


FREE FLIGHT news



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FFn DIARY

January 7-8 Salisbury Plain	BMFA Trimming Weekend. See page 8 of this issue. Must call Peter Tribe on Friday before 01225 862748.	February 14 Lost Hills, California, USA	Pan American Cup. F1A, F1B, F1C World Cup. Contact: Chris Zbigniew Lenartowicz, 75 Eastdale Ave Apt 717, Toronto, M4C 5N3, Canada, tel +1 416 698 5325, fax: +1 413 698 5325, email: zlenart@hotmail.com web: www.torontofreeflight.org
January 14-15	BMFA Salisbury Plain. See January 7-8.	February 16-20 Lost Hills, California, USA	Maxmen International / California Cup. F1A, F1B, F1C, F1E, F1P, F1Q World Cup. Contact: George Batiuk, 576 Dana Street, San Luis Obispo, USA, tel +1 805 305 0340, fax: +1 805 546 0700, email: slogb1@gmail.com
January 15 Werrington Leisure Centre, Peterborough	BMFA Indoor day. 10.00 to 17.00. See FFn 1107. Contact Mark Benns 01733 755733	February 18 Nova Pazova, Serbia	3rd Koplas Pro Cup. F1N. Entry free. Contact: Bozo Grubic, Pinkijeva 10, 22330 Nova Pazova, Serbia, tel +381 63 80 17 132, fax: +381 22 323 597, email: bozo.grubic@yahoo.com
January 21-22	BMFA Salisbury Plain. See January 7-8.	February 18 Manchester Velodrome	NW Area FF Gala. Lwt radio, scale, FF classes. Contact: Dave Whitehouse dave.whitehouse@aone.uk.com
January 21 Ceminac, Croatia	F1N Indoor open Ceminac. F1N. Contact: Antun Sikic, Aeroklub Osijek, Krizanicev trg 1, 31000 Osijek, Croatia, tel +385 31 208 262, fax: +385 31 208 262, email: asikic@gmail.com web: www.aeromodelarstvo.net	February 18-19 Area Venues	BMFA Salisbury Plain. See January 7-8.
January 28-29	BMFA Salisbury Plain. See January 7-8.	February 19 Area Venues	BMFA 2nd Area event. C/P (White), F1A (KMAA/Plugge), F1G, Vintage R/P (Plugge), Vintage Glider, HLG-CLG(Plugge).
January 29 Area Venues	BMFA 1st Area event. C/G (Plugge), C/R (Plugge), C/P (Plugge), Mini Vintage, SLOP.	February 25 Manchester Velodrome	Indoor Fly In with 30 min slots for light & heavy classes. Contact: Dave Whitehouse dave.whitehouse@aone.uk.com
February 4-5	BMFA Salisbury Plain. See January 7-8.	February 25-26	BMFA Salisbury Plain. See January 7-8.
February 11-12	BMFA Salisbury Plain. See January 7-8.	March 2-4 Moravske Toplice, Slovenia	Mura cup. F1A, F1B, F1C, F1Q World Cup. Contact: lemut Bogdan, Borovnjakova 1, 90000 Murska Sobota, Slovenia, tel +386 41 210 144, fax: +386 2 534 81 51, email: muracup@siol.net web: http://freeweb.siol.net/muracup
February 11-13 Lost Hills, California, USA	Kiwi Cup of New Zealand. F1A, F1B, F1C, F1E, F1P Juniors, F1Q World Cup. Contact: Roger Morrell, 1916 B Gates Ave, 90278 Redondo Beach, USA, tel +1 310 374 21 36, email: r_morrell@yahoo.com		
February 12 (provisional date) Middle Wallop	Crookham Gala. Comb Power, Comb Glider, CdH, mini-vintage. Start 10.00. Contact Roy Vaughn, tel 01344 779071, roy.vaughn@btinternet.com		
February 12 Werrington Leisure Centre, Peterborough	BMFA Indoor day. 10.00 to 17.00. See FFn 1107. Contact Mark Benns 01733 755733		

FFn

Thank you to everyone for renewing FFn subscription, and welcome to the new readers joining us for the first time. This is also the first issue available in electronic form – if you have any problems with this presentation then please contact us.

FF PROPOSALS FOR CIAM PLENARY MEETING

By Ian Kaynes

The 2012 CIAM Plenary meeting will be held in April and it is expected that the agenda will not appear until much nearer that time. To give advance notice, here is a summary of the major proposals of the items which affect free flight.

Proposal from Bulgaria F1A para 3.1.2

Absolutely prohibition of radio control or any wireless communication with F1A glider

Replace the current sentences.

“F1A models may use radio control only for irreversible actions to restrict the flight (dethermalisation). Any malfunction or unintended operation of these functions is entirely at the risk of the competitor.”

by

“Any radio control or wireless communications with F1A glider is prohibited”

Reason:

Modern electronic devices putted in F1A gliders give wide field for unsportsmanlike behaviour. Now F1A electronically commanded gliders are fully radio controlled and no way to stop unsportsmanlike controlling glide path from a ground device.

Additional technical stuff must control on starting positions electronic devices on board or after flight to verify using of this rule. In case of discovering any radio or wireless communication devices on board of model on starting position or after flight – competitor must be DQ for whole competition.

Proposal from FFSC Annex 1 World Cup Rules – counting 4 events

In paragraph 3 replace the sentences”

“A country may choose to fly a World Cup event at a flying site in another country. For the purpose of counting events and classification (paragraph 5) this event will be regarded as an event by the organising country, provided that the name of this country is included in the title of the event and the organiser contact address, telephone and fax numbers are in the organising country.”

by

“A country may choose to fly a World Cup event at a flying site in another country provided that the organising country submit the FAI calendar registration for the event and the name of the organising country is included in the title of the event.”

Replace paragraph 5 which for 2012 reads:

“The World Cup results are determined by considering the total number of points obtained by each competitor in the World Cup events. Each competitor may count the result of all competitions, except that:

- a) only one competition may be counted from each organising country in Europe (taking the better score for any European country in which he has scored in two competitions).
- b) a maximum of two competitions can be counted from events flown in the same country (according to the

venue of the competition, irrespective of the organising country). The best two scores are taken if a competitor has scored in more than two events in one country.

To determine the total score, up to three events may be counted, selecting each competitor’s best results during the year.

