

Free
Flight
news

FFn

CONTENTS

CIAM Bureau Meeting	124	BMFA Senior Championship	132
FAI Competition Calendar 2008	124	Open Rubber League 2007	132
BMFA Indoor	128	BMFA F1E	133
News from BMFA FF Tech committee	128	BMFA FF Forum, Coventry, Nov 25	133
BMFA FF Contest Calendar 2008	130	Aviaprom Cup, Orel, Russia, Sept 13-16	135
BMFA Midland Gala, Barkston, Nov 4	131	FFn	135
The BMFA Senior Champions 2007	131	FAI Free Flight World Cup	135

DIARY

December 23 Church Fenton	Winter Warmer. Comb P, Comb G, Comb P30/CdH, 6th 2007 MV League event. CD A Kelly.	March 8-9 Säkylä, Pori, Finland	Bear Cup. F1A, F1B, F1C World Cup event. Entry fees €30 senior, €10 junior. Contact: Kim Henriksson, Ymmerstanmäki 9, 02750 Espoo, Finland, t:+358 405152 481 email:kim.henriksson@yahoo.com, web: http://www.cs.hut.fi/~jtjuslin/bearcup2008
December 30 Church Fenton	December Dazzler. Little and Large, High Performance and Smallish. Details to follow. CD J Godden.	March 14-16 Moravske Toplice, Slovenia	Mura cup. F1A, F1B, F1C World Cup event. Entry fees €30. Contact: Bogdan Lemut, Borovnjakova 1, 9000 Murska Sobota, Slovenia, tel:+386 41 210 144, fax: +386 2534 8151, email: muracup@siol.net, web: /www.freeweb.siol.net/muracup
January 3 Bushfield Sports Centre, Peterborough	BMFA Indoor. 9am to 5pm. FF and scale. Contact: Mark Benns 01733-755733 mark.benns@ntlworld.com nickaikman@hotmail.com	March 15-16 Gjovik, Norway	Holiday on Ice. F1A, F1B, F1C, F1Q World Cup event. Entry fees €32. Contact: Tor Bortne, Jernbanev 28, 2840 Reinsvoll, Norway, tel:+47 611 97 463 or +47 920 95 329, fax:+47 611 52 606, email:tobortne@bbnett.no, web: http://home.online.no/~vnereng
January 6 Church Fenton	New Year Flyer. Comb R, Comb P, Comb G, Comb P30/CdH, 1st 2008 MV League event. CD D Davitt, 0113 2675433.	March 15-16 Hranice, Czech Republic	Winter Cup. 2 F1E World Cup events, I on 15th, II on 16th.. Entry fees for each €30 senior, €15 junior. Contact: Vojtech Zima, Smetanovo nab. 1840, 75301 Hranice, Czech Republic, tel:+420 581 661 620 or +420 601 589 792, email: vzima@sigmapumpy.com
February 4 Chobham Common	Chobham Tree Chop. See FFn 0711. Meet at Clump car park at 10am.	March 21-22 Matfors, Sweden	Matfors VT International. F1A, F1B, F1C World Cup event. Entry fees €30. Contact: Mikael Holmbom, Österlo 140, 860 13 Stöde, Sweden, tel:+46 76 116 91 33, email:mikael.holmbom@matforsmfk.se, web: http://www.matforsmfk.se/matforsvt
February 11-12 Bushfield Sports Centre, Peterborough	BMFA Indoor. Second F1D Trials. 1/3rd motors. 9am to 5pm. Contact: Mark Benns 01733-755733 mark.benns@ntlworld.com or nickaikman@hotmail.com	March 21 (Good Friday) Church Fenton	BMFA Northern Gala. B/G (CMA), B/R (Caton), B/P (Hamley), O/E, SLOP (Falcons), F1G, F1H, F1J/BMFA1/2A, Mini-vintage, CO2, HLG, CLG. Contact: Denis Davitt, 0113 2675433.
February 15-16 Lost Hills, California, USA	Bob White Maxmen. F1A, F1B, F1C, F1E, F1P, F1Q World Cup event. Contact: George Batiuk, 2221 King Str. 2, San Luis Obispo, CA 93401, USA, tel:+1 805 546 8231, fax:+1 805 546 0070, email:slogb@charter.net		
February 18 Chobham Common	Chobham Tree Chop. See FFn 0711. Meet at Clump car park at 10am.		
March 1 Area Venues	BMFA 1st Area. C/P (White), F1A (K&MAA/Plugge), F1G, Vintage (Plugge), HLG/CLG.		

CIAM BUREAU MEETING

Report by Ian Kaynes

The Bureau meeting was held in Lausanne on November 30 and December 1. Tasks of the meeting include review of the agenda for the Plenary meeting next March, prepare the 2008 contest calendar and to review plans for the 2008 Championships.

On the first item - the agenda for the Plenary meeting - there is not a single proposal on the agenda that applies to free flight. Consequently it has been decided not to hold a technical meeting in March 2008. For those attending the Plenary, be warned that it will be at Movenpick Hotel, the Olympic Museum not being available free to FAI this time

The calendar was prepared and World Cup events selected. The only problem this year was that forms and registration payment had not been received at the FAI office for the two events in Australia. It was agreed that these will be accepted if the signed forms and payment arrive during the week after the meeting. There was discussion of World Cup events not following the Sporting Code and it was agreed that such events will not be accepted on the following year's calendar.

Finally there was the sad story of an American girl indoor flyer who had taken won a team place in their junior team for the 2008 World Champs but will be too old to compete in 2008. Nothing could be done to help her.

2008 Championships News

Indoor F1D World Championships for seniors and juniors will be held in Belgrade Serbia. The flying site to be used is the largest hall, which is larger than the one used for the 2007 European Championships. It had the problem of having glass windows in the roof but it is understood that these are now being covered. The schedule is:

- Aug 17 Arrival and registration day
- Aug 18 Practice, opening ceremony, Round 1
- Aug 19 Rounds 2 and 3
- Aug 20 Rounds 4 and 5
- Aug 21 Round 6, prize-giving, closing ceremony, banquet
- Aug 22 Departure

The originally schedule had been for two flights per day on August 19 to 21, but this was modified during the meeting so that only one round was left on August 21. There was concern that the best conditions will be late in the day and it would not have been possible to have two rounds on the final day followed by the closing functions. There will be an open international on August 15 and 16 so that there will be plenty of time available for practice. The World Champs entry fee is €300, €50 for supporters and accommodation with dinner and breakfast costs between €160 and €210 for 5 nights.

FIABC European Championships will be at Pazardzhik in Bulgaria. This town is 40km from Plovdiv, the site of the 1975 World Champs. The flying field is 15km from the town and described as a grass area 2 by 0.5 km with open space around for 2km. The schedule is:

- Aug 31 Arrival, registration, model processing, practice
- Sep 1 Practice, model processing
- Sep 2 F1A contest day
- Sep 3 F1B contest day
- Sep 4 F1C contest day
- Sep 5 Early morning flyoffs FIABC, reserve day
- Sep 6 Reserve day, tour, closing ceremony, awards, banquet
- Sep 7 Departure

The contest flying will start at 8.00 with round duration 55 minutes and flyoff from 18.30 or 7.00 in morning. The event will be preceded by a World Cup competition on August 28 to 31. Entry fees are €260 for competitors, €150 for team managers, €30 for supporters. Accommodation is between €30 and €43 per day full board, with camping possible on the field.

FIE European Championships for seniors and juniors will be held in the Rhon, Germany. These are mountains in central Germany, with a variety of slopes for different wind directions. The south facing slope is on the Wasserkuppe, the birthplace of gliding. There is a museum and hotel on the top of this hill, while other hotels are situated nearer to the slopes which will be used for other wind directions.

There will be a departure from previous practice in that the junior and senior events will be flown on separate days, making the junior flying much more visible. The full schedule including the adjacent World Cup events is:

- Sept 13 Arrival and World Cup registration
- Sept 14 Swiss World Cup 11.00 to 17.00, 18.00 flyoffs
- Sept 15 Swiss Cup reserve day, Euro Champs registration, model processing, opening ceremony
- Sept 16 Junior Euro Champs, 10.00 to 16.00, 18.00 flyoffs
- Sept 17 Senior Euro Champs, 10.00 to 16.00, 18.00 flyoffs
- Sept 18 Reserve day, excursion, museum visit, World Cup registration
- Sept 19 Rhon World Cup 10.00 to 16.00, 17.00 flyoffs, prizegiving, closing ceremony, banquet
- Sept 20 Reserve day for Rhon World Cup, departure

Entry fees are €290, €58 for supporters, both prices including banquet. Accommodation costs €221.90 for seven days at the Wasserkuppe hotel for seniors sharing a double room.

Junior World Championships FIABP was the final 2008 event scheduled to be reviewed by the Bureau meeting. However, the Ukrainian organisers did not attend and had sent a bulletin which did not give full details. It is scheduled to be held from August 4 to 10 near Kyiv, but with no description of the flying field and accommodation was not defined apart from an indication of the total cost. There were also problems defining the jury, with their local representative not speaking English and their suggestions of overseas members not available at that time. Victor Stamov was present (to present details of an electric championships to be held at Odessa) but knew nothing of the Kiev plans for this Junior Champs. The Bureau decided to instruct the organisers to provide acceptable further information by the end of the year, otherwise the championships would not be held. After the meeting it was ascertained that Serbia would be prepared to run the World Champs at Zrjenanin, like the Euro Champs held there in 2007.

FAI COMPETITION CALENDAR 2008

The following is the provisional 2008 calendar for free flight championships, World Cup events and other international events. Some events are in doubt because the registration fees may not have been paid in time. The final version will be published by FAI soon. First is a summary of World Cup events, see the calendar below for full details of each event

World Cup summary F1E

Feb 15-16	Lost Hills	USA	Bob White Maxmen
Mar 15	Hranice	CZE	Winter Cup I
Mar 16	Hranice	CZE	Winter Cup II
Apr 12	Oberkotzau	GER	Föhrberg Cup
Apr 13	Oberkotzau	GER	Swiss-Cup
May 3	Gallio	ITA	3rd Coppa Primavera
May 4	Gallio	ITA	28th Coppa Sisemol
May 10	Liptovsky M.	SVK	Mikulas Cup of Hungary
May 11	Liptovsky M.	SVK	Cavalloni Cup of Hungary
Jun 7-8	Zlatibor	SRB	Luxor Open
Jun 12-13	Turda	ROU	Mem Popa Crangu
Jun 13-14	Turda	ROU	Turda Cup
Aug 23	Toszek	POL	3rd Toszek Cup
Aug 24	Račibórz	POL	9th Governor's Cup
Sep 6	Liptovsky M.	SVK	Liptov Cup
Sep 7	Liptovsky M.	SVK	Nosko Memorial Cup
Sep 14	Wasserkuppe	GER	Berner Cup
Sep 19	Kaltensundhm	GER	Rhön World Cup
Sep 27	Tourtenay	FRA	1st Poitou Charentes
Sep 28	Tourtenay	FRA	Poitou F1E

