, who incidentally are largely the same individuals we have today, not comply with the wishes of the very people they are elected to represent. Oh I hear the argument that not everyone with a vested interest was present, Dave being one. However, had he and his entire band of supporters been there, the vote would still have been strongly in favour of dropping the rule. So, whatever happened to democracy in this movement? Clearly does not exist. There is no wonder that Dave has "a very high regard for our current FFTC". The very same FFTC he has berated in the past. Remember they have been in place for many years now and have not escaped Dave's venomous tongue. His "high regard" for them is only there at the moment because they do not have the courage to do the democratic thing. In short they have succumbed to his and his followers threats to leave free flight for good if they drop the BOM rule.

Free flight is much bigger than any one individual or group. Over the last few years we have lost all too many supporters of F/F in this country. The loss has been strongly felt by us all, but nevertheless F/F has carried on and I am sure that is what they would have wanted. We even lost our most famous free flight flyer,[in my opinion], in England, John O'Donnell for a while last year, but F /F carried on and so it should.

I do not know if removing the BOM rule will attract new competitors to free flight in England. What I do know that is that it has done just that in all the other countries that removed the BOM rule some 15 years ago. The few new flyers we have in this country are flying bought models in FAI contests. During the 15 years that England has stubbornly adhered to the BOM rule it has not resulted in any increase in the numbers who build and fly there models. If we carry on in this same way then F/F in this country has 5 years left. The few that would be left in 5 years would not be enough to make competitive F/F viable. The BOM supporters have had more than enough time to see if their way works. It has not. It is now time for a change before it's too late.

So let us examine the fear that some seem to have if we introduce purchased models, or indeed provide the opportunity to allow competitors to fly someone else's model, [perhaps some of those models that were built by our good friends no longer with us]. I have been beaten by a purchased model on many occasions. Not once do I believe that this was a result of the purchase. Contests are won by the best flyer, with a model in the best trim, which has made the best launches, with the best transitions, in the best air, with a good timekeeper and a large slice of luck The origin of the model is irrelevant. Purchase of a model is no guarantee of success. Just an opportunity for those who can't, or do not want to build a model, to compete on a level playing field. My son Matthew is a perfect example. He has never had a desire to build his models which is why he flies purchased models. What he is however is a damn good glider flyer who would not have been able to develop that skill without purchased models. Is it a case of the BOM supporters being frightened of his model or his skill? I suspect the latter.

I will conclude with one last observation. Retaining the BOM rule denies the opportunity of the other 35,000 BMFA members to enjoy our discipline of free flight. They have long been embraced by bought models and ready to fly kits. In fact new members over the last 15 years have known nothing else. They have not suffered because of this. On the contrary they have gone from strength too strength. We should learn from this example.

To those who threaten to leave F/F if we drop the BOM rule I say this. Just imagine sitting at home on one of those warm, sunny, calm contest flying days [yes we do have them occasionally] wishing you were one the flying field, pitting your skills against the rest of us. To some of you F/F is your life's passion, it's like a drug and you need the regular fix. To the current FFTC I say follow the wishes of the majority of free flighters in this country and abolish the BOM rule. Do not allow yourselves to be swayed by the threats, blackmail and intimidation of some of our most outspoken colleagues. They are the minority.

## INDOOR RECORDS

The FAI has ratified the following indoor records:

F1D N°125-b: Duration (ceiling 8m - 15m) 32 min 4 sec by Dezso Orsovai (Hungary) at Budapest (Hungary) on August 20 2005. The previous record was 30 min 12s set by the same flyer on June 19 2005.

F1L N°116-c: duration (ceiling 15m - 30m) 23 min 1 sec by Akihiro Danjo (Japan) at Saitama (Japan) on October 1 2005. The previous record was 22 min 32 sec set by Stan Chilton (USA) on August 15 2004.

F1M N°117-c: duration (ceiling 15m - 30m) 19 min 40 sec by Akihiro Danjo (Japan) at Saitama (Japan) on October 1 2005. The previous record was 18 min 20 sec set by the same flyer on May 27 2001.

F1N (Indoor Glider) N°118-c: duration (ceiling 15m - 30m) 1 min 18.8 sec by Akihiro Danjo and Mitsuru Ishii (Japan) at Saitama (Japan) on October 1 2005. The previous record was 1 min 11.4 sec by Mitsuru Ishii on June 4. 2005.

F1N (Indoor Glider) N°118-d: duration (ceiling over 30m) 1 min 24.8 sec by Mark A Benns (UK)at Kibbie Dome (USA) on July 27 2005. The previous record was 1 min 23 sec set by Jim Buxton, (USA) on May 28 2003.

## ASHDOWN FOREST

Neil Allen SE Area Comp Sec:

All free flight activity on Ashdown forest has been suspended until further notice, the 2nd area meeting will not take place there. The SE BMFA are currently negotiating with the conservators of the forest, who are concerned about the safety of our activities. Any change to the situation will be posted on the FFTC website.

