

FREE FLIGHT news



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FFn DIARY

April 1 Werrington Leisure Centre, England	BMFA Indoor day. See page 33 of this issue. 9.00 to 17.00. Contact Mark Benns 01733 755733	April 22-22 Lucenec- Bolkovice, Slovakia	City Cup of Lucenec. F1A, F1B, F1C World Cup. Contact: Stefan Hubert, tel +421 905 147 105 or +421 47 433 213, email: gabika1988@hotmail.com
April 2-4 Narrandera, NSW, Australia	Southern Cross Cup. F1A, F1B, F1C World Cup. Contact: Roy Summersby, tel +61 24 34 100 72, em: roy132@optusnet.com.au	April 27-29 Levski, Bulgaria	Sofia Cup. F1A, F1B, F1C, F1P Juniors, F1Q World Cup. Contact: Borislav Bardarov, tel +359 888 703 306, fax: +359 618 607 72, email: f1a@abv.bg web: www.F1ABC.com
April 6-9 Narrandera, NSW, Australia	Australian Free Flight Championships. F1A, F1B, F1C World Cup. Contact: Phil Mitchell, tel +61 24 38 43 217, em: filnoels@bigpond.net.au	April 27 Madziunai, Lithuania	Baltic Cup. F1A, F1B, F1C, F1P, F1Q World Cup. Contact: Rolandas Mackus, tel +370 687 26002, email: rolandas.mackus@vytrilma.lt web: www.balticcup.lt
April 6 (Good Friday) Church Fenton	BMFA Northern Gala. C/G (CMA), C/R (Caton), C/P (Hamley) - [Club Champs], SLOP (Falcons), F1H, F1J-1/2A, P30, Mini-vintage, E30, CO2, HLG-CLG. Contact: Denis Davitt 0113 2675433	April 28 Madziunai, Lithuania	Estonian Free Flight Cup. F1A, F1B, F1C, F1P, F1Q World Cup. Contact: Aavo Koppel, tel +372 50 48886, fax: +372 697 9599, email: aavo.koppel@hotmail.com web: www.mudellend.eu
April 7-8 Salisbury Plain	BMFA Trimming Weekend. See FFn 1201. Must call Peter Tribe on Friday before 01225 862748.	April 28-29 Salonta, Romania	Harghita Cup. F1A, F1B, F1C, F1P, F1H World Cup. Contact: Kiss Istvan, tel +407 451 614 35, fax: +402 662 42 164, email: tnulokhaza@hrline.ro www.frmd.ro
April 14-15 Near Sheffield.	BMFA Salisbury Plain. See April 7-8	April 28-29 Salisbury Plain	BMFA London Gala. 28th: C/R, C/G, C/P, Vintage R/P, P30, CO2, CLG, F1E. 29th: F1G, F1H, F1J-BMFA1/2A, Vintage Glider, Mini Vintage, SLOP, E30, HLG. Contact: T.Grey 01892 539221.
April 17-21 Nalchik, Russia	Naloev Cup. F1A, F1B, F1C, F1P World Cup. Contact: Andrey Naloev, tel +7 928 910 46 05, fax: +7 866 277 83 35, email: naloev@mail.ru	May 5-6 Vsechov, Czech Rep.	27th Jihocesky pohar. F1A, F1B, F1C World Cup. Contact: Rostislav Kvasnicka, tel +420 608 059 803, fax: +420 381 292 017, email: r.kvasnicka@seznam.cz
April 21 Lucenec- Bolkovice, Slovakia	Novohrad Cup. F1A, F1B, F1C World Cup. Contact: Stefan Hubert, tel +421 905 147 105 or +421 47 433 213, email: gabika1988@hotmail.com	May 5-6 Liptovsky Mikulas, Slovakia	2 F1E World Cup events. 5th: Liptov Cup, 6th: Nosko Memorial Cup. Contact: Milan Valastiak, tel +421 908 530 339, fx: +421 48611 2668 mvalastiak@inmail.sk
April 21-22 Oberkotzau, Germany	2 F1E World Cup events. Contact: Peter Kuttler, tel +49 9286 61 87, email: peter_kuttler@web.de	May 19-20	BMFA Salisbury Plain. See May 5-6
April 21-22	BMFA Salisbury Plain. See April 7-8		

MUREX F1G BY DAVID ACKERY

From FFoNZ Newz with thanks.

NZ record

At the 2012 NZ Nats this model won Coupe and increased the NZ record. The previous record was held by Ron Magill and was set 40 years ago on 25th October 1971. Ron was flying a model called "Spirit" by Jim Beam which was published as a 3 view in the June 1965 Aeromodeller. Flying from the Puketaha / Hamilton area Ron describes flying from a dusty gravel road, and having to thread the launches up between the power lines. He did three x 2 minute maxes, then a 3 minute flight, but nothing beyond that. It is not clear why he did not carry on, maybe the model was lost, or perhaps he just ran out of time.