In the event of a tie the winner will be determined according to the following scheme. The number of events counted will be increased from three, one at a time, until the winner is obtained. If this does not separate the tied competitors then the winner will be determined by considering the points obtained in the best three events multiplied by the number of competitors flying in each event. The winner is the one with the greatest total thus calculated.”

by a new paragraph 5:

The World Cup results are determined by considering the total number of points obtained by each competitor in the World Cup events. Each competitor may count the result of all competitions, except that:

- a) a maximum of two competitions can be counted from events flown in the same country in Europe (according to the venue of the competition, irrespective of the organising country). The best two scores are taken if a competitor has scored in more than two events in one country.
- b) a maximum of three competitions can be counted from events flown in the same country outside Europe (according to the venue of the competition, irrespective of the organising country). The best three scores are taken if a competitor has scored in more than three events in one country.

To determine the total score, up to **four** events may be counted, selecting each competitor’s best results during the year.

In the event of a tie the winner will be determined according to the following scheme. The number of events counted will be increased from **four**, one at a time, until the winner is obtained. If this does not separate the tied competitors then the winner will be determined by considering the points obtained in the best **four** events multiplied by the number of competitors flying in each event. The winner is the one with the greatest total thus calculated.

Reason:

It is proposed to increase the number of events counting from three to four. This is more appropriate in view of the large number of events now included in the World Cup. Furthermore it will help to increase the competition for a World Cup win until the end of the year. Currently the top placed people may have three wins each and the result is determined by the number of bonus points. When someone has won the largest competitions during the summer (e.g. 2011 F1E) they have a score that cannot be reached by people winning smaller events later in the year. This reduces the interest in the World Cup competition. Counting an extra event makes the result less likely to be determined solely by bonus points, to the benefit of smaller competitions outside of the Europe, and more likely to have the World Cup open right until the end of the year.

There will be an effect of requiring people to fly in more competitions each year, but almost all competitors with a possibility of winning the World Cup already fly more than 3 events. In the 2011 results the top 15 places in the major classes (F1A B C E) had only 4 people out of 60 with fewer than 4 competitions flown.

In effect the number of events counting had been reduced by the introduction of bonus points. Before bonus points were introduced the method of counting extra events came into play to determine ties – often needing four events to be counted. While this tie resolution still exists in the rules, now it is very rarely needed since differences between bonus points reduce the number of ties.

Another change introduced in this proposal is to rationalize the counting of events according to location. The option to organize events in other countries has been established for many years and has allowed countries without flying sites to run events on suitable fields in other countries. In 2011 there was a large increase in the events hosted in other countries. The change already introduced for 2012 has added the concept of counting events according to which country they are flown in, as well as the previous limit according to which country organised the event. What really matters to people flying in a competition is where it is flown, not which organisation has registered the event. It would be more logical to base the events which competitors can count SOLELY on the basis of which country the event has been flown in – without any regard for which country organised it. This would be more restricting than the current situation if it was applied with the existing “count one event per European country” rule. In conjunction with increasing the number of events to 4 it is proposed to count 2 events flown in each European country and to increase the number of events counted from a country outside Europe to 3 – all on the simple basis of in which country the competitions are flown. This maintains the current requirement that at least one event of the total counted must be flown in a different country.

The voting in the FFSC on this proposal was very close. There was one more vote in favour of change than those who preferred to retain the status quo of just 3 events counting

Proposal from FFSC Annex 1 World Cup Rules – increased F1A bonus points

In paragraph 4 replace the second sentence:

“The bonus points are calculated as 1 point per 20 people beaten in F1A, 1 point per 10 people beaten in F1B, or F1E, 1 point per 5 people in F1C, F1Q, F1A Junior, F1B Junior, F1P Junior and F1E Junior. “

by:

“The bonus points are calculated as 1 point per 10 people beaten in **F1A**, F1B, or F1E, 1 point per 5 people in F1C, F1Q, F1A Junior, F1B Junior, F1P Junior and F1E Junior. “

(remainder of item 4 and points table remain unchanged)

Reason

Bonus points in F1A are low compared to other events. While entries in F1A are usually slightly greater than in F1B the difference does not justify a factor of 2 between bonus points and so it is proposed to simplify bonus points allocation by making F1A the same as F1B and F1E with one bonus point per 10 people beaten.

Proposal from FFSC Annex 1 World Cup Rules – extra points for juniors

Add new sentence at the end of item 4:

e) If a junior competitor scores more World Cup points in an F1A, F1B, F1C or F1E open event than he would be awarded in the Junior World Cup from the junior classification, then his Junior World Cup points will be increased to the same as his open event points.

Reason:

To reward junior flyers who have a good result in the open competition. Currently it is possible for such a junior not to

receive any junior World Cup points if there are only a few juniors flying in the event. For example, a junior F1B flyer at Poitou 2011 placed 6th out of 40 flyers in F1B but he received no junior world cup points because there was only one other junior flying - who won the event. The proposed addition to World Cup rules would reward flyers such a position.

Volume ABR

The FFSC have submitted two proposals for the general rule volume ABR, summarised below. There are many other proposals for ABR but I have not identified any that specifically impact free flight.

Annex A 1c Naming of Championships

The existing official name for all free flight events is “FAI World Championships For Free Flight Model Aircraft”. When the FAI Office impose this rigidly it is not possible to distinguish between our classes. Thus FFSC propose to retain this name for F1A B C or F1A B P junior events and add specific names for F1D and F1E: “FAI World Championships For Free Flight Indoor Model Aircraft” and “FAI World Championships For Free Flight Slope Soaring Model Aircraft”.

B.17.2 Processing of model aircraft

Add a new sentence to the end of B.17.2: “The model must not carry FAI stickers (B.17.6) or National Identification Numbers (B.17.10 if required) which relate to any person other than the competitor.” This is to clarify that there can be no confusion about the competitor and his model.

F1Q IN THERMIKSENSE

The latest issue of Thermiksense contained three articles on F1Q. These are summarised here.