World Cup summary F1A, F1B, F1C

All F1A F1B F1C unless stated

Feb 15-16	Lost Hills	USA	Bob White Maxmen F1ABCQ
Mar 8-9	Säkylä	FIN	Bear Cup
Mar 14-16	Moravske T.	SLO	Mura cup
Mar 15-16	Gjovik	NOR	Holiday on Ice F1ABCQ
Mar 21-22	Matfors	SWE	Matfors VT
Mar 21-24	Narrandera	AUS	Australian FFS Champs
Mar 25-27	Narrandera	AUS	Southern Cross Cup
Mar 29-Apr 1	Omarama	NZL	Kotuku Cup
Apr 3-6	Omarama	NZL	Omarama Cup
Apr 19	Lucenec	SVK	City Cup Lucenec
Apr 20	Lucenec	SVK	Novohrad Cup
Apr 25-27	Beja	POR	Von Hafe Cup
Apr 27	Gliwice	POL	3rd Black Cup F1AB
May 2	Madziunai	LTU	Baltic Cup F1ABCQ
May 3	Madziunai	LTU	Estonian Cup F1ABCQ
May 8-10	Zrenjanin	SRB	25th Srem Cup
May 10-11	Andover	GBR	Stonehenge Cup F1ABCQ
May 16-19	Kharkiv	UKR	Kharkiv Cup
May 23-25	Vsechov	CZE	23rd Jihocesky pohar
May 23-25	Pazardzik	BUL	Sofia Cup
May 30-Jun 1	Tass	HUN	24th Puszta Cup
Jun 20-23	St. Petersburg	RUS	Cup White Nights
Jun 21	Zrenjanin	SRB	41st Mem Djodje Zigic
Jun 26-29	Kazan	RUS	Kazan Cup
Jul 4-6	Rinkaby	SWE	Swedish Cup
Jul 7-8	Rinkeby	SWE	Nordic Cup of Denamrk
Jul 12-13	Borden	CAN	Huron Cup
Jul 12	Tass	HUN	Vörös Jenö Memorial
Jul 19-20	Bjelopolje	CRO	5th Vilima Kmocha
Aug 1-4	Kyiv	UKR	Antonov Cup
Aug 5	Muncie	USA	Nationals F1Q
Aug 7-9	Noizé	FRA	Poitou
Aug 8-9	Bosanski Pet.	BIH	Memorijal Izet Kurtalic
Aug 9-10	Mostar	BIH	Mostar Cup
Aug 15-16	Ofakim	ISR	Negev Open Israel FFCh
Aug 16-17	Salonta	ROM	Cupa Salonta
Aug 28-31	Pazardzik	BUL	Bulgaria Cup
Aug 28-31	Zülpich	GER	39th Eifel Pokal
Sep 6-8	Borden	CAN	Canada Cup
Sep 12-14	Sisak	CRO	Siscia Cup
Oct 2-5	Capannori	ITA	3rd FAVLI
Oct 7-9	Lost Hills	USA	Sierra Cup
Oct 17-19	Novo Mesto	SLO	Krka Cup
Nov 1-2	Arzay Bossieu	FRA	Philippe Lepage

Full listing of provisional FAI calendar

February 15-16	Bob White Maxmen. F1A, F1B, F1C, F1E, F1P, F1Q World Cup event. Contact: Lost Hills, California, USA
February 15-16	George Batiuk, 2221 King Str. 2, San Luis Obispo, CA 93401, USA, tel:+1 805 546 8231, fax:+1 805 546 0070, email:slogb@charter.net
March 8-9	Bear Cup. F1A, F1B, F1C World Cup event. Entry fees €30 senior, €10 junior. Contact: Kim Henriksson, Ymmerstanmäki 9, 02750 Espoo, Finland, t:+358 405152 481 email:kim.henriksson@yahanen.com, web: http://www.cs.hut.fi/~jtjuslin/bearcup2008
March 14-16	Mura cup. F1A, F1B, F1C World Cup event. Entry fees €30. Contact: Bogdan Lemut, Borovnjakova 1, 9000 Murska Sobota, Slovenia, tel:+386 41 210 144, fax:+386 2534 8151, email: muracup@siol.net, web: /www.freeweb.siol.net/muracup

March 15-16
Gjovik, Norway
Holiday on Ice. F1A, F1B, F1C, F1Q World Cup event. Entry fees €32. Contact: Tor Bortne, Jernbanev 28, 2840 Reinsvoll, Norway, tel:+47 611 97 463 or +47 920 95 329, fax:+47 611 52 606, email:tobortne@bbnett.no, web: http://home.online.no/~vnereng

March 15-16
Hranice, Czech Republic
Winter Cup. 2 F1E World Cup events, I on 15th, II on 16th.. Entry fees for each €30 senior, €15 junior. Contact: Vojtech Zima, Smetanovo nab. 1840, 75301 Hranice, Czech Republic, tel:+420 581 661 620 or +420 601 589 792, email: vzima@sigmapumpy.com

March 21-22
Matfors, Sweden
Matfors VT International. F1A, F1B, F1C World Cup event. Entry fees €30. Contact: Mikael Holmbom, Österlo 140, 860 13 Stöde, Sweden, tel:+46 76 116 91 33, email:mikael.holmbom@matforsmfk.se, web: http://www.matforsmfk.se/matforsvt

March 21-24
Narrandera, Australia
Australian Free Flight Society Championships. F1A F1B F1C World Cup event - to be confirmed

March 25-27
Narrandera, Australia
Southern Cross Cup. F1A F1B F1C World Cup event - to be confirmed

March 29-April 1
Omarama, New Zealand
Kotuku Cup. F1A, F1B, F1C World Cup event. Entry fees €22 / NZ\$40. Contact: Robert Wallace, 956 Riverslea Rd South, Hastings, New Zealand, tel:+64 6 878 4993, fax:+64 6 878 4993, email:robandtina@freenet.co.nz, web: http://www.nzmaa.org.nz

March 30
Crivelle, TO, Italy
9th Trofeo F1K International. F1K. Entry fees €30. Contact: Sandro Schirru, Via C.B: Cavour 5, 10096 Grugliasco, Italy, tel:+39 011 780 17 88, fax:+39 011 780 89 83, email:fai616@yahoo.it

April 3-6
Omarama, New Zealand
Omarama Cup. F1A, F1B, F1C World Cup event. Entry fees €22 / NZ\$40. Contact: Chris Murphy, 5/126 Bishop Street, Christchurch, New Zealand, tel:+64 3 374 33 84, fax:+64 3 384 3394, email:chrismurphy@inet.net.nz, web: http://www.nzmaa.org.nz/signs/freelflight

April 12
Oberkotzau, Germany
Föhrberg Cup. F1E World Cup event. Entry fees €30. Contact: Peter Kuttler, Schneebergstrasse 26, 95145 Oberkotzau, Germany, tel:+49 9286 61 87 or +49 160 945 164 69, email:peter-kuttler@web.de

April 13
Oberkotzau, Germany
Swiss-Cup F1E. F1E World Cup event. Entry fees €30. Contact: Alfred Andrist, Sustenstrasse 9E, 3604 Thun, Switzerland, tel:+41 33 33 96 72 05, email:fredi.andrist@martiag.ch

April 19
Lucenec, Slovak Republic
City Cup Lucenec. F1A, F1B, F1C World Cup event. Entry fees €30 senior / €20 junior. Contact: Stefan Hubert, Malinovskeho 5, 984 03 Lucenec, Slovak Republic, tel:+421 47 433 0213, email:ddmis@orangemail.sk

April 20
Lucenec, Slovak Republic
Novohrad Cup. F1A, F1B, F1C World Cup event. Entry fees €30 senior / €20 junior. Contact: Stefan Hubert, Malinovskeho 5, 984 03 Lucenec, Slovak Republic, tel:+421 47 433 0213, email:ddmis@orangemail.sk

- April 25-27
Beja, Portugal
Von Hafe Cup. F1A, F1B, F1C World Cup event. Entry fees €35. Contact: Jorge Gustavo, Rua Professor Carlos Teixeira 33-3 Apt D, 4250-533 Porto, Portugal, tel:+351 960 35 95 14, fax:+351 22 94 10 553, email:jorge.gustavo@tvitel.pt
- April 27
Gliwice, Poland
3rd Black Cup. F1A, F1B World Cup event. Entry fees €30 senior / €15 junior. Contact: Stanislaw Kubit, ul. Rybnicka 84, 44-100 Gliwice, Poland, tel:+48 32 232 18 22 or +48 601 420 383, email:qbit@digipl
- May 2
Madziunai,
Lithuania
Baltic Cup. F1A, F1B, F1C, F1Q World Cup event. Entry fees €30 senior / €10 junior. Contact: Rolandas Mackus, Taikos 19-12, 28158 Utena, Lithuania, tel:+370 687 260 02, fax:+370 389 69 181, email:rolandasmackus@vytrolma.lt, web: http://www.aeromodeling.lt
- May 3
Gallio (Vicenza), Italy
3rd Coppa Primavera. F1E World Cup event. Contact: Maurizio Tomazzoni, Via Rialto 36, 38068 Rovereto, Italy, tel:+39 0464 430 230, email:gaetom@tele2.it
- May 3
Madziunai,
Lithuania
Estonian Free Flight Cup. F1A, F1B, F1C, F1Q World Cup event. Entry fees €30 senior / €10 junior. Contact: Aavo Koppel, Kreegipuu Puiestee 4, Maardu 74117, Estonia, tel:+372 504 88 86, fax:+372 697 95 99, email:aavo.koppel@hotmail.com, web: http://www.mudellend.ee
- May 4
Gallio (Vicenza), Italy
28th Coppa Sisemol. F1E World Cup event. Contact: Maurizio Tomazzoni, Via Rialto 36, 38068 Rovereto, Italy, tel:+39 0464 430 230, email:gaetom@tele2.it
- May 8-10
Zrenjanin, Serbia
25th Srem Cup. F1A, F1B, F1C World Cup event. Entry fees €30. Contact: Radoje Pazova, Pinkijeva 10, 22330 Nova Pazova, Serbia, tel:+381 63 252 064, fax:+381 22 321 240, e: aknovapazova@yahoo.com, web: http://aknovapazova.com
- May 10-11
Andover, UK
Stonehenge Cup. F1A, F1B, F1C, F1P, F1Q World Cup event. Entry fees €35. Contact: M Woodhouse, 12 Marston Lane, Eaton, Norwich, Norfolk NR4 6LZ, UK, tel:+44 1603 457 754, fax:+44 1603 457 754, email: mike@freeflightsupplies.co.uk
- May 10-11
Liptovsky Mikulas, Slovak Republic
2 Hungarian F1E World Cup events. 10th: Mikulas Cup, 11th: Cavalloni Cup. Entry fees for each event €30. Contact: György Pinkert, Pf. 16, 1625, Hungary, tel:+36 1 221 40 71, fax:+36 1 221 40 71, email: info@cavalloni.hu, web: www.cavalloni.hu
- May 16-19
Kharkiv, Ukraine
Kharkiv Cup. F1A, F1B, F1C World Cup event. Entry fees €25. Contact: Nikolay Kovalenko, Firm Idea, Nesterova str 2, Kharkiv 61031, Ukraine, tel:+380 57 775 44 99, fax:+380 57 775 44 98, email: ideainfo@ukr.net, www.aviamodel.org.ua
- May 23-25
Vsechov, Czech Republic
23rd Jihocesky pohar. F1A, F1B, F1C World Cup event. Entry fees €35. Contact: Rostislav Kvasnicka, Svpomoc 694, 391 02 Sezimovo Usti, Czech Republic, tel:+420 608 059 803, fax:+420 381 276 579, email:r.kvasnicka@seznam.cz
- May 23-25
Pazardzik,
Bulgaria
Sofia Cup. F1A, F1B, F1C World Cup event. Entry fees €30. Contact: Valentin Savov, Bratia Benderevi str 5, 5100 Gorna Oriahovitsa, Bulgaria, tel:+359 888 40 89 40, fax:+359 618 60 772, email: valio@dir.bg, web: http://www.f1abc.com
- May 23-25
Valencia, Spain
10th Open Internacional Copa Tabarca. F1D, F1L, F1M, F1N. Entry fees €40. Contact: Luis Font Bellot, C/Tucumán 28, 03005 Alicante, Spain, tel:+34 675 394 369, fax:+34 965 120 919, email:clubsaf15@hotmail.com, web: http://www.geocities.com/clubsaf15
- May 30-June 1
Tass, Hungary
24th Puszta Cup. F1A, F1B, F1C, F1G, F1H, F1J, F1P. World Cup event. Entry fees €30. Contact: György Pinkert, Pf 16, 1625, Hungary, tel:+36 66 464 160, fax:+36 1 221 40 71, email: info@cavalloni.hu, web: www.cavalloni.hu
- June 7-8
Zlatibor, Serbia
Luxor Open. F1E World Cup event. Entry fees €25. Contact: Ljubomir Radosavljevic, Brace Jerkovic 117a, 11000 Belgrade, Serbia, tel:+381 64 138 86 11 or +381 11 131 8711, fax:+381 11 2625 311, email: aerolux@sezampro.yu www.akaerolux.com
- June 12-14
Turda, Romania
2 F1E World Cup events. 12-13th: Memorial Popa Crangu, 13-14th Turda Cup. Entry fees for each event €30 senior, €25 junior. Contact: Zanciu Mihail & Conu Marius, Federatia Romana de Modelism, OP 6, CP 56 Bucuresti, Romania, tel:+40 213 162 454 / +40 318 057 471, fax:+40 213 62 454 / +40 318 057 471, email: mzanciu@rdsmail.ro, web: www.frmd.ro
- June 20-23
St. Petersburg,
Russia
Cup White Nights. F1A, F1B, F1C, F1G, F1H, F1P World Cup event. Entry fees €25. Contact: Yuriy Perchuk, art. 12, 5 Moskovskaiastr., Vsevolgsk, 188645 Leningrad, Russia, tel:+7 921 995 30 48 or +7 901 30 10 739, fax:+7 812 449 02 42, email:stk.fenix@mail.ru
- June 21
Zrenjanin, Serbia
41st Memorial Djodje Zigic. F1A, F1B, F1C World Cup event. Entry fees €30. Contact: Nikola Borovac, Cara Dusana 57, 11080 Zemun, Serbia, tel:+381 11 219 163 or +381 64 195 1870, fax:+381 11 219 163, email:nborovac@eunet.yu
- June 26-29
Kazan, Russia
Kazan Cup. F1A, F1B, F1C, F1G, F1H, F1P World Cup event. Entry fees €25. Contact: Andrey Burdov, Iskra st 8-61, 420045 Kazan, Russia, tel:+7 843 990 026 or +7 927 243 48 93, fax:+7 812 449 02 42
- July 4-6
Rinkaby, Sweden
Swedish Cup. F1A, F1B, F1C World Cup event. Entry fees €30 / €20 junior / 2 or more classes. Contact: Magnus Söderling, Studenstaden 2 - 211, 5233 Uppsala, Sweden, tel:+46 708 209 112, email:f1b@kth.se
- July 7-8
Rinkeby, Sweden
Nordic Cup of Denamrk. F1A, F1B, F1C World Cup event. Entry fees senior €30 / junior €20. Contact: Bo Nyhegn, Birkevenget 2, Gadevang, 3400 Hillerod, Denmark, tel:+45 4826 7306, fax:+45 4824 1069, henning@nyhegn.com www.ffu.dk