## UK COMPETITION NEWS

LODGE FARM. Bill Cox provided details of competition on April 23 for British Power, Vintage Glider, P30 v Vintage Coupe, Vintage up to 25" rubber, catapult glider. Contact Bill Cox on 01775 767599.Bill notes that Lodge Farm is available 7 days a week, any time, for anyone who may wish to trim fly. A donation box is available from our farmer.

SE AREA BMFA/SAM 35 SPRING GALA. This annual event will be held at RAF Odiham on May 21, slightly later than usual this year. The events will be for:

Vintage Wakefield (4 & 8 oz combined)
Vintage Lightweight
Vintage Glider (50m line)
Vintage HLG (Hand & catapult launch combined)
Vintage Power
Coupe d'Hiver
Al Glider

Please note that model flying may be interrupted during the day by aircraft movements and that the only way in and out of the airfield is via the Main Gate. Finally, all registrations are subject to approval by the RAF authorities.

Pre-registration is necessary for this event and must be received by Tuesday 9th May. Due to another rise in permit fees, the Registration Fee has had to be increased again. The following registration details are required: Car Registration No; BMFA No; Names of Driver & Occupants; Registration Fee (non-returnable) £3 per car occupant. (Cheques made out to SE Area BMFA); SAE. Full event details will be sent by return to all who have registered.

To fly a model on this site you must be a fully paid up member of the BMFA. Registrations to Alex Cameron, 31 Stafford Rd. Langley Green, Crawley, W.Sussex, RH11 7LA and please do not forget the SAE.

TYNEMOUTH MINI RALLY. The Tynemouth Club are to run a Mini Rally for Combined BMFA 1/2A/Brit Power, Combined F1G/Mini Vintage Rubber, F1H (3x2min), and Combined HLG/Catapult Glider (5x1min) on 30th July, 11am to 4.30pm. Reduced maxes and D/T fly offs depending on weather. No thermal detection devices. The venue is Newcastle Town Moor, a flat grass field site measuring approx 1/2 mile East to West and 3/4 mile North to South, situated North of Newcastle City centre bordered by the A167, A187 and B1318 roads. Free parking on Claremont Road, Forsyth Road and the Eastern end of Grandstand Road. The Rally qualifies for the F1H Biggles League. Contact Brian Martin on 0191 4161096 or email brian_martin_uk@hotmail.com

EVENTS IN SCOTLAND IN 2006. All at Newbigging:

Saturday May 6 Steel Cup: Combined F1A / F1B. Two flights 1000 - 1330 at will, then scheduled rounds for flights 3,4,5

Sunday May 7 Classic Power Event 10:00 to 17:30

June 24/25 SCOTTISH F/F NATIONALS. Engraved glasses for 1st places. Pre-entry is not required. £3 per event on day.

Saturday : F1A and F1B two flights 1000 - 1330 at will, then scheduled rounds for flights 3,4,5
Open Vintage for "The McManus Trophy" 1000 - 17:30

Sunday, all 1000-1700:
Open Glider
Open Rubber – "The Waulkmill Shield"
Combined Slow/Open Power - "The Flying Dutchman Trophy"
F1G, F1H, ½A/F1J

Saturday Sept 2 Paisley Trophy (all-in-open) 10:00 – 17:30

Sunday Sept 3 The Cranfield Classic 10:00 – 17:30

For details contact Jim Arnott 01383 510279, "Downside", Farm Road, Hill of Beath, Fife, KY4 8DZ. New email address arnott.downside@btinternet.com

## INTERNATIONAL COMPETITION NEWS

AUSTRALIA IN APRIL: Two competitions will be held at Arrandera NSW around Easter. They both include F1A B C World Cup and events for other classes. The World Cup events are 29th Australian Free Flight Society Championships will have F1A on April 15 and F1B F1C on April 16, and the 59th Australian Nationals and Southern Cross Cup with F1A on April 18 and F1B F1C on April 19. Other events are generally duplicated in both the AFFS Championships from April 14 and 17 and the Australian Nationals on April 13 and April 18-19: combined open, Oz Diesel, vintage glider, vintage power, vintage rubber, open rubber, open power, P30, HLG/CLG, F1G, F1H, F1J, and scramble. AFFS entry is requested by March 4 (overseas competitors can pay on arrival), email Vin Morganat: vin.morgan@utas.edu.au

Note that these events in Australia are followed by two events in New Zealand, the Kotuku Cup from April 24 to 26 and the Omarama Cup from April 28 to 30.

## NOTICEBOARD

GPS WANTED OR EXCHANGE, Laurie Barr:

Wanted, Garmin GPS 12 hand held tracker. E-mail asking price to lauriebarr@btinternet.com. I can part exchange a Garmin Gheko GPS.with some cash, or can pay cash only if preferred.

WANTED: Dave Greaves has mislaid his copy of Joe Maxwell's "How I did it" little blue book and would like to obtain another. Please call Dave on 01285 652730 if you can help.