Manfred Koller describes his study of flying an F1Q with Andriukov section and then with a low drag section BE8406. The model had a wing area of 24 dm² and tail area 3.4 dm². The remarkably light flying weight ranged from 265g to 300g, corresponding to a low loading of 9.7 to 11 g/dm². It was stated that the model is only flown in calm weather. The template for the wing was supplied by Mihlay Varadi of Hungary who has built wings for the Canadian LDA flyers. Koller tried different coverings with a view to reduce the longitudinal stability problems with an LDA section. The model flew faster with the LDA wing and quoted climb height in 15 sec were 185m Andriukov wing and 200m LDA.

Mike Amthor and Karl Heinz Haase studied the effect of the new regulations on four different models using a basic assumption of 20 second motor run with a spiral climb. One model corresponded to a converted F1B, the second was larger and faster with a wing section from radio gliders. The third model, with 40 dm² total area and a mass of 520g, was described as difficult to trim under the old rules but very different under the new rules. The fourth model was 31 dm² total are and 430g mass and a high thrust line layout, which climbs to the left – an advantage for left-handed Amthor.

After testing these models they concluded that the most efficient model has a mass of 550g and a loading between 12 and 15 g/dm², close to model 3. For measuring energy they use a Wattmeter which is easy to demonstrate the energy and to use with mechanical timers, rather than using an electronic timer and energy limiter.

F1Q model by Mike Amthor is shown in the plan. The design aims of the model included being pleasant to build and fly, left spiral 20 sec climb, built with spruce, balsa and ply, and a one piece wing with spar and rib structure.

Starting point of the design was the high thrust line layout, with the pylon below the propeller axis and the tailplane below

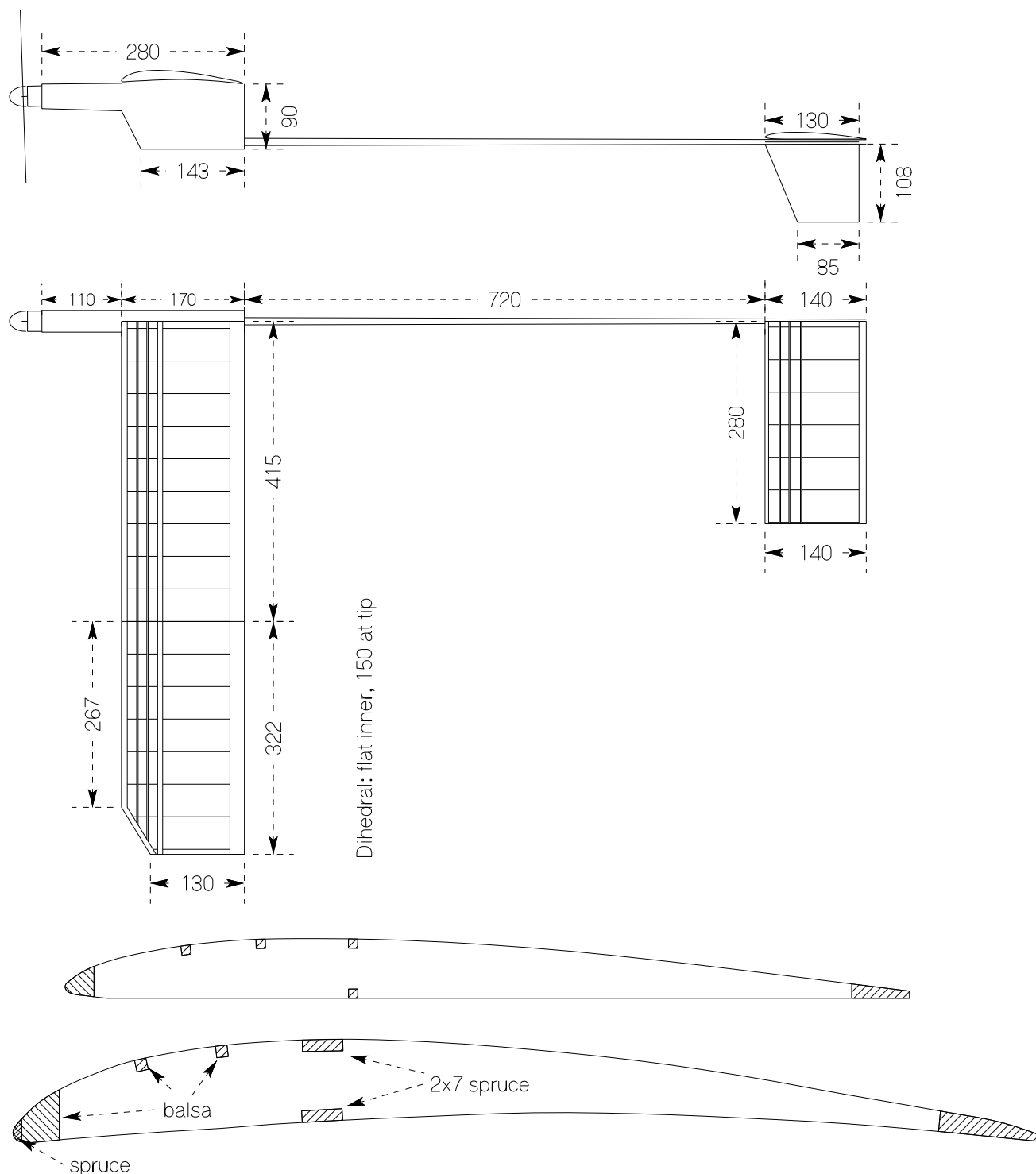
the prop wake. The fuselage is constructed as a simple box from 2 to 3mm balsa with grain vertical and covered with two layers of 25 g glass cloth. The boom is an F1A tube. The fin is exposed to damage on landing and so is made from hard 3mm balsa and covered with glass cloth.

For the wing section B8405b was chosen, flattened out near the leading edge. It does not need a turbulator with this spar layout. The rear of the ribs are reinforced with carbon cap strips. The wings are $1400 \times 170 = 23.6 \text{ dm}^2$. The outside tip is glued on at around 0.3 mm negative, otherwise no intentional warps. The

wing is covered with Ecospan on the upper surface and Icarex on the lower surface. The tail is covered with Ecospan. The tailplane is $560 \times 140 = 7.84 \text{ dm}^2$ with a 60% profile Clark Y section.

The motor is an EMAX CF 2812 which is mounted on the fuselage with M2 screws which allow easy adjustment of side and down thrust. Prop is 12 x 8, speed controller Aerizon AE-20A. the Lipo battery is a 2S 850 mAh rated at 45C. The time is a 4-function OK timer by Jaromir Orel.