- July 12-13
Borden, ON,
Canada
Huron Cup. F1A, F1B, F1C World Cup event. Entry fees CDN \$30. Contact: Jerry McGlashan, R.R:1, 372 6th Conc. Rd, Clear Creek, ON, N0E 1C0, Canada, tel:+1 519 875 2734, e: rggmccg@sympatico.ca
- July 12
Tass, Hungary
Vörös Jenő Memorial Contest. F1A, F1B, F1C, F1H. World Cup event. Entry fees €30. Contact: Jenő Vörös, Tárogató u. 63, 6726 Szeged, Hungary, tel:+36 209136 463 vorosjeno@invitel.hu, www.jenovoros.hu
- July 19-20
Bjelopolje,
Croatia
5th Memorijal Vilima Kmoča. F1A, F1B, F1C, F1H. World Cup event. Entry fees €30. Contact: Robert Lesko, Matije Gupca 4, 10290 Zapresic, Croatia, tel:+385 133 10403, fax:+385 133 10403, email:mkz@mk-z.hr, web: www.mk-z.hr
- July 28
Livno, Bosnia
and Herzegovina
Open National Championship of BIH - Livno. F1A, F1B, F1C. Entry fees €20. Contact: Mirsad Kapetanovic, Cemelusa 1, 71000 Sarajevo, Bosnia and Herzegovina, tel:+387 61 194 987, fax:+387 32 738 209, email: mkirce@bih.net.ba
- August 1-3
Beauvoir-sur-
Niort, France
Azay Le Brule Inter. F1A, F1B, F1C, F1G, F1H, F1J, F1K. Entry fees €12. Contact: Andre Trachez, 11 rte de la Balderie La Rivière, 79370 Aigonnay, France, tel:+33 6 08 57 35 50, e: andre.trachez@laposte.net
- August 1-4
Kyiv, Ukraine
Antonov Cup. F1A, F1B, F1C, F1G, F1H, F1J. World Cup event. Entry fees €25. Contact: Sergiy Skalko, Av Peremogy 12, of. 160, Kyiv 01135, Ukraine, tel:+380 44 496 07 40, fax:+380 44 496 07 40, info@aviamodel.org.ua www.aviamodel.org.ua
- August 4-10
Kyiv, Ukraine
11th FAI Junior World Championship F1A F1B F1P
- August 5
Muncie, Indiana,
USA
Nationals F1Q World Cup event. Entry fees US\$53. Contact: Chuck Markos, 655 Carlisle Ave, Deerfield, IL, 60015, USA, tel: +1 847 945 9225, e: cmarkf1@aol.com
- August 7-9
Noizé, Thouars,
France
Poitou. F1A, F1B, F1C, F1G, F1H, F1J, F1K. World Cup event. Entry fees €30 senior / €12 junior 1 class. Contact: Michel Reverault, Poitou 2008, BP 36, 79101 Thouars Cedex, France, tel:+33 5 49 68 01 55, fax:+33 5 49 96 13 37, email:poitou-aero@noos.fr, web: http://www.poitou-aero.com
- August 8-9
Bosanski
Petrovac, Bosnia
and Herzegovina
Memorijal Izet Kurtalic. F1A, F1B, F1C World Cup event. Entry fees €25. Contact: Asim Jusufbasic, Gornje Rosulje 3, 71000 Visoko, Bosnia and Herzegovina, tel:+387 61 838 402, fax:+387 32 738 209, email:info@aeroklub-izet-kurtalic.ba, web: http://www.aeroklub-izet-kurtalic.ba
- August 9-10
Mostar, Bosnia
and Herzegovina
Mostar Cup. F1A, F1B, F1C World Cup event. Entry fees €30. Contact: Danijel Gordan, Stepana Radica 76b, 88000 Mostar, Bosnia and Herzegovina, tel:+387 36 326 438, fax:+387 36 326 438, email: zk.mostar@yahoo.com
- August 15-16
Belgrade, Serbia
Belgrade Open Indoor Models. F1D. Entry fees €25. Contact: Ljubomir Radosavljevic, Brace Jerkovic 117a, 11000 Belgrade, Serbia, tel:+381 64 138 86 11 or +381 11 131 8711, fax:+381 11 2625 311, email: aerolux@sezampro.yu www.akaerolux.com
- August 15-16
Ofakim, Israel
Negev Open Israeli FF Championship. F1A, F1B, F1C, F1G,F1H,F1P. World Cup event. Entry fees €20. Contact: Michael Furman, 67 Hayarkon st., Tel Aviv, Israel, tel:+972 3 51 75 038, fax:+972 3 51 77 280 office@aeroclub.org.il, www.aeroclub.org.il
- August 16-17
Salonta, Romania
Cupa Salonta. F1A, F1B, F1C World Cup event. Entry fees €30. Contact: Vincze Sandor, Str Mihai Eminescu no 35, Jud Bihor, 475550 Salonta, Romania, tel:+40 259 37 3557, fax:+40 259 406 206 or +40 259 3732 31, email:metatul_cs@email.ro
- August 17-22
Belgrade, Serbia
24th FAI World Indoor Championship. F1D, seniors & juniors.
- August 22-23
Szentes, Hungary
Cup of Szentes. F1A, F1B, F1C, F1P. Entry fees €30. Contact: Gabor Zsengeller, PO Box 207, 6701 Szeged, Hungary, tel:+36 30 95 32 100, fax:+36 62 31 0006, email:gabez@eastcom.hu
- August 23
Toszek, Poland
3rd Toszek Cup. F1E World Cup event. Entry fees €30 senior / €15 junior. Contact: Roman Sowa, Ul. Gliwicka 6, 44-160 Rudziniec, Poland, tel:+48 32230 3843 fax: +48 32 230 15 94, e: moniksow@interia.pl
- August 24
Raçibórz, Poland
9th Governor's Cup. F1E World Cup event. Entry fees €30 senior / €15 junior. Contact: Marek Lysakowski, Ul. Sienkiewicza 8 m 10, 47-400 Raciborz, Poland, tel:+48 32 419 27 41, fax:48 32 230 15 92, email: mlysakowski@poczta.onet.pl
- August 28-31
Pazardzik,
Bulgaria
Bulgaria Cup. F1A, F1B, F1C World Cup event. Entry fees €40. Contact: Valentin Savov, Bratia Benderevi str 5, 5100 Gorna Oriahovitsa, Bulgaria, tel:+359 888 40 89 40, fax:+359 618 60 772, email: valio@dir.bg, web: http://www.f1abc.com
- August 28-31
Zülpich,
Germany
39th Eifel Pokal. F1A,F1B,F1C World Cup event. Entry fees €30 senior / €15 junior. Contact: Peter Mönninghoff, Friedrich Ebert str 41, 58332 Schwelm, Germany, e: info@eifelpokal.de, www.eifelpokal.de
- Aug 31-Sep 6
Pazardzik,
Bulgaria
FAI European Championships F1A, F1B, F1C. www.Bulgaria2008.com
- September 4-7
Orel, Russia
Cup Aviaprom. F1A, F1B, F1C. Entry fees €20. Contact: Nadezda Snegovay, 88-8 Volokolamskoe sh, 125424 Moscow, Russia, tel:+7 495 97 47, fax:+7 495 97 47, email:fasru@rambler.ru
- September 6-8
Borden, ON,
Canada
Canada Cup. F1A, F1B, F1C World Cup event. Entry fees C\$30. Contact: Leslie Farkas, 21 Misty Moore Dr, Richmond Hill, ON, L4C 6P9, Canada, t:+905 886 6959 fax:+905 886 3025 e: aljolie@sympatico.ca
- September 6
Liptovsky
Mikulás, Slovak
Republic
2 F1E World Cup events. 6th: Liptov Cup, 7th: Nosko Cup. Entry fees €30 senior/ €15 junior. Contact: Ing. Milan Valastiak, Vrbická 1869, 031 01 Liptovsky Mikulás, Slovak Republic, t:+421 908 530 339, fax: +421 48 611 2668 mvalastiak@inmail.sk
- September 12-14
Sisak, Croatia
Siscia Cup. F1A, F1B, F1C World Cup event. Entry fees €30. Contact: Zoran Zechner, S.i.A.Radica 3, Sisak, Croatia, tel: +385 98 90 55 288, email: zorn.zechner@sk.t-com.hr, www.amks.hr