At the 2012 Nats at Carterton we had a warm day with gentle breezes and buoyant air. Perfect for Free Flight. I got the 3 x 2 minute flights early, then put in a 3 minute flight in a thermal. Paul Squires arrived and he also maxed out. A flyoff was needed and we agreed to both set 2 minutes and see what happened. We launched together and both got away in a nice piece of air, we DTed at 2 and landed around 3 minutes. So the record was increased by that last flight of 3.02.

So in the last 40 years, we have not really come that far, the basics remain, have a good model that is sorted, and put it in a thermal. I hope the next Coupe record does not take as long.

(NZ records – to determine a centralised contest result if several people have maxed out, then a single unlimited flyoff flight is made. Records are slightly different, after the standard flights are done,

the max is increased a minute at a time, and you keep on going if you keep getting the next max. So for Coupe the record will be 3 x 2 minutes, then 3, 4, 5 etc)



Murex

This model is about 20 years old, but has none of the original parts left. It was first built when Chris Murphy as FFONZ Newz editor was promoting a Coupe postal contest. I had nowhere to fly, and no-one to time, so I went out on to Keith Hay Park at dawn in misty flat calm and timed my own flights. Typical flights were about 100 seconds.

In the beginning it had a one piece wing and a bent wire hub and flew right/left, since then it has been revisited a few times and new parts built. I experimented with a single blade prop. The most recent update was 2009 when I bought some fuselage parts from one of the Russian suppliers at the World Champs in Croatia. I got a tailboom and connector, a motor tube and a simple front end. To this I added the existing wing, and built a new propeller, a new tailplane and home made pylon with Tomy timer.

Coupe

My view of coupe is that it is tricky class to fly well, but I am slowly starting to like it. To go well you need to build light, so you need good building skills. While bigger models may have more performance I suggest go for a smaller model rather than a bigger one, they are easier to get down to weight, and will climb more positively. The other issue is the very light wing loading means that big strong thermals can still take them even when DTed, (similar to P30), so that is something to be aware of.

If you want to build something I suggest you get the FFQ Coupe book which has a huge number of plans and info. (but KISS, don't get sucked in by high tech).

Set up

The setup of this model is very conventional. There are no reverse warps, no delayed prop or variable pitch, no wing wiggler etc. Just VIT and auto rudder. so it is probably similar to a Wakefield from 30 years ago. The pattern is now right-right. VIT happens at 3 seconds, and the rudder is held in for 35 seconds, (i.e. for most of the prop run). To draw this plan I had to measure the CG and found it at 53% so it is quite forward. This is good, in the cruise there is plenty of decalage so that it climbs steeply with the nose up (in the classic Andriukov way), and forward CG also helps glide stability. The whole right wing has slight washin, perhaps 0.8mm, which helps the transition (i.e. change from burst to cruise), and the glide stability. Being able to easily adjust differential wing incidence is a critical trimming tool so I use an adjuster, this being a M3 nylon bolt that screws into a tapped piece of the K&S ali tube, the nylon bolt is cross drilled 0.5mm for the rear pin on the right wing.

This model seems to be able to keep up with Paul's import model that has all the bells and whistles, although I am sure that his model has a lot more to come yet.

Rubber

12 strands of 1/8 (or equivalent) seems to be normal so this will be a good place to start, I can get 350 -380 turns on this. And up to '6' on my no-unit torque meter, (a torque meter is *essential*, and so easy to make).

The old model had an F1B style half tube for external winding, and this is just the best system ever. The new motor tube is very skinny and will require something very small to fit, so I needed to go back to the old way of using a winding tube (blast tube as the Americans call them). Electrical conduit is handy if it will fit, but this one had to be custom made by wrapping 2-3 layers of Kevlar/epoxy around a section of old fishing rod.

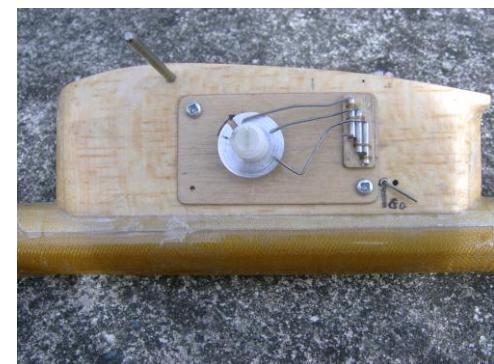
Wing

The wing is based on tube spars, I think it has 5mm tubes in the centre panels and 4mm in the tips, or there about. But you don't need to slavishly copy this, just use your preferred method to build light and stiff. The airfoil seems OK, it is an eyeball, the bottom comes from one of my wing jigs, the top from a big sanding bar. I guess it is similar to a Benedek 7406F thinned a bit, or perhaps a Benedek 6456F but with more thickness added forward of the high point and a big round LE. Tips are thinned more.