F1Q BY MIKE AMTHOR



NEWS FROM BMFA FF TECH COMMITTEE

FFTC Meeting

The FFTC met on 7 December 2011 and the following are notes on items of interest:

Bowden event at the 2012 Nationals

The Bowden event at the 2012 Nationals needs a CD to ensure that it can go ahead. The CD will have to collect the entries, manage the contest and collect and collate the results. If you are a Bowden aficionado and are ready to CD the event please contact Chris Strachan on 01223 860498 or chris.strachan@btinternet.com.

Junior Championship

The results of the 2011 Junior Championship are:

- 1st Sam Heap
- 2nd Joseph Gibbs
- 3rd Mia Dixon

Juniors at Sculthorpe

Following a meeting with the new Officer for Sculthorpe Mike Woodhouse is pleased to report that juniors, suitably accompanied, are now permitted on the airfield and can take part in any BMFA events held there.

Team Contests

Please be aware of BMFA rule 3.1.9.4 which includes the following:

"An individual may only compete as a member of the club specified upon his BMFA/SAA membership card when making his first competition entry of the season, regardless of whether that event was a team or "club points" scoring event. He will then be tied to that club for the rest of the season."

Please see rule 3.1.9.4 Team Contest for the full text.

BMFA Rule Books

Please note that the BMFA rule books are available free in PDF format and can be accessed using the following url:

<http://www.bmfa.org/publications/rulebooks/index.html>

Technology Workshop Day

Husbands Bosworth Gliding Centre, Saturday February 4

For some time now the FFTC has been aware that the influx of computer technology and electronic systems to Free Flight has been discouraging for some modellers due to the lack of information and help. The result has been that some very useful tools and developments may be seen as too difficult.

The FFTC feel that help can be given to dispel some of the perceived difficulties. With this in mind we are holding a 'Workshop Day'. This is not a conference but a seminar providing the opportunity to obtain practical information from some of the fliers who have been using the latest systems and technology. We plan to have presentations, followed by tutorials in small groups with the opportunity to see how things work and ask questions.

Refreshments, including lunch, will be supplied and there is no charge for these or the seminar itself. However, we do require prior booking so that adequate equipment and catering can be provided.

This Workshop day is intended for those who would like to gain the information needed to start using current technology. Nonetheless if you feel that you'd just like to find out what's involved before going any further you will be very welcome. To gain the most from the day it would help if you have some basic computer experience; i.e. how to use a word processing

program and access the net. It would also be helpful if you understand the basic purpose of a spreadsheet program.

Despite there being no cost to the participants the places available are unfortunately limited to around 30. This is so that plenty of time can be spent explaining the systems properly and giving participants some opportunity for a little hands on experience. If you want to be sure of a place book early. The general program for the day is as follows:

Morning:

- Outline of computer use in design
- Use of Spreadsheets
- CAD Drawing

Afternoon:

- Outline of Electronic Model Systems
- Use of Electronic Timers
- RDT Systems

To book your place please contact the organiser: Trevor Grey, 21 Claremont Road, Tunbridge Wells, Kent, TN1 1SY, phone 01892-539221, e-mail trevorgrey@talktalk.net. Closing date for applications is 20th January 2012.

Husbands Bosworth is approximately 14 miles south of Leicester at the junction of the A4304 and A5199. Head south out of the village on the A5199 for 3/4 mile and then turn left to Sibbertoft. The Gliding Centre entrance is 1/4 mile on the left.

Code of conduct when using Barkston Heath

To ensure that we protect the future use for Barkston Heath for Free Flight please be sure to follow these simple rules.

Signing in and Out

When you arrive you must record both your personal and car details in the book which is kept in the sentry post by the barrier, you must also record a departure time and signature when you leave the airfield. **Please note you must do this even if you leave the field by car to retrieve a model**, this is an essential requirement of the licence and could be checked by the airfield security at any time.

Speed limit

Please keep to the 20 mph speed limit on the airfield

Contact Details

Please place your mobile phone details in a prominent position on your car dashboard and carry your mobile phone at all times, this is for your own safety so you can be contacted in an emergency.

French Drains

When you arrive at the contest area please ensure **you do not park on the French Drains**, these are the lightly bonded areas of large stones at the boundary of the peri-track and the grass, these allow rain water to drain freely and are easily damaged if cars are parked on them.

Runways

Please do not drive on the runways and also avoid parking on the ends of the runways, Barkston Heath is an active airfield and aircraft could use it in an emergency at any time.

The Compound

If your model lands in the compound please do not climb the fence to retrieve it, contact the CD who will arrange for airfield security to open the gate.

Retrieving models outside Barkston.

The CD should be aware of any problems, i.e. game birds and crops etc please follow any instructions. Please treat the

countryside outside the airfield with respect, keep to the outside of fields when possible, use gates and gaps in hedges and keep to tractor tracks when retrieving models from crops.

Other Users

Barkston Heath is the home of the Grantham Model Club and could also be used by other BMFA Groups, it is also used by several non aeromodelling organisations, please act in a courteous manner to these other users **and avoid cycling or walking through flight lines.**

About the FFTC

The FFTC thought that we should send out a short paper to the free flight community to explain how the system operates. We have a collection of tasks that we are required to carry out on behalf of the free flight community. As far as we are aware it's never been spelt out and there are a lot of assumptions as to what happens. So this is an attempt to clarify what goes on. In the end we might all be a bit enlightened as to the facts. This is not a full breakdown but a very brief overview of the functions the FFTC has to fulfil

The basic structure

There are six elected members. Each elected for two years with re-election staggered so that there is a possible change of three members each year. In addition we have representatives from Space Modelling and SAM35 (both voting members) plus our delegate to CIAM (non-voting)

The official roles

We have specific roles for the FFTC officers

Chairman

Secretary – minutes and deliverables

Treasurer – expenses and budgets

Rules – Rules and calendar

Results and safety

PRO

Council delegate

Responsibilities

The FFTC is an advisory committee. We advise the Council of the BMFA on free flight matters, however much of this advice translates directly into operation. The tasks are:

- The free flight contest calendar
- Free flight rules
- Free flight team selection
- Free flight nationals
- Free flight non competition flying

These responsibilities are carried out in liaison with the Council, other Committees and the Leicester head office.