- September 14 Berner Cup. F1E World Cup event. Entry fees €30. Contact: Alfred Andrist, Sustenstrasse 9E, 3604 Thun, Switzerland, tel:+41 33 33 96 72 05, email: freidi.andrist@martiag.ch
- September 13-20 FAI European Championship F1E. Kaltensundheim, Rhön, Germany
- September 19 Rhön World Cup. F1E World Cup event. Kaltensundheim, Rhön, Germany Entry fees €30 senior / €15 junior. Contact: Michael Thoma, Hermann Blenk st 28, 38108 Braunschweig, Germany, tel:+49 531 2 35 40 56, fax:+49 531 2 35 40 11, e: m.thoma@daec.de www.modellflug-im-daec.de
- September 27 Árvá János Memorial. F1A, F1B, F1C. Tass, Hungary Entry fees €20. Contact: János Árvá, Scherer Ferenc u. 7, 5700 Gyula, Hungary, t:+36 66 464 160, e: miklost@hu.inter.net
- September 27 1st Poitou Charentes. F1E World Cup event. Tourtenay, France Entry fees €30. Contact: Andre Trachez, 11 rte de la Balderie La Rivière, 79370 Aigonnay, France, tel:+33 6 08 57 35 50, email:andre.trachez@laposte.net
- September 28 Poitou F1E World Cup event. Entry fees Tourtenay, France €30. Contact: Michel Reverault, Poitou 2008 F1E, BP 36, 79101 Thouars Cedex, France, tel:+33 54968 0155, fax: +33 549 96 1337, email: poitou-aero@noos.fr www.poitou-aero.com
- October 2-5 3rd FAVLI. F1A, F1B, F1C World Cup Capannori event. Contact: Maurizio Tomazzoni, Via (Lucca), Italy Rialto 36, 38068 Rovereto, Italy, tel:+39 0464 430 230, email:gaetom@tele2.it
- October 7-9 Sierra Cup. F1A, F1B, F1C, FIG, FIH, Lost Hills, California, USA F1J, F1P. World Cup event. Entry fees €45 per event. Contact: Mike McKeever, 4252 Mockingbird St, Fair Oaks, CA 95628-6355, USA, tel:+1 916 967 8474, email:vamckeever@aol.com
- October 17-19 Krka Cup. F1A, F1B, F1C World Cup Novo Mesto, Slovenia event. Entry fees €30. Contact: Damjan Zulic, Nahtigalova 5, 8000 Novo Mesto, Slovenia, tel:+386 41 610 737, fax:+386 7 33 75 701, email: damian@insert.si, web: www.freeweb.siol.net/zulicbor/krkacup
- November 1-2 5th Philippe Lepage. F1A, F1B, F1C, FIG. Arzay - Bossieu, France World Cup event. Entry fees €30 1 class / €45 multiple classes. Contact: Laurent Thevenon & Jean-Pierre Challine, Le Freney, 74939 Arbusigny, France, tel:+33 4 50 03 10 23 or +33 1 69 88 89 12, email:laurent.thevenon@wanadoo.fr, web: www.paris-air-modèle.com

BMFA INDOOR

Next meeting is at Bushfield Sports Centre, Peterborough, on Thursday January 3rd from 9.00am to 5.00pm. Indoor Free flight and Indoor Scale. Bushfield Sports Centre is at Orton Centre, Peterborough PE2 5RQ just off the A1 Junction 17. All indoor FF models & Scale FF welcome. No RC. Gym shoes and proof of BMFA membership required.

The Second and penultimate FID Trials for 2008 World Championships will be at the same venue, Bushfield Sports Centre Peterborough, on Monday & Tuesday 11th & 12th February 2008. 9am – 5pm 1/3rd motors flown in rounds. Gym shoes required.

Contact: Mark Bennis on 01733 755733
mark.bennis@ntlworld.com or nickaikman@hotmail.com

NEWS FROM BMFA FF TECH COMMITTEE

International Teams

Following completion of the team selection events the places in the UK team for the 2008 European Champs are provisionally (to be confirmed by the BMFA Council) as follows:

F1A Chris Edge, Andy Crisp, Mike Cook; Resrv Peter Williams
F1B Russell Peers, Ray Jones, Peter Martin; Res Mike Woolner
F1C Alan Jack, Peter Watson, Stafford Screen; Res Ken Faux.

Calendar

The 2008 calendar is now complete and appears with this news. There are a few small changes from 2007 but essentially it remains the same. Please note that the first Team Selection event is scheduled for the last weekend in June and is marked as provisional. This is due to circumstances beyond our control – the current dates proposed for the European Championships which would clash with our preferred date for the first Team Selection event. The June date is not ideal but a viable alternative. The other alternative of a late Autumn date would have problems with short days and the greater possibility of poor weather. Even so there are still discussions taking place on the final confirmation of the Championship dates so for the moment our proposed June date remains provisional.

Team Selection

We received considerable feedback on the proposed changes to the process and, having considered them at some length, decided to retain the current process. There will nonetheless be a small change to the points system and a rise in the entry fee, however, the later will also include a 'discount' scheme for pre-entry.

The system of holding of three meetings with the best two results to count has been in place for a number of years now and has become regarded as the best system we have so far used to select teams. The associated points scoring method has however not proved so ideal. This has mostly been when the number competing has been small, but also when the top scorers have elected not to fly-off when a resolution of the result requires it. To avoid these problems in the future the allocation of points for places has been changed (see the list of attached rule changes for full details).

Despite the above the system also has to be financially viable so there will be a rise in fees from £10 per weekend meeting to £15. The originally suggested pre-entry for all meetings will not now be required. There will however still be an 'option' to pre-enter all three meetings in advance. Doing so will earn a discount of £10; i.e. all three meetings for £35. In addition, to encourage those who have no desire to be considered for a team place but are interested in the individual meetings as stand alone contests, there will be the usual certificates plus bottles of wine provided for each meeting

The originally proposed additional centralised FAI event will still take place. The East Anglian Gala in midsummer will incorporate FAI classes – flown to five flights on one day – and these will also carry three BMFA trophies. Those keen to fly the main FAI classes at a centralised event other than the Nationals or Team Selection meetings will now have an additional opportunity. Hopefully this will encourage more to fly these classes within the UK.

Other Rule Changes for 2008

Other than the small change to team selection process, detailed above, there are no major changes taking place this year. There are though a few small changes; one is improve the Junior Championship scoring system, the rest are mostly to correct anomalies and/or to bring our rules for FAI classes in line with those changes implemented by the FAI itself. These changes are summarised below. If you wish to see these changes together with the original wording please see the section on 2008 rule changes on the FFTC web site. Please note that all changes are effective from January 1st 2008.

Please note that the e-mail version of this news has already been published and that the guidance note from the FFTC

following rule 3.18.2 has produced an amount of comment. As a result this guidance is currently being reviewed. The full and final version of the note will be published following the next FFTC meeting in approximately 10 days time.

Please also note that since compiling the calendar, modifications have become necessary as a result of changes to the first scheduled dates for various the European Championship events and consequent changes to the international calendar. These changes to the dates for some 'Centralised' meetings in the UK calendar will be published as soon as possible.

FF Rule Changes for 2008

Objective 1 To introduce scoring that is more obvious and suitable for low entry numbers

3.1.12 British Junior Free Flight Championship

Change to read:

- (a) The championship will be awarded annually for performance in the events at the Free Flight Nationals with the exception of the Women's Cup, the Bowden Trophy and additional field events.
- (b) the scoring will be on total recorded time, excluding any fly-off scores except as in (c) below.
- (c) in the case of a tie fly-off scores will be included and if still unresolved a countback of Junior placings will be used with the lowest total being the winner.
- (d) Competitors will be qualified to enter junior competitions if they are 18 years of age or under at 1st January of the year of the contest."

Objective 2 To include all FAI classes flown in BMFA events

3.2.2 Models

Change (a) to read

“(a) Contests for FAI classes F1A, F1B, F1C F1Q, and F1J and F1Q when flown by Juniors (see rule 3.2.4.1 (a) paragraph 2), may be of two types; 5 flight events and 7 flight events (not including fly-offs). Competitors may enter and have checked 3 models for 5 flight events and 4 models for 7 flight events. Additional models shall not be allowed for fly-offs.

NOTE - This rule was clarified during 1991 and flyers should be aware that they may utilise any combination of models, within the numbers allowed, that they wish. For instance, in a 5 flight event, they may make their 5 official flights with one or two models, reserving their third model solely for a fly-off if needed.”

..... (b), (c), (d), (e), (f) and (g) remain unchanged.

Objective 3 To remove redundant information covered by rule 3.5 : Engine run for F1C power models

3.2.3 Fly-Offs

Delete paragraph 4

"The fly-off engine run for F1C will be five seconds."

Objective 4 To correct anomalies in Team Selection Process

3.2.4.1 Team Selection F1A, F1B, F1C, F1J and F1P

Paragraphs (a), (b), (c), (d), (e), (f) and (g) remain unchanged. Change (h) and (i) to read

- "(h) If, at the end of the rounds, irrespective of the number flown, two or more competitors share equal scores in any one event, then placings in the event will be determined by a fly-off, with the maximums determined to suit the prevailing circumstances. If at any stage those competitors with equal scores elect unanimously not to flyoff, the points received for each competitor shall be those of lower of the places. E.G. two competitors sharing 1st place shall

receive 2nd place points (45); three competitors sharing 4th place shall receive 6th place points (27).

In the eventuality of a tie for team positions at the end of the final event, the final placings are to be determined by a fly-off (preferably at the last team selection event, but, if circumstances dictate, at a subsequent agreed time and venue within the UK). The same stipulations with regard to maximums and points sharing as in the above paragraph shall apply.

Fly-offs shall be conducted in accordance with rule 3.2.3.

- (i) The scoring system is based on the following table:

Points table

place	1	2	3	4	5	6	7	8	9	10	11
points	50	45	40	35	30	27	24	21	18	16	14
place	12	13	14	15	16	17	18	19	20	21	22
points	12	10	9	8	7	6	5	4	3	2	1

Any Competitor who has made a scoring flight and has not been allocated points by the Points Table will be awarded one point.”

Original table for comparison below

place	1	2	3	4	5	6	7	8	9	10	11	12
points	50	40	30	25	20	19	18	17	16	15	14	13
place	13	14	15	16	17	18	19	20	21	22	23	24
points	12	11	10	9	8	7	6	5	4	3	2	1

Objective 5 To conform to FAI 2008 rules

3.11.4 Class F1J

Change engine run

- (a) Model specification

“Maximum duration of engine run.....5 seconds”

Objective 6 To keep performance in line with revision to Class F1J

3.11.7 BMFA 1/2A Power

Change engine run

- (a) Model specification

“Maximum duration of engine run.....8 seconds”

Objective 7 To resolve queries arising on the eligibility of certain Classic models

3.18 Classic and Vintage Models

Add after 3.18.2

3.18.2 Competitors are responsible for proving the eligibility of their models and engines to the satisfaction of the Contest Director if required, and must be prepared to produce photocopies (or originals) of plans and magazines on the day of the contest which include or confirm the date of publication.

"Guidance from the FFTC

The definition of the model must be based upon the existence of a plan which was published, and hence was generally available, between the specified dates. The purpose of additionally specifying "kitted" is to include those plans which were supplied as part of a kit but were not "published" elsewhere. The dating of "kitting" can be from magazine advertisements or reviews published within the specified dates or by a date on the kit plan.

The plan must be for the actual model entered and that plan together with contemporary published dating evidence is the only acceptable documentation. Where multiple sizes of a design were produced during the period the plan must be for the actual size model entered – it is not sufficient to produce a plan of one size together with a magazine article, advertisement or written statement (however sourced) that other sizes were kitted or published. Where tables of model sizes were published these must include full lists of material

sizes referenced to a plan and the dating of the tables must be by originals or photocopies of contemporary material.”

Objective 8 To create a class title rather than refer to a specific Trophy

3.47 The Bowden International Trophy

Change title to

“The Bowden Class”

3.52 Operational Guidance for Bowden Trophy Contests

Change title to

“Operational Guidance for Bowden Class Contests”

Objective 9 To correct error in class titles and conform to FAI 2008 rules

3.31 FAI Class F1J 1/2A Power - Full FAI Provisional Rules

Change title to

“FAI Class F1J Power – Full FAI Provisional Rules”

3.31.J.2 Characteristics of Models with Piston Motor(s) - 1/2A Formula

Correct title and change engine run

“3.31.J.2 Characteristics of Models with Piston Motor(s) – F1J Formula

(d) Maximum duration of motor run5 seconds from release of the model”

3.50 FAI Class F1P Power (Full FAI Provisional Rules)

Change engine run

3.50.P.2 Characteristics of Model Aircraft with Piston Type Motors

“Maximum duration of motor run.....7 seconds from release of model”

(note – this figure of 7 seconds is indeed 7, and not 8. There is no connection between this and the change to 3.11.7 BMFA 1/2A Power above)

Objective 10 To remove UK BOM requirement from Full FAI rules section (correction of error from last year)

3.29.G.2 Characteristics of Model with extensible motor - Coupe d’Hiver formula

Remove "Rule B.3.1 of Section 4, General, does not apply to class F1G, (this is the FAI builder of the model rule, Ed)."

3.30.H.2 Characteristics of Gliders - A/1 Formula

Remove "Rule B.3.1 of Section 4, General, does not apply to class F1H, (this is the FAI builder of the model rule, Ed)."

3.31.J.2 Characteristics of Models with Piston Motor(s) – F1J Formula

Remove "Rule B.3.1 of Section 4, General, does not apply to class F1J, (this is the FAI builder of the model rule, Ed)."

BMFA FF CONTEST CALENDAR 2008

(N.B. Non Senior Championship events are shown in *Italic*)

March 1 1st Area. C/P (White), F1A Area Venues (K&MAA/Plugge), F1G, Vintage (Plugge), HLG/CLG.

March 21 Northern Gala. B/G (CMA), B/R (Caton), (Good Friday) B/P (Hamley), O/E, SLOP (Falcons), F1G, Church Fenton F1H, F1J/BMFA1/2A, Mini-vintage, CO2, HLG, CLG. Contact: Denis Davitt, 0113 2675433.

April 6 2nd Area. C/G, F1B (Weston/Plugge), P30, Area Venues Classic Rubber (Plugge), F1J/BMFA½A,

April 20 3rd Area. C/R (Gamage), F1C/F1Q (Halfax Area Venues /Plugge), F1H, SLOP (Plugge), Tailless.

May 4-5 London Area Gala & Club Champs. 4th (5th is May day) C/R, C/G, C/P, (Club Champs), Vintage, Salisbury Plain P30, CO2, CLG. 5th F1G, F1H, F1J / BMFA1/2, SLOP, Mini Vintage, E30, HLG. Contact: M.Dilly 0208 777 5533.

May 10-11 Stonehenge Cup. F1A, F1B, F1C (Dick Salisbury Plain Johnson Memorial), F1Q. Contact & CD: P.Williams 01252 842120

May 18 1st F1E (Team Selection). F1E. Contact & Near Sheffield CD: Steve Philpott 0121 354448.

May 24-26 National Championships. B/G (Thurston), Barkston Heath B/R (Model Aircraft), B/P (Shelley), O/E, Tless (Lady Shelley), Women’s BG/BR/BP (SAA), Junior BG/BR/BP (Frog Junior), CLG, F1A (Ronytube), F1B (Fred Boxall), F1C/F1Q (Eddie Cosh), Vintage (Jubilee), SLOP (Peter Harris), HLG (Nats), P30, Vol au Vent (J) (junior kit glider), F1H (BA), F1G (308), F1J/BMFA1/2A (Hales), Mini-vintage (junior kit rubber), CO2 (Sparklets), E30, Vintage Glider. Comb Classic, plus Junior champion (Heather) & overall class champions. *Also Non Senior Championship: Bowden, 25” Vintage Rubber, SAM 35 4oz and 8oz Wakefield, Brit Power, Vol au Vent (Senior), Kit Scale Duration, and FF Scale – 2 events.* Contact: Mike Woodhouse 01603 457754.

June 1 2nd F1E (Team Selection). Contact & CD: Near Sheffield Steve Philpott 0121 354448.

June 15 4th Area. C/P Team (Keil/Plugge), F1B Area Venues (Gutteridge), F1H (Plugge), Mini vintage, Classic glider.

June 22 3rd F1E (Team Selection). Contact & CD: Near Sheffield Steve Philpott 0121 354448.

June 28-29 Team Selection 1. F1A, F1B, F1C. (provisional) Salisbury Plain Contact: J.Carter 01782 398816

July 6 4th F1E (Team Selection). Contact & CD: Near Sheffield Steve Philpott 0121 354448.

August 9-10 East Anglian Gala. 9th F1A (Nordic), F1B Sculthorpe (Mick Duce), F1C/F1Q (Pete Buskell). Vintage Rubber, Vintage Power, Vintage Glider, *Kit Scale Duration*. 10th Classic Rubber, Classic Power, Classic Glider, Mini Vintage, Tailless, P30, *Bowden*. Contact: Mike Woodhouse 01603 457754. CD: Michael Marshall 01228 246142

August 29 Southern Gala. B/G (Pilcher), B/R (Flight), (Friday) B/P (Short), OE, F1H (Ripmax), F1G, Little Rissington F1J/BMFA1/2A (Quickstart), Mini-vintage, E30, CO2, HLG, CLG. Contact: Dave Greaves 01285 652730.

August 31 5th F1E (Team Selection) SMC Trophy. Near Sheffield Contact & CD: Steve Philpott 0121 354448

September 14 5th Area. C/R Team (Farrow/Plugge), F1A Area venues (SMAE), F1J/BMFA1/2A (Plugge), SLOP (Frog Senior), E30.

Sept 20-21 Team Selection 2. F1A, F1B, F1C. Barkston Heath Contact: J.Carter 01782 398816

October 5 6th Area. C/G Team (Model Area Venues Engineer/Plugge), F1C/F1Q (Astral), F1G (Plugge), Classic Power, Mini Vintage.

October 11-12 Team Selection 3. F1A, F1B, F1C. Contact: Sculthorpe J.Carter 01782 398816

October 19 6th F1E (reserve date). Contact & CD:
Near Sheffield Steve Philpott 0121 354448.

November 2 Midland Gala. SLOP, F1H, F1G,
North Luffenham F1J/BMFA1/2A, Mini-vintage, HLG,
CLG, P30, CO2, E30. Contact: J.Carter
01782 398816

BMFA MIDLAND GALA, BARKSTON, NOV 4

F1H 12 flew

1	C Foster	10.00
2	J Steers (J)	9.52
3	B Lavis	9.47
4	M Dilly	9.45
5	J Cooper	9.41
6	R Heap	9.34

F1G 14 flew 8 F/O

1	G Beal	10.00 +3.32
2	S Willis	10.00 +3.20
3	A Longhurst	10.00 +3.05
4	J Paton	10.00 +3.01
5	M Marshall	10.00 +2.32
6	P Jellis	10.00 +2.30

F1J - 1/2A Power 9 flew

1	S Screen	10.00 +6.24
2	F Chilton	10.00 +5.52
3	R Monks	10.00 +4.30
4	J Bailey	10.00 +4.20
5	B Aslett	10.00 +3.45
6	A Brown	10.00 +3.35

Catapult Glider 10 flew

1	M Benns	5.00
2	P Ball	4.42
3	W Colledge	4.05
4	P Tolhurst	4.04
5	J Barker	3.33
6	A Billam	3.21

HLG 4 flew

1	M Benns	6.43
2	M Page	5.58
3	S Brewer	5.07
4	G Percival	2.38

SLOP 14 flew, 9 F/O

1	F Rushby	7.30+6.35
2	M Sibson	7.30+6.20
3	S Barnes	7.30+5.44
4	E Jones	7.30+5.31
5	B Spooner	7.30+5.03
6	M Quinn	7.30+4.23

Mini Vintage 30 flew 16 F/O

1	J Godden	6.00+4.55
2	A Shepherd	6.00+4.29
2	J O'Donnell	6.00+4.29
4	P Ball	6.00+4.21
5	J Foster	6.00+4.02
6	D Taylor	6.00+3.46

P30 Rubber 11 flew

1	J O'Donnell	6.00+3.09
2	D Davitt	6.00+3.03
3	C Strachan	6.00+2.56+3.26
4	A Longhurst	6.00+2.56+2.56
5	G Manion	5.59
6	D Beales	5.44

E30 Electric 7 flew

1	T Grey	6.00+7.13
2	C Strachan	6.00+4.45
3	P Tolhurst	6.00+3.55
4	P Lang	6.00+3.52
5	A Shepherd	6.00+3.12
6	A Whitehead	6.00+2.41

CO2 2 flew

1	S Philpott	5.33
2	K Bates	5.08

THE BMFA SENIOR CHAMPIONS 2007

By Dave Hipperson

I thought I had retired from reporting. I don't fly in contests since the demise of the Builder of the Model rule. However the November issue of FFN I received the day before the last event of the BMFA season made the hairs stand on the back of my neck. Hopefully there will be a report or at least results elsewhere. My interest lay in the outcome of the Senior Champs. It was the sort of tight situation that I had experienced first hand many times but rather more so. Regular winner and front runner was of course Phil Ball except this year he wasn't front runner. He was only second going into this last contest after a rather thin period mid-season as much due to lack of flying than poor performances. He was two points behind Chris Strachan. Exceptionally, in third and a very real threat, was Colin Foster trailing by no more than half a dozen points, or so we thought. It turned out that it was all much closer than that.

The programme for this final contest - the Midland Gala on Barkston Heath 4th November - owed much to what we may, a year or two ago, have called the Summer Mini except this was hardly Summer or rather it wasn't supposed to be. It certainly felt like it. Almost flat calm, sunny and with very small vertical air movements. Here were three people in contention for the BMFA Senior Champs at the final contest in stable weather that would afford them the best chances to do well and us to observe it all happening at close hand as no models were

travelling more than a few hundred yards. So often the Senior Champs League has become a one horse race by this stage of the season. Sometimes there have been two contenders but to have three! One has, possibly reluctantly, to accept that adjustments to the rules recently (contestants can now count only their best two results from any one day and no Team Selection events qualify) may well have been 'to blame' for this exciting close finish as two of the three finalist don't fly FAI.

One of those was Chris Strachan who had potentially the most events from which to choose. Mini Vintage, P30, CO2 and E30. Phil Ball had less, only Mini Vintage and the two small glider classes, Hand Launch and Catapult, being currently without a Slow Open Power model. Colin Foster could fly in 1/2A against the F1Js, Mini Vintage, and Slow Open Power with his Dixys at a push. So to surprise us all he came along and maxed out in Al and won it against a field of the best flyers in the country all vying for the Biggles Al League prize! Furthermore he chose this moment to announce that his total Senior Champs score, as published so far, was short of 6 points won at a contest early in the season. So, as long as he was correct, just before the flyoffs Colin was comfortably leading the Senior Championships!