How do we operate?

The FFTC spends a lot of time thinking and discussing the free flight scene in the UK. We have regular meetings for round table discussion and formal agreement of plans and actions. In addition a lot of effort and time is expended in e-mails between the FFTC members as well as many a 'phone conversation. As well as this internal communication and deliberation we receive, react and respond to input from the free flight community. We do discuss what comes in and when our ears are bent on the flying field we take note.

Current activities and topics

The items explained below are those topics that are currently "hot". The debate of the how and why is not covered here but rather the processes that we operated in order to try to get the best overall result for free flight. The items below give simple snap shot of what's on the table, there is more but those shown are current and will give a flavour of the breadth and scope of the FFTC's activities.

RDT (Radio DT)

We have introduced a rule for 2012 that allows RDT. The qualification regarding gliders (with respect to attempts) has been included to fit with the FAI rules. The same rule qualification across the BMFA as within the International classes was applied in order to reduce confusion.

FAI, BMFA rules harmonisation.

We have put time and effort into clarifying the relationship between the two sets of rules. Remember that the FAI rules are designed for Championships not an Area event at Barkston. In order to run with a practical organisational requirement at such events we have to have a BMFA version of the International rules.

Rules

We have a rules change process in place that we operate. Other than for safety reasons we cannot make changes during the season, any such mid-term changes could have serious knock on effects.

Team selection

There are more ideas floated than there are possible team members! We need a system that gives the best chance of selecting the best team. Getting in the team is not the prize, the prizes, hopefully come later. Things change and we have to look at the process and react to these changes. The latest changes to the procedures have been designed to reflect current circumstances.

The Calendar

We aim to have a matrix of events that give a fair spread of competition for all classes across the year. We try for a balance. However, whatever we do there will be clashes and various other problems. We do all that we can to minimise these problems but we cannot please all the people all the time perhaps most obviously when late changes are forced upon us by circumstances beyond our control.

The Nationals

This event is the centrepiece of the season.

- The timing is based upon the only chance that we have for three days, the Spring Bank Holiday.
- The cost of the event has to be covered by those attending the weekend. We have grappled with this by trying to get the balance correct between those who want a full weekend to those who simply want a day out, plus all possibilities between. The figures below are a simplified summary of the 2011 figures. For 2011 we covered the costs and we broke even. We try to run a tight ship!
- The pricing structure for 2012 is being revised to try to share the burden more fairly over those attending. However this fairness will mean some will pay more to compensate for those who pay less. Just as in the contests we can't all be winners!

Expenses -	Licence	2,500
	Toilets	3,500
	Prizes	1,400
	Contractors	1,300
	Admin etc	2,000
	Total	10,700
Income	Facilities	3,400
	Entries	4,000
	Camping	1,400
	Sponsorship	600
	Gate	1,100
	Other	300
	Total	10,800
Profit		100

We have in the order of 200 registered competitors so very crudely the average cost per competitor is £50.00

Summary

The above are just some of the things that we are currently getting our heads around and illustrate some of the things we are working on. Some items will fade and new ones will arise. But, the objective of the FFTC is to manage these things in the way that best suits the free flight community. We will never get it completely correct however with your support and involvement we will continue to do the best that we can. We hope that you will read these brief notes with this particular point in mind.

We need your help

This piece is not a harangue but a few thoughts for you to ponder on how your input could help make for a better scene for all of us.

The FFTC can organise and plan etc etc but on the ground we need help. So what do we need you all to help with?

- Number one is for contest CDs. Be it one of the Galas or the Nationals, without a CD the event cannot run.
- Contribute articles to magazines about what you are doing in free flight.
- Consider what you can do to help move things forward and improve the scene. Keep telling us what you think about it, but please be positive; constructive comments will always achieve a better response than "personal rants".

Finally

Above all remember that if your input does not result in change it doesn't mean that it hasn't been carefully considered. After all what "you" want, may or may not be the best thing for the overall future of "Free Flight". That, to sum up, is the FFTCs job; the management the future of Free Flight as a whole.

COUPE EUROPA, MIDDLE WALLOP, DECEMBER 4

Report by Martin Dilly

The Croydon club's organising team for the Coupe Europa must have selected the right grade of sacrificial goat for 2011, as despite a dire weather forecast with gusts to 53kts a day or so before, competitors arriving at Middle Wallop on the morning of Dec. 4th found conditions relatively flyable. The major benefit was a favourable wind direction, allowing the maximum length of the sometimes difficult site to be used and permitting a 2 minute maximum.

Entries were better than the previous couple of years, with 29 competing, and the organisers even press-ganged several groups to form ad hoc teams for the Flitehook Trophy, eventually won by Messrs. Hall, Vaughn and Tyson, forming Crookham A. The lack of overseas entries nowadays is probably due to an overlapping French FIG contest, which may have offered more tempting weather and less travel expense.

Several of our top FIG flyers aired high-tech high performance models; the climb outs were most impressive, but securing a max was far from easy as the air was often unhelpful. Last year's winner, Peter Hall, must have thought he'd blown it on Round 1, with a flight of 92 seconds, but he stuck at the task, only dropping a further ten seconds on his fourth flight to secure the Aeromodeller Trophy again, plus a year's subscription to AMI. Next man Peter Brown stayed in the lead till his fifth flight, but despite a scorching climb, aided by his immaculate Textreme-covered prop blades, a score of 103 left him just four seconds short of the top spot. Ken Taylor took third place with a well-flown orthodox 'stick and tissue'

model, maxing once in contrast to Andrew Longhurst with his new geodetic winged FIG model, who maxed three times but unfortunately dropped a lot on the other two flights. Trevor Grey dug out a seldom-flown model to take a holiday from his usual electric flying and showed he hadn't entirely lost his touch with a fifth equal place.

In Vintage Coupe d'Hiver almost 50% of the competitors favoured Etienvres, unsurprisingly as they look quite like a small modern FIG and with an up-to-date twin blade folding prop would be quite a useful rough weather model. However, Rex Oldridge beat the top Redrup Etienvre by a mere two seconds to take the AAA Trophy and another AMI subscription. Ray Elliott followed up in third place with a further Etienvre, just beating Peter Michel with his Fuit. Peter was lucky to find his prop assembly which fell out at maximum altitude on his third flight, allowing a second attempt.