After an astonishingly calm day Ball had qualified for the Mini Vintage flyoff, not flown in HLG but placed 2nd behind Benns in Catapult Glider despite leaving his catapult handles and rubber at home and having to fabricate something rough on the field. Chris Strachan had also qualified for Mini Vintage along side seventeen others but he was also in the P30 and E30 flyoffs. He hadn't flown in CO2 (correct decision as there were to be only two entries although a point for sure going begging might have been useful for a man already slightly in the lead).

As the flyoffs began Foster had the 79.5 points he had started with plus possibly the 6 more that he claimed he hadn't been credited with and the guaranteed 9 for winning Al a total of 94.5. Ball had 87 plus the 6 he had just won from his 2nd in Catapult Glider - a total of 93. Chris Strachan had 89. There were flyoffs in 6 of the 10 events. The first one, Slow Open Power, did not concern our finalists (it should have done). E30 that ran with it saw Chris Strachan coming 2nd taking 6 pts - now he had 95! The next two flyoffs CdH and F1J/1/2A Power also did not concern the Championship leaders as Colin had dropped a flight in 1/2A although to be fair even if he had maxed out his chances of a 1st or 2nd, which he needed, would have been slim in the dead air against the numerous top of the range F1Js that had full scores.

Everything hung on the outcome of the Mini Vintage flyoff which included both Ball and Strachan. Ball had to do very well and Strachan poorly for the reigning Champion to hold onto his crown. His Marcus Dynamite climbed well but along side it just a few yards away was John Godden's Senator and the Senator was, if anything, slightly higher. Phil's model came down gently on the glide, still a very good time but despite it's freewheeling prop John Godden's super light Senator hung on beautifully to a tiny piece of lift winning the event comfortably. Chris Strachan had made a good flight too but it was only good enough for 8th so no points. However both John O'Donnell and Alan Shepperd made slightly better flights than Phil so he too was pushed down further to 4th and hence collected only three. His total was now 96- one ahead of Chris Strachan who was already half a point ahead of Foster. So Chris needed only a couple more points to close it out and he was still to fly in P30 - the final flyoff of the night but against a field that had he made a mistake could have left him with none and lost him the Championships. It was a good flight, he didn't win but he tied at 3rd with Andrew Longhurst and 3rd equal meant 3.5 points which was enough! The Senior Champs was his with 98.5 points but just in case, he requested a deciding tie break flyoff.

He was then in the very privileged position of being Senior Champ, bar the shouting, and able to conclude the BMFA contest year with the very last official flight. Now with twilight falling and the clear calm day cooling rapidly his tiny rubber

model not only bettered the time of Longhurst to give him undisputed 3rd place but also exceeded that of the winner! Chris Strachan, a contest free fighter for the past 50 years, member of the FFTC and it's very efficient Secretary for the last few, was for the first time ever BMFA Senior Champion (99pts) with two of the country's finest all-rounders in close pursuit (96 and 94.5pts)

I had attended to witness this conclusion but couldn't have envisaged just how close it was to be and how often the final result would switch about. Neither could I have planned being swept up in the organisation in that last hour when Contest Director Walt Hodkinson needed more man- power to sort out the order of the numerous flyoffs under the increasing weight of entries that no one could have predicted on this finest of all possible days. In this temporary role I was even closer to the drama and it really was a drama and one that I have endured myself a few times.

Right now there are two guys that are still feeling a bit jaded about the result. However in years to come they will have the compensation of knowing that - whatever they might think of the rules appertaining at the time - they were in there when the

BMFA Senior Champs was a really exciting fight to the finish. If it 'ain't close it 'ain't a contest. All three of them deserve our congratulations. A double check on the points scores of all three contestants undertaken over the next few days by rules Guru John O'Donnell revealed that Chris's scores were fine, agreed that Colin had indeed won 6 points more early in the season but also discovered Phil had two more from the second day of the London Gala! This took him to within one point of Chris (98 points) and had it not been for Chris's decider against Andrew Longhurst it would have been only half a point. In other words Chris and Phil had actually come out on that last day neck and neck but didn't know it! I must say in the same situation I would have done!

It should be noted that Phil Ball had sportingly declined my offer of a box of trimmed CdH models which I made to him in a phone call the day before this contest. Bearing in mind the calm weather it would have been very easy for him to have benefited from this plus the eight trimmed Slow Open Power models, and the five trimmed CO2 models all of which I had available. Within your current rules anyone could use these in a crisis situation like this. The fact that this time no one did doesn't mean that no one ever will!

BMFA SENIOR CHAMPIONSHIP

		Total	Area 1	Area 2	N Gala	Area 3	L Gala	Nats 1	Nats 2	Nats 3	FIE1	FIE2	FIE3	Area 4	EA Gala	Area 5	S Gala	Area 6	FIE4	M Gala
1	C Strachan	99.0	10	9	9		6	4	6	3				5	27	4	5	1		10
2	P Ball	98.0	10	1	12	6	10	15	2					4			11	18		9
3	C Foster	94.5	6		12		6			7				12.5	28	9	5			9
4	T Grey	54.0	2	3	4	3	4	9	2	9						1	5	3		9
5	J O'Donnell	48.0		6	10				6	6								6		14
6	F Rushby	46.0	1		6	6		6	1					9	4			4		9
7	T Payne	45.0	9	6	13		9	3		1							4			
7	S Willis	45.0	5	4		10		9							9	2				6
9	P Watson	42.0		4		4	6	9						9			6	4		
10	M Benms	41.0			10			9	9											13
11	S Screen	40.0			10	6								6				9		9
12	S Philpott	37.5				1.5				2	2	9	9					6	6	2
13	J Carter	32.0		3		9			9	4							5	2		
13	J Godden	32.0	3	1	6	1		6									6			9
15	D Davitt	31.0			6			6									4	9		6
16	G Peck	28.5		6	5	1.5			4					1	10	1				
17	M Sibson	28.0	2		1	4			9									6		6
18	C Chapman	27.0		4			6	1	3	3						6	4			
18	J Cooper	27.0			3		6			3				9			4			2
18	B Lavis	27.0			2		3			6				6			3	3		4
21	R Sparrow	26.0			9	2			9					6						

OPEN RUBBER LEAGUE 2007

I think the 2007 League was a great success with 90 taking part and 57 scoring points. I also think the points scoring system was a success and I will retain it for 2008.

12 events took place and these included the Scottish Nationals in the North and the Devon Rally in the South, the National and the Area events for the Gamage and Team Rubber attracted the most support.

I reported earlier in the year that a win at one of the well supported events would be great advantage and this was the case as maximum points were only available at the above 3 events and the 3 winners all placed in the top 10. The top 4 all

flew in more than 5 events with Gerry Ferrer managing to attend 9, with Dave Beales and yours truly flying in 7.

50 gram BMFA models won all but one of the events with Adam Beales Lytewake Classic model being the exception, fly off times were also lower than in previous years with only 2 exceeding 10 minutes, so the BMFA Rule changes have done the trick.

I will retain all the rules for 2008 but will make it best 4 to count if less than 10 events are flown. A full listing is available from phil.ball@ntlworld.com or on receipt of a sae from Phil Ball. 17 Heronswood Drive, Spondon, Derby. DE217AX

			Northern Gala		Gamage Cup		London Gala		Nationals		Scottish Nats		Devon Rally		BrumFly		Grantham GP		Timperley Gala		Southern Gala		Farrow Shield		Falcons Gala		Total points	Best 5 points	
			P	B	P	B	P	B	P	B	P	B	P	B	P	B	P	B	P	B	P	B	P	B	P	B			
1	P Ball	Grantham	5	7	17	10	3	15	20											10	9	15	5			10	1	127	104
2	C Chapman	Bristol			12	15	4		14				15	2							5	3	10	19			99	91	
3	G Ferrer	Timpley		2	15	5	2		0						15	1	5	5	15	10		2	15	5			97	81	
4	D Beals	Croydon			4			10	19										1		7	1	14	15	2	73	71		
5	J Odonnell	Timpley			11				0							10	6	5	8				11				51		
6	K Taylor	East			15	20			0														10				45		
7	S Willis	Croydon			5	18			0								4						16				43		
8	C Strachan	Biggles	15	9					13															0			37		
9	U Wannop								17	15	5																37		
10	D Neil	B&W																					15	20			35		
11	J Leadbetter	NWFFG	10	8		0			16																		34		
12	J Foster	Morley							11											6				12			29		
13	P Hall	Crookm			10	19																		0			29		
14	B Martin	Tynenmt		6		0			8	10	4																28		
15	M Stagg	MFFG							12												10	4					26		
16	A Beals	Croydon				3										15	7							0			25		
17	R Sparrow	Timpley				16			0												1			7			24		
18	D Davitt	Morley																					5	18			23		
19	M Parker	Crookm						5	18															0			23		
20	J Andraws	CM				13			0										2		4						19		

italics = discarded scores

Points: 1st 15, 2nd 10, 3rd 5

BMFA F1E

October 21

The best F1E flying day of the year, with winds from the south-west not more than 7mph even on the exposed hill at Callow. In the flyoff Steve Philpott and myself set our models to slowly drift west along the slope, in my case going beyond the slope just before the max, but Steve judging it well to stay high in lift for the full five minutes. IWK

1	S Philpott	500%	+300
2	I Kaynes	500%	+276
3	D Bartle	425%	
4	B Horsley	411%	
5	R Sutton	278%	

Team Selection Best 3 results count

1	S Philpott	50	50	50	150
2	I Kaynes	45	30	40	115
3	B Horsley	45	40	30	110
4	D Bartle	30	40	30	100
5	R Sutton	20	19	20	59
6	J Pope	25	20		40

BMFA FF FORUM, COVENTRY, NOV 25

Report by Michael Warren and Ian Kaynes.

Safety hasn't been covered before in the 20+ years of the Forum, but it was well worth devoting some time to it. Full details of this talk and all the others will, as ever, be published in the Forum report in due course. On safety, **Manny Williamson** outlined (i) the rules by which our activities are governed (ii) the nature of the accidents that occur and what to do if you are involved in one, and (iii) the insurance cover that we get from BMFA membership.

'If you fly near cars, one day you'll hit one', he said, pointing out that even relatively mild damage to car bodywork can cost an amount well into four figures. He also emphasised that there tend to be very few personal injury claims from model aviation. Let's hope it stays that way, given that as part of UK aviation as a whole we are required not to 'recklessly or

negligently cause or permit an aircraft [and that includes ours, however small or light] to endanger person or property'. Think what a good lawyer could do with those few words if things ever got nasty...

Nick Aikman described Lutz Schramm's very successful F1D. He contrasted the layout to Bernie Hunt's standard design which uses squared off wing tips to extract the maximum area from the allowed dimensions. By contrast Schramm uses elliptic surfaces with the wing area only 85% of the maximum. The planform is also coupled to elliptic dihedral. Nick describes how Lutz has made his props with a kevlar outline instead of balsa - slightly heavier but much stronger - and is now moving to carbon, which is lighter but more brittle.

Mark Benns continued the indoor theme with an entertaining talk on cutting wood specifically for indoor models. His visual aids were a delight, with an eco-friendly green background, a font that seemed hand-written but was entirely legible, and a range of relevant but sometimes offbeat and jokey photos. Most people still probably associate balsa with Ecuador (remember all those ads in Aeromodeller?) but now almost all of it - and it's increasingly difficult to get hold of - comes from sustainable sources in Papua New Guinea. The only minor downside is that it seems to have a higher moisture content than the wood from Ecuador.

The presentation included film and an explanation of the final cutting process. It was extraordinary - indeed barely believable - to see a 1/16 in rotary blade cutting blocks of wood yet being capable of producing some sheets so thin they were virtually transparent.