Clearly the weather was tricky, as there were only two maxes out of the thirty-three Vintage flights, and Round 4 in FIG saw Peter Tolhurst scoring the sole max. This proved a blessing in disguise as fly-offs were unnecessary, allowing all to retire for much-appreciated coffee and cakes together with the prizegiving in the Museum of Army Flying.

Aeromodeller Trophy – FIG 17 flew

1	P Hall	562	5	T Grey	530
2	P Brown	558	7	R Vaughn	529
3	K Taylor	541	8	M Stagg	507
4	A Longhurst	536	9	D Thomson	506
5	G Ferer	530	10	D Greaves	487

AAA Trophy – Vintage Coupe d'Hiver 11 flew

1	R Oldridge	Bagatelle	5:30
2	C Redrup	Etienvre	5:28
3	R Elliott	Etienvre	4:45
4	P Michel	Fuit	4:27
5	D Beales	Babar	4:19
6	A Longhurst	Bagatelle	4:18

SOUTHERN COUPE LEAGUE

Report by Peter Hall

It's not possible to write about competition flying without droning on and on about the weather. Since 1985 Coupe Europa has suffered strong wind and rain every year except last when, by way of a change, snow cancelled it. The week before this year's event all the websites were predicting 20 to 30 m.p.h. and possibly rain. Wrong, at 9a.m. December 4th Middle Wallop, there was a high overcast and a light cool southwesterly blowing straight down the long axis of the field. Coupe weather at last. This was the ninth and last event in the Southern Coupe League 2011. The points table showed that only Pete Brown or Roy Vaughn could win the cup but the coveted third place was still open.

And then it all went wrong. Only four out of sixteen entrants maxed the first round, five the second, three the third, none the fourth, and only three in the fifth. Nobody maxed out and only 26 seconds separated the top four places. Sixteen experienced flyers, state of the art electronic thermal detectors, weeks of preparation, finely tuned thoroughbred models, the last precious scraps of Tan 2 'May '99 knotted and re-knotted, nothing had been left to chance. Except for the weather. The apparently innocent southwesterly strengthened through the day and was being seriously roughed up down amongst the Wallops so by the time it got to us it was rolling down over the flight line, then up a bit, then down again over the dip half way up the field. Or so it seemed as models misbehaved and did things they had never done before. Thermistors and streamers were no help at all, the temperature flat lined and the wind lulls were brief and unreliable. The more self critical flyers blamed

themselves and re-trimmed to no effect. There was no fly-off so we finished early and just missed the incoming rain.

P Hall took the Aeromodeller Trophy just a squeak ahead of P Brown just a squeak ahead of A Longhurst and K Taylor sharing third. R Vaughn was knocked down to fifth place despite trying three models and several re trim flights. I know his Coupes are very critically trimmed and prepared so I know it was all down to the malevolent air. Never mind, his season's record allowed him to drop this score and still take the League Trophy again. P Brown ran him close and P Hall took the coveted third place. Looking at the final league results, indeed any league results, we may not be startled to discover that good attendance is the key to success. By compressing the points scale and increasing the number of qualifying contests to TEN and reducing the number of scores counted to FOUR for the 2012 season it should be obvious to even the most distracted Coupe flyer that they are in with a chance. Thirty nine flew this year well up from twenty eight last. Coupe flying is on a roll.

An online roundup of the Southern Coupe League year can be found at <http://www.btinternet.com/~pine.ridge/index.html>

Coupe Europa

maxes score

1	P Hall	Crookham	3	18
2	P Brown	Grantham	2	14
3	K Taylor	E.Grinstead	1	10
4	A Longhurst	SAM35	3	10
5	G Ferrer	Timperley	3	9
6	T Gray	Crookham	1	6
7	R Vaughn	Crookham	3	7
8	M Stagg		1	4
9	D Thompson	Croydon	0	2
10	D Greaves	B&W	1	2

40Z LEAGUE 2011

From John Minshull

For an event to be included in the League the full results must be published, and for combined 4/8 oz competitions the model type must also be recorded!

	Croydon 40z		Nats		Odham		Timp. G		SAM Ch.		Total
	Bonus		Bonus		Bonus		Bonus		Bonus		
D Wright									12	11	23
M Marshall	6	5							6	5	22
P McMahon									11	10	21
A Longhurst									10	9	19
D Powis	1								9	8	18
J Foster									8	7	15
M Turner									7	6	13
C Strachan	7	6									13
J Knight	2	1							5	4	12
R Taylor	4	3							2	1	10

THE ENIGMA OF THE AEROFOIL

This is a newly-published book by David Bloor, subtitled *Rival Theories in Aerodynamics 1909-1930*, looking at the scientific, historical, philosophical and sociological forces that helped to explain aerofoil development. Not light reading, I suspect, though described as 'a masterpiece of writing and research' by John D. Anderson Jr. of the USA's National Air and Space Museum, it may well be of interest to the technicians amongst us. More details from www.press.uchicago.edu

FREE FLIGHT TRIMMING ON SALISBURY PLAIN 2012

From Martin Dilly, note the changes in conditions

For 2012 almost every weekend will again be available for free-flight trimming and training by BMFA members on Area 8 on Salisbury Plain, subject to the usual call to Peter Tribe on 01225-862748 on the Friday before you plan to fly to check that there is no Army activity.

However, a small number of non-season ticket holders have been using the site without paying the single day fee. Therefore in future Area 8 will be available ONLY to those holding a valid pass for the year. The good news is that a 2012 pass will cost only £15. Send an SAE and your cheque, payable to BMFA, to Bernard Aslett, 25, Honeyhill, Wooton Bassett, Swindon, Wilts, SN4 7DX; in return you will receive a sketch map showing where we fly on Training Area 8, and a 2012 pass to display on your windscreen. If you come as a passenger, bring your pass anyway. Your name will be included on the Army security list (unless you're already on it). Please send Peter Tribe (petertribe46@talktalk.net) your e-mail address in case of any short-notice changes.