George Seyfang presented his ideas for two forms of portable wind tunnel. One would be for propeller testing, either 250mm diameter and 30 m/sec flow speed for power props or 500mm and 7.5 m/sec for rubber models. Both speed and size are small compared to those required for accuracy, but constrained by the power available to produce the air supply - a suitable industrial fan could cost about £400. He then postulated a wind tunnel for testing complete models up to 2.4m span, with the very low working section size of 3m span and just 0.6m height. Certainly small enough to guarantee big interference on the

generation of lift, but he then went further to suggest that even the stability of a complete model could be studied in this little tunnel. He showed how the wind tunnel could be built into a caravan including five 600mm fans and costing about £5000. He acknowledged that interference and poor flow quality would make accuracy of both tunnels relative rather than absolute (and in the view of IWK it is not then clear what relationship this has to models flying in real air). There was reassuringly little interest in taking up his proposals.

Phil Ball revisited the new rubber rules and admitted straight away that he'd got it wrong last year when he predicted that large, high-tech models would be the way forward, since the majority of relevant '07 events were won by smaller models.

Phil acknowledged that his copy of Eddie Black's Urchin had been performing better than one of his large own-design models, and his development of the Urchin, without the elliptical tips and with a cleaned-up hub, had won the Nationals. Both models, incidentally, had been built for less than £10, with plenty of balsa left over. Phil praised the Tech Committee for recent rule changes, which had improved the class and taken it back to where it was in the '60s. (And since the Tech Committee isn't often praised, voluntarily, in public, this was a moment to treasure...)

Electronic Timers were the subject of a talk by one of the foremost suppliers, **Roger Morrell**. He described the history through Bauer and Danish developments in the 1970s and 1980s to present designs and explained that he had been using electronic timers in F1B for 10 years. They give high accuracy, reliability and ease of use for multiple functions. Roger described the anatomy of his timers and their use for F1A. He showed typical installations with dense layouts of multiple servos and gave a glimpse of his new design timer, which will be smaller and may be mounted bulkhead-style with connectors going fore and aft from the timer.

The last paper before lunch was a lively and constructive contribution from **Alan Jack**, who looked back on the problems of thermal picking in Odessa in 2007. There were several sources of information available to the competitors – other models, output from the Fuseev temperature/wind chart recorder, streamers, an LCD temperature indicator on the line and, of course, the flyer's own experience and views.

Print-outs from the Fuseev equipment of the temperature and wind conditions at the launch of each British F1C flight were shown and Alan emphasised the importance not simply of a 'spike' of higher temperature (followed by an increase in wind speed) but a longer-lasting 'lump' of it. It is difficult to define the extent of one of these lumps since they depend on wind speed, but experience suggests it could be anything from 20 seconds to a minute.

Other thoughts included that even the best of current equipment cannot deal with the 'width' of thermals, since they only provide data on the narrow block of air moving from the upwind recorder to the flight line. Alan also emphasised that the person making recommendations on whether or not to launch, on the basis on the print-out analysis, has a tough job, not only in getting it right (in changing conditions, often at short notice, etc) but also because it's a job that can last for up to ten, often hot, hours.

A couple of other points from a thoughtful talk – firstly, that winning ultimately means finding lift when there are few and only marginal temperature differences around, which is when streamers can be useful. Secondly, it became clear to Alan after Odessa that there were a range of things that could have been done in advance to improve his and the team's chances, not least getting detailed contest experience with the Fuseev equipment. The overall and longer-term question was how we can better prepare for World and European Championships and this, of course, is a topic that has certainly been discussed at

previous Forums, though perhaps with only a limited impact on team preparation.

Returning to the indoor theme, **Bob Bailey** looked at choosing wood, including for the range of different indoor classes and for the different parts of the various models. It was, he noted, a matter of reconciling strength and weight. He outlined the current sources of wood, and emphasised the need to select carefully – it can take as long to select the best and right wood as to build the model. The look of the wood can be a useful first guide since lighter wood tends to be less dense, and long grain lines suggests greater stiffness.

Bob noted that strength and stiffness are different things and explained the range of tests and calculations that can be undertaken to select the right wood for the job.

Roger Morell came back to present "Electronics in Gliders" on behalf of **Chris Edge**. This concentrated on relatchable hooks, which avoid the problem of having opened a conventional hook ready for a bunt and then wanting to abort the launch. M&K use an inertia type hook which does not need electronics to operate it but is difficult to adjust. If you are using an electronic timer you need three sensors to know its status. The alternative is to use a servo to control the hook, with sub-species of a displacement sensing hook or the Stomov strain gauged hook. Chris provided photos of this installation of a Beschasny hook and Black Magic timer. The presentation then discussed batteries, not all of which Roger agreed with, but concluding with the agreed conclusion that LiPo batteries are best. The final thought was that the downdraught doesn't care that you have done all this work.

The talk by **Jonathan Crossley** was clearly a sales pitch – it was about equipment that the speaker sells – but was nevertheless interesting. The Zombie flight profiler is a timer and speed controller, primarily but not exclusively aimed at indoor electric models. It can be used to provide two different power and time phases within a fight, thus allowing a model to climb (including taking off from the ground), and then cruise and descend once the power has decreased. There were discussions of batteries, and demonstrations of alternative motor power/time patterns.

Beyond Rubber Stretch Testing was presented on behalf of **Peter King** by the Forum Chairman Mike Evatt. Peter began by describing his method for stretch testing, and Mike identified a disagreement in that his use of knots gave introduced some unknowns in terms of variability and the mass of the loose ends. Peter records the force and length measurements on a spreadsheet and then calculates the corresponding number of strands, length, maximum turns and torque on a motor. He had tested different batches of Tan 2 and a Super Sport and used the motors derived from these to define the power input into his F1B performance simulation. The number of strands in each motor was chosen so that the motor run was around 45 to 47 sec. The results showed a 12m height difference over the four different rubber samples, and Peter concluded by examining the effect on VIT timing.

George Seyfang returned to centre stage to give a curious paper which, if I (MCW) understood it correctly, aimed to put a numeric likelihood on the success of a given competitor winning a competition on a given day. He split the variables into the model (climb, glide, stability etc), the skills and experience of the flyer, the rules, the weather, luck and so on. It was far from clear to me how robust his calculations were, since they seemed to be combining assumptions with possibilities with guesstimates. It was even more difficult to understand what use could be made of the data – or rather, the assumptions based on assumptions – being generated.

There was also an odd moment when the speaker seemed to criticise the audience for giving more attention to the flying than to their models. This, from what he said, seemed to be linked to our failure to incorporate Gurney flaps on all our

aircraft (see his paper in the 2007 Forum report) and our need for wind tunnels. He may be right of course but, if he is, it seems odd that so many national and international champions, theoreticians and massively experienced flyers amongst them, have got it so wrong over so many years.

In "Measuring Jigs for Accurate Trimming" - **Mike Woodhouse** displayed and described various jigs that he had developed for accurately measuring the settings on an F1B. These included thrust line angle measurement with a device that plugged in as a replacement noseblock and showed the angle relative to the outside line of the fuselage. He uses a taper gauge to evaluate wing warps when a panel is placed on a flat glass sheet, and measures the fin, tail and wing settings on a jig supporting the fuselage. Finally there was a neat support to go under the wings and allow the model to balance and measure the CG distance to the edge of the wing.

The final paper of a long but useful day was given by **Chris Strachan** and was an examination of small rubber models as a way of introducing free flight to a new audience. As Chris pointed out, we have to accept that most flyers are simply not interested in competitions, but there is some appetite for small models for local, small field flying.

The talk concentrated on the 25-inch rubber class and P30. The first of these can use a range of post-war kits from Keil Kraft and others and must have a two-wheeled undercarriage, an eight inch freewheeling prop and, of course, have a wing span of no more than 25 ins.

There are several plans available for P30s and a UK kit will soon be available. Chris emphasised the importance of saving weight (he estimated that four seconds are lost for each additional gram), which in turn has implications for wood choice, building, DT methods and trackers.

In a late discussion session it was generally accepted that it was odd to be introducing free flight to be uninitiated via vintage models, as with the 25 ins class. However, Chris strongly defended the use of commercially available props for beginners in P30, on the grounds that '...having to carve one, whether we like it or not, is a significant disincentive to a newcomer...'.
AVIAPROM CUP, OREL, RUSSIA, SEPT 13-16

F1A 41 flew 4 F/O

1	O Koh	RUS	1260	+127
2	A Zaseka	RUS	1260	+94
3	D Bekeev	RUS	1236	+300

F1A-Junior 4 flew

1	D Sinskiy	RUS	1188
1	N Tsikolenko	RUS	1188

F1B-Junior 3 flew

1	O Kulakovskyy	UKR	1140
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F1B 35 flew

1	N Mozitov	RUS	1244
2	I Vivchar	UKR	1240
3	A Burdov	RUS	1237

F1C 19 flew 5 F/O

1	Y Perchuk	RUS	1260	+300	+360
2	V Sychov	SLO	1260	+300	+303
3	A Babenko	UKR	1260	+300	+255

World Cup F1A-Junior

1	Janis Zarins	LAT	155
2	Martin Meisalu	EST	132
3	Tamas Horvath	HUN	131
4	Denis Sinskiy	RUS	127
5	Tarik Jusufbasic	BIH	123
6	Jozef Rogovsky	SVK	115
7	Martin Bohus	SVK	104
8	Henrik Kulcsar	HUN	102
9	Sergei Protopopov	UKR	101

World Cup F1B-Junior

1	Oskar Findahl	SWE	150
2	Oleks Kulakovskyy	UKR	150
3	Mariana Savova	BUL	150
4	Philipp Seifert	GER	150
5	Tomas Mackus	LTU	140
6	Haris Jusufbasic	BIH	100
6	Alek Warakomska	POL	100
8	Romans Demcenko	LAT	80
9	Milan Radovic	SRB	80

World Cup F1Q

1	Frank Pollard	USA	101
2	Teppo Sarpila	FIN	75
3	Trevor Grey	GBR	50
3	Andreas Lindner	GER	50
5	Richard A Ivers	USA	41
6	Dick J Ivers	USA	30

FFn

Subscriptions

We would like to remind you about the subscription renewal form which was included in the October FFn. If your subscription runs over the standard calendar year then this will be the last issue of your current subscription. Thank you to all the people who have already sent their renewal

Thanks to all of you...

...who have contributed to FFn this year, not least in providing contest reports. We need them, are very grateful, and look forward to getting more from you next year. Thanks again and all best wishes for the holiday and for 2008.

FAI FREE FLIGHT WORLD CUP

Contests included in the results

			F1A	F1Aj	F1B	F1Bj	F1C	F1Q
MM	Maxmen International	USA	41	4	49	0	24	2
PL	Philippe Lepage	FRA	0	0	21	2	0	0
BC	Bear Cup	FIN	56	11	19	3	5	0
ME	Matfors VT	SWE	22	1	9	1	0	0
AC	Australian FFS Champs	AUS	8	0	16	1	3	0
SC	Southern Cross Cup	AUS	7	0	10	1	2	0
LC	City Cup of Lucenec	SVK	51	10	11	0	14	0
IC	Istanbul Cup	TUR	15	0	13	0	5	0
EM	Argentina World Cup	ARG	17	0	16	0	4	0
BL	Baltic Cup	LTU	50	11	25	5	15	0
ES	Estonian Cup	EST	44	9	21	5	10	0
SM	24th Srem Cup	SRB	32	7	11	0	11	0
SH	Stonehenge Cup	GBR	20	1	15	1	5	2
SE	Swedish Cup	SWE	40	7	21	3	6	0
VS	22nd Jihocesky Pohar	CZE	65	15	24	2	16	0
DK	Nordic Cup of Denmark	DEN	29	3	14	2	5	0
SF	Sofia Cup	BUL	17	1	11	1	10	0
ID	Idea Cup - Belarus	BLR	27	9	16	3	7	0
PZ	23rd Puszta Cup	HUN	85	12	38	3	22	1
PB	Prilep - Brand Cup	MKD	15	3	12	3	3	0
DZ	Djordje Zigic	SRB	15	1	10	0	4	0
BS	Black Sea Cup	UKR	89	10	64	3	41	0
AN	Antonov Cup	UKR	20	3	10	2	12	0
BK	17th Black Cup	POL	19	7	0	0	0	0
HC	Huron Cup	CAN	6	1	5	0	3	0
VJ	Voros Jenő	HUN	69	12	21	3	11	0
VK	5th Vilima Kmoča	CRO	43	9	14	2	11	0
UQ	US Nationals Electric	USA	0	0	0	0	0	7
PT	Poitou	FRA	76	3	35	2	14	0
SL	Cupa Salonta	ROU	39	7	6	0	4	0
IK	Izet Kurtalic	BIH	23	6	22	3	5	0
SW	Summer Cup	POL	35	14	13	5	14	0
IS	Negev Open	ISR	62	14	21	2	4	0
SZ	4th Salzland Cup	GER	62	5	34	1	13	2
EF	38th Eifel Pokal	GER	82	14	62	9	12	0
SA	Siscia Cup	CRO	30	5	21	2	11	0
AV	Aviaprom Cup	RUS	41	4	35	3	19	0
CC	Canada Cup	CAN	7	0	2	0	2	0
BU	Bulgaria Cup	BUL	23	4	13	3	11	0
SR	Sierra Cup	USA	26	1	30	2	19	0
AL	Anatolian Cup	TUR	14	1	10	1	0	0
KC	Krka Cup	SLO	64	13	23	2	21	0
EU	Eurofly	SUI	72	9	58	7	24	0

World Cup F1A

1	Roland Koglot	SLO	158	PZ-1	PT-1	SA-1	DZ-1	IC-1	EU-3	KC-4	SF-4	IK-6	SW-7	SM-16	VK-2				
2	Mikhail Kosonozhkin	RUS	157	KC-1	EU-1	ME-1	IC-1	SZ-15	EF-17										
3	Per Findahl	SWE	134	DK-1	KC-2	SH-2	VK-3	AL-3	BL-5	ES-6	ME-6	BS-16	BC-22						
4	Bohuslav Ryz	CZE	128	VK-1	PZ-2	SZ-3	DZ-3	BK-4	VS-9									28 Robert Hellgren	SWE 75
5	Mikael Holmbom	SWE	128	SE-1	AL-1	BC-4	ME-10											29 Jari Valo	FIN 70
6	Yaron Kraus	ISR	125	BS-1	IS-1	EF-10												30 Zivko Nikolovski	MKD 70
7	Phil Mitchell	AUS	123	AC-1	SC-1	BS-6	PT-8											31 V Croguenec	FRA 69
8	Attila Szekelyhidi	HUN	120	SL-1	AL-2	PZ-4	LC-18	VJ-24										32 Dietrich Sauter	GER 69
9	Milos Bordjoski	SRB	111	SM-2	PB-2	SF-3	VJ-6	LC-6	IK-5	SA-9	KC-24	PZ-17	BU-4	DZ-4					
10	Gottfried Bachmann	SUI	109	SR-2	CC-2	EF-4	PZ-16	VK-16										33 I Halasz-Szabo	HUN 69
11	Leif Nielsen	DEN	105	EU-2	DK-2	SZ-6	SE-9											34 S Limberger	LUX 67
12	Victor Stamov	UKR	103	MM-1	SR-3	BS-9	IC-8	KC-20	AN-9									35 Kosma Huber	POL 66
13	Radoje Blagojevic	SRB	102	SM-1	SL-4	PB-4	PZ-8	SF-7	VJ-16									36 Alan Jack	GBR 66
14	Ivan Bezak	SVK	101	VJ-2	SW-3	LC-4	DZ-6	VS-10	PZ-13									37 Janis Zarins	LAT 64
15	Damjan Zulic	SLO	96	SF-1	VK-4	PB-5	SM-9	BU-8										38 Bernard Trachez	FRA 63
16	Nikolay Y Nikolov	BUL	95	SC-2	PB-3	AC-4	SF-9	SM-13										39 Allard v Wallene	NED 63
17	Anders Persson	SWE	94	BS-2	BC-3	ME-7	DK-14											40 Tzvetan Tzvetkov	USA 63
18	Attila Notaros	HUN	94	VJ-1	SL-2													41 Vesa Varuskivi	FIN 62
19	Ivan Treger	SVK	92	LC-1	VJ-5	DZ-8	PZ-23											42 Mihaly Eros	HUN 61
20	Sergei Protopopov (J)	UKR	91	AN-1	ID-2													43 Anti Kordemets	EST 61
21	Kimmo Kulmakko	FIN	85	BL-3	ES-4	SR-4	PZ-10	MM-11	VK-15	SZ-19								44 Ron Assmuss	GER 60
22	Robert Lesko	CRO	85	SF-2	IK-4	SM-6												45 Ron Kreetz	NED 60
23	Dirk Halbmeier	GER	83	BL-1	SE-3													46 Jens Kuhn	GER 60
24	Igor Yablonovsky	UKR	80	ID-1	AN-5	EU-18												47 Deniz Varhos	SWE 60
25	Helmut Fuss	AUT	78	PT-2	VK-8	KC-10	LC-22											48 Tahn Stowe	AUS 60
26	Tarik Jusufbasic (J)	BIH	76	IK-1	SA-7	KC-21	VK-17											49 John Carter	GBR 59
27	Cetin Kargin	TUR	76	BU-1	AL-4	IC-7												50 Marko Butkovic	CRO 59

World Cup F1B

1	Ivan Kolic	SRB	159	BS-1	IK-1	BU-1	DZ-1	IC-2	PB-2	PL-2	ES-3	EU-6	BL-5	SA-5	PT-18	SM-3	SF-3		
2	Igor Vivchar	UKR	152	IC-1	SM-1	AN-1	AV-2	IS-9	ID-8	EF-13	PZ-12	BS-3							
3	Bernd Silz	GER	147	PT-1	KC-1	VS-2	VK-3	PZ-4	EU-8	SZ-9	VJ-7							24 Oleg Fedorov	RUS 88
4	Michael Woolner	GBR	144	PL-1	BC-1	SH-2	BL-2	EU-3	EF-7	BS-19								25 A Warakomska(J)	POL 83
5	Vladislav Urban	CZE	134	LC-1	VK-1	KC-3	PZ-6	VS-5	DZ-5	EF-16								26 Viktor Rosonoks	LAT 82
6	Anatoli Ribchenkov	GEO	129	ID-1	AL-1	AV-4	IC-7											27 Henk van Hoorn	NED 81
7	Oleg Kulakovskiy	UKR	127	EF-1	EU-2	ID-4	BS-24											28 P Monninghoff	GER 81
8	Vinko Tomljanovic	CRO	124	SA-1	VJ-2	BU-3	IK-6	LC-5	VK-6									29 Bosko Lacimic	SCG 80
9	Ladislav Horak	CAN	124	HC-1	CC-1	MM-5												30 Pavel Fejt	CZE 79
10	Radoje Blagojevic	SRB	122	SF-1	SL-2	VJ-3	PB-3	DZ-3	KC-5	SA-11	PZ-13							31 Klaus Salzer	AUT 78
11	Oskar Findahl (J)	SWE	122	SH-1	DK-2	ME-3	VJ-8	SE-9										32 Ismet Yurtseven	TUR 77
12	Vladimir Vivchar	UKR	118	MM-1	PZ-2	EF-9	IS-6											33 Janne Isotalo	FIN 76
13	Valentin Savov	BUL	111	PB-1	SF-2	IC-5	SM-5	BU-5										34 G Wivardsson	SWE 76
14	Jozsef Krasznai	HUN	103	PZ-1	SL-1													35 Yrjo Waltonen	FIN 72
15	Philipp Seifert (J)	GER	101	SC-1	SZ-3	AC-7	EF-12											36 Bror Eimar	SWE 72
16	Pim Ruyter	NED	100	SZ-1	PT-4	SE-7	DK-7	SR-11	MM-17									37 Terry Bond	AUS 72
17	Hans Schoder	SUI	100	EU-1	SE-4	PT-8												38 Alex Andriukov	USA 71
18	Milan Novy	CZE	98	VS-1	KC-4	SZ-7	PZ-16											39 V Romanchenko	UKR 71
19	Anselmo Zeri	NED	97	PT-2	EF-3	DK-6	SZ-8	PL-4										40 Blake Jensen	USA 68
20	Russell Peers	GBR	93	BS-2	BC-4	SH-5	ES-9											41 Ron Felix	USA 66
21	Sergey Molchanov	UKR	91	ES-2	AN-3	BL-6												42 Rolandas Mackus	LTU 65
22	Richard Blackam	AUS	91	AC-1	SC-2													43 Peter Windisch	GER 65
23	Gerard Willemsen	NED	89	SE-2	DK-3	SZ-10	PL-11	EF-15										44 Aimee Schroedter	USA 63

World Cup F1C

1	Reinhard Truppe	AUT	159	EU-1	VS-1	EF-1	SW-1	SF-1	IK-1	SA-1	PZ-2	IC-1	KC-3	PT-3	SM-3				
				BS-5	LC-5	VJ-3	VK-5												
2	Eugene Verbitsky	UKR	159	MM-1	SR-1	AN-1	IC-1	PZ-9	BS-2										
3	Gabor Zsengeller	HUN	154	LC-1	VK-1	DZ-1	VJ-2	SL-2	EU-8	KC-11	PZ-4	SM-2	SA-3						
4	Damjan Zulic	SLO	144	SM-1	BU-1	PB-2	IC-1	SF-2										18 Claus Gretter	GER 89
5	Viktor Semeniyaga	UKR	133	ID-1	BL-2	DZ-2												19 Pieter De Boer	NED 84
6	Artem Babenko	UKR	129	PZ-1	AN-2	AV-3	ID-3	MM-4	SR-10									20 Roy Summersby	AUS 82
7	Dario Jermol	CRO	129	SA-1	KC-2	IK-2												21 Arunas Grasyus	LTU 81
8	Balazs Bauer	HUN	122	VJ-1	SL-1	LC-5												22 Alain Roux	FRA 77
9	John Cuthbert	GBR	121	DK-1	ES-2	SH-3	BL-4											23 Boris Ivanov	UKR 74
10	Volodymyr Sychov	SLO	120	ES-1	AV-2	AN-4	BL-6	SW-7	PZ-8	EU-12								24 Yury Perchuk	RUS 74
11	Claus-Peter Wachtler	GER	113	EU-2	BS-3	VS-3	SZ-5											25 Laszlo Patocs	HUN 73
12	Alan Jack	GBR	109	SC-1	AC-2	PT-7												26 Maris Voits	LAT 71
13	Juri Roots	EST	102	SE-2	BL-3	BC-3	EU-5	EF-6										27 M Sondhauss	GER 69
14	Peter Watson	GBR	102	PT-1	SH-1													28 Andres Lindner	GER 68
15	Jerzy Wlodarczyk	POL	96	KC-1	SW-2													29 Matt Gewain	USA 66
16	Franco Gradi	ITA	94	VS-2	LC-3	KC-5	PZ-11											30 Neil Allen	GBR 62
17	Kaarle Kuukka	FIN	93	BL-1	EU-7	SZ-6												31 Levente Magyari	HUN 60