Those flying any free-flight classes will be welcome, as well as those practicing for FAI FF contests. This is one of the best free-flight

			Crookham	London	Stonehenge	Oxford	Spring	6th Area	Southern	Crookham Cpe Day	Coupe Europa	Total
1	R Vaughn	Crookham		20	5		19	8	20	12	7	79
2	P Brown	Grantham		6	7	18			16	20	14	75
3	P Hall	Crookham	10	8	20		7	2	10	15	18	73
4	P Tolhurst	Hayes	12	3			15	11			1	42
5	D Greaves	B&W		9	12			15			2	38
6	C Chapman	B&W		3	17			4	11			35
7	A Longhurst	SAM35	17							2	10	29
8	G Stringer	E.Grinstead		11					8			19
9	M Marshall	Impington		17							1	18
9	D Neil							18				18
9	K Taylor	E.Grinstead								8	10	18
12	E Tyson	Crookham			4			12			1	17
13	M Richardson	E.Grinstead		14				2				16
13	R Elliott	Croydon			9		6	1				16
15	M Stagg			9				1			4	14
15	P Gibbons	Peterborough				14						14
15	E Challis	Crookham							5	9		14

venues in Britain, and the aim is to improve overall free-flight standards in the UK. The following dates have been agreed, but because of the current military situation short-notice changes are more likely, so don't forget to check your e-mail every Friday or call Peter Tribe on 01225-862748.

January: 7-8, 14-15, 21-22, 28-29

February: 4-5, 11-12, 18-19, 25-26

March: 3-4, 10-11, 17-18, 24-25, March 31-April 1

April: 7-8, 14-15, 21-22, 28-29

May: 5-6, 12-13, 19-20, 26-27

June: 2-3, 9-10, 16-17, 23-24, June 30-July 1

July: 7-8, 14-15, 21-22, 28-29

August: 4-5, 11-12, 18-19, 25-26

September: 1-2, 8-9, 15-16, 22-23, 29-30

October: 6-7, 13-14, 20-21, 27-28

November: 3-4, 10-11, 17-18, 24-25

December: 1-2, 8-9, 15-16, 22-23

UK COMPETITION NEWS

NORTHERN GALA will be held at Church Fenton on April 6th (Good Friday) and the security list contact is Barry Lumb on 01757269269 or email OptronicGB@aol.com.

INTERNATIONAL COMPETITION NEWS

Following publication of the provisional calendar last month, please note the following corrections:

NEW ZEALAND events: The entry fee for both events are NZ \$45 and Rob Wallace's address is 956 Riverslea Road South, Hastings 4122, New Zealand, tel +6468784993, email ffonzrjw@xnet.co.nz Omerama Cup dates are March 22-24.

SOFIA CUP in Bulgaria has moved to April 27-29.

2 events on July 6-8 have not yet been included on the calendar: the FF CRO in Croatia and the Commonwealth Cup of Belarus in the Ukraine (to be moved to July 14-15).

SERBIA FIE events have moved from September 15-16 to September 29-30, removing the clash with the Polish FIE events.

JUNIOR WORLD CHAMPIONSHIPS details have been finalised. They will be held at Mengesko Kamnisko near Ljubljana, Slovenia. The schedule is:

July 27	Arrival, registration, opening ceremony
July 28	Registration, model processing, practice
July 29	F1A competition
July 30	F1B competition
July 31	Reserve day
Aug 1	F1P competition
Aug 2	Reserve day, awards, banquet
Aug 3	Departure

BMFA INDOOR

From Tony Hebb.

I have recently been co-opted onto the BMFA Indoor Technical Committee (ITC) as Public Relations Officer. Our chairman, Allan Weighell, has written a few words about the ITC's objectives:-

The primary aim of any Technical Committee should be to Promote, Protect and Preserve all aspects of their particular discipline, to ensure there is a sound foundation for future generations.

Indoor in particular is especially vulnerable because of the total lack of high ceiling sites in the UK and the almost impossible cost of hiring suitable venues, one in particular being quoted at £100,000 for a weekend. Publicity is the main weapon in our

armoury at this moment in time. We must be pro-active in our endeavours to see that we are not perceived as elitist and pander only to the competition fliers who are rarely seen in action by the general public.

It is imperative that the ITC get articles into the BMFA News and other publications as often as possible, so the readers can see continuity.

We need to do all we can to cater for the sport fliers who hopefully will be tomorrow's competitors. There is a distinct lack of hands-on help for these guys in the shape of teaching the necessary skills in, for example:- wood selection, building, covering techniques and winding. This could be done by hosting a day's flying at local sports halls, with a couple of breaks for demos by the "experts", perhaps about 3 times a year.

So, in order to meet some of these objectives we are trying to establish a contact list for as many indoor FF flyers as possible and at the same time trying to find anyone else who might have an interest in this area. We would then like to e:mail a periodic newsletter covering forthcoming events, items of interest from ITC meetings and perhaps more general information if the demand exists.

Ideally such things would be published on our BMFA web site but the nature of the current set up is that the information is quite difficult to maintain and therefore only fairly static information can be held. We shall be refreshing the current page contents in the New Year so that potential newcomers may be more readily assisted. Let me know if there is anything you would like to see on there.

For the time being however in order to better understand your needs and views I wonder if you could respond to the following few questions?

- Would you like to receive e:mails from the ITC?
- Could you let me have your full name and contact number? I am holding addresses too, but really only need your town and post code so that we can gain an idea of where everyone lives.
- Where do your indoor interests lie? eg. Pennyplane, Gymminnie Cricket, Scale, F1D etc.
- What could be done to better meet your needs?
- If you are not currently an Indoor Flyer,
 - Would you like to be? If so what areas might be of interest?
 - What might persuade you to give it a try?
 - What difficulties do you foresee?
- Do you have any other comments?

Please reply to me at:- tony_hebb@hotmail.com

Events Planned for 2012

Jan 15 and Feb 12	Werrington	Sports Centre,
Peterborough. Lightweight Indoor Duration day. Contact mark.benns@ntlworld.com		

John Shaw organises monthly Lightweight Indoor Duration days at Bartholomew Sports Centre, Eynsham near Oxford. Jan 21 is the first date in 2012. Contact johnshaw@alvere.wanadoo.co.uk

Feb 18 Manchester Velodrome, NW Area FF Gala, L/wt radio, Scale, FF classes.

Feb 25 Manchester Velodrome. Normal Indoor Fly In with 30 min slots for Light and Heavy classes.

March 11. Impington Village College, Cambridge. Contact chris.strachan@btinternet.com for a full information sheet.

March 25 Manchester Velodrome, Normal Indoor Fly In with 30 min slots for Light and Heavy classes. Velodrome contact is Dave Whitehouse at dave.whitehouse@aone.uk.com

FFN INDEX 2011

Not listed here are UK and International Competition News.
Location shown as page/month

MODEL DRAWINGS

F1A	PA85	Peter Allnutt	26/4, 59/7,69/8	F1E	Ugo 2	Claudio Bognolo	79/09
F1C	Squid	Alan Jack	88/10, 100/11	OHLG	Moldy Cat	Ken Bauer	50/06
F1E	IK-92	Ian Kaynes	12/02				

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CONTEST RESULTS

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

BMFA 1st Area Event, January 23	14/2
Ceminac Indoor, Croatia, Jan 22	15/2
Anselmo Zeri Memorial, Lost Hills, USA, Feb 12-13	21/3
Pan American Open, Lost Hills, Feb 17	21/3
Maxmen, Lost Hills, USA, Feb 15-21	21/3
Lost Hills F1E World Cup events	22/3
Lost Hills 2011	20/3
BMFA 2nd Area Meeting, Feb 20	29/4
Life after Xynthia - Viabon Rubber Days, Feb 26	26/4
BMFA 3rd Area Meeting, Mar 6	30/4
Mura Cup, Moravske, Slovenia, Mar 11	28/4
Holiday on Ice, Gjovik, Norway, Mar 12	28/4
Matfors VT, Matfors, Sweden, Mar 15	28/4
Bear Cup, Säkyli, Pori, Finland, Mar 19	28/4
Coupe Europa, Middle Wallop, Mar 20	31/4
BMFA 4th Area Meeting, Mar 27	41/5
F1E, Oberkotzau, Germany, April 9	40/5
London Gala, Salisbury Plain, Apr 8-9	52/6
Southern Coupe League London Gala	40/5
Istanbul FF Cup, Vize, Turkey, April 15	40/5
Lucenec Cup, Slovakia, April 16	39/5
Northern Gala, Church Fenton, Apr 22	53/6
Spring Cup F1E, Rana, Czech R, Apr 23	40/5
Croydon Wake Day, M. Wallop, Apr 25	42/5
Embalse World Cup, Argentina, Apr 30	51/6
Stonehenge Cup, Salisbury Pln, May 14	52/6
Southern Coupe League Round 2 & 3	54/6
Crookham Gala,Middle Wallop, May 8	53/6
Coppa Primavera, Sisemol, Italy, May 14	57/7
South Bohemian Cup, Vsechov, Czech Republic, May 21	56/7
Nijmegen Indoor, Netherlands, May 21	61/7
Popa Cringu, Turda, Romania, May 21	57/7
Turda Cup, Turda, Romania, May 22	57/7
Srem Cup, Zrenjanjin, Serbia, May 27	56/7
BMFA Nationals, Barkston, May 28	58/7
Southern Cross Cup, Narrandera, Australia, May 30	56/7
AFFS Championships, Narrandera, Australia, June 2	57/7
Oxford MFC FF Rally, June 4-5	60/7
Southern Coupe League Round 4 & 5	61/7
Sofia Cup, Pazardzik, Bulgaria, June 10	57/7
Coppa Sismol, Sisemol, Italy, June 12	57/7
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Dorde Zigic, Zrenjanin, Serbia, June 18	57/7
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BMFA F1E, June 26	58/7
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FF CRO Cup, Krbava, Croatia, Jul 2	66/8
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Antonov Cup, Kyiv, Ukraine, Jul 8	78/9
Vörös Jenő, Tass, Hungary, Jul 9	67/8
BMFA 6th Area Meeting, Jul 10	68/8
White Stork- Latvia,Kyiv,Ukraine,Jul 10	78/9

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Baltic Cup, Madziunai, Lithuania,Jul 30	80/9
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Poitou, Thouars, France, Aug 5	81/9
Trofeo Citta di Capannori, Italy, Aug 5	81/9
Salonta Cup, Salonta, Romania, Aug 6	81/9
BMFA 7th Area Meeting, August 7	84/9
Dorcol Cup, Belgrade, Aug 7	86/9
Zmiev Cup, Kharkiv, Ukraine, Aug 12	82/9
Summer Cup, Stalowa Wola, Poland, Aug 12	82/9
Mostar Cup, Mostar, Bosnia-Herzegovina, Aug 13	82/9
Canada Cup, Borden, Aug 13	95/10
Timperley Events, Barkston, Aug 13	86/9
Kietrz Cup, Kietrz, Poland, Aug 20	82/9
Ikarus Cup, Ilbesheim, Germany,Aug 19	82/9
Martin Cup, Martin, Slovakia, Aug 20	78/9
Dadalus Cup of Switzerland, Ilbesheim, Germany, Aug 21	83/9
Peter Nosko, Martin,Slovakia, Aug 21	78/9
Eifel Pokal, Zülrich, Germany, Aug 25	83/9
Luxor Cup, Zlatibor, Serbia, Aug 27	78/9
Zlatibor Cup, Serbia, Aug 28	78/9
Mikhail Knyazev, Samara, Russia, Sep 1	83/9
Siscia Cup, Sisak, Croatia, Sep 2	83/9
Southern Gala, Salisbury Plain, Sep 3	98/10
Swedish Cup, Rinkaby, Sweden, Sep 3	84/9
Nordic Cup of Denmark, Rinkeby, Sweden, Sep 4	84/9
BMFA F1E, Sep 4	86/9
FF Holiday - Latvia, Ukraine, Sep 9	95/10
Black Sea Cup Estonia, Ukraine,Sep 13	96/10
FF Holiday - Lithuania, Ukraine,Sep 16	96/10
Bulgaria Cup, Pazardzik Sep 16	96/10
Equinox Cup, Salisbury Plain, Sep 17	96/10
Governor's Cup, Toszek,Poland,Sep 10	97/10
Toszek Cup, Toszek, Poland,Sep 11	97/10
Poitou F1E, Tourtenay, France,Sep 24	97/10
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Prilep Cup, Macedonia, October 1	103/11
Anatolian Cup, Ankara, Turkey, Oct 1	103/11
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