Covering is silver ½ mil Mylar. This gives adequate robustness, and it is nice to know the wing will not be affected by humidity, or rain.

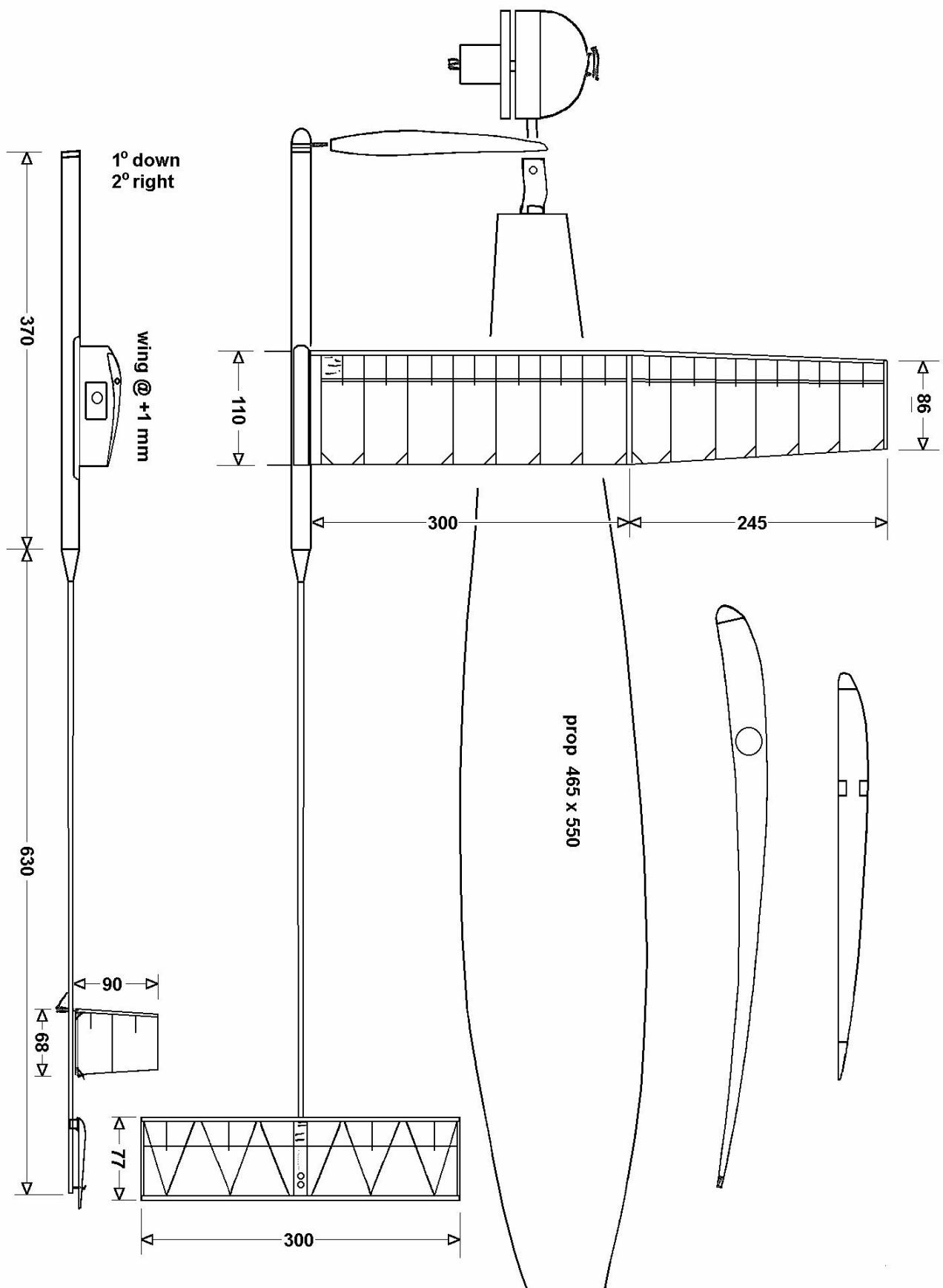
Pylon

This is built up from balsa and holds a Tomy timer that gives VIT, auto rudder, and DT.



The pylon is glued to a saddle / half tube that is just taped to the motor tube.

This is a useful trimming aid if you decide that you have the CG wrong. Diamond tape (aka crystal clear tape) does the job very well.



WEIGHTS

wing	23.2
front end and prop	15.5
pylon and motor tube	29.4
tail boom	10.2
tail	2.4

MUREX
Coupe - F1G
by David Ackery
 New Zealand
 ex FFoNZ Newz January 2012

Prop

This is home built. Moulded from light 1/8 sheet, then finished with epoxy and glass cloth. I cannot find my design notes for it, but it is about 550mm pitch.



Fin

I tried to get smart and make a one piece all moving fin. This has been fiddly and I don't think I would do it again. I think for me a fixed fin with a small moving rudder would be better.

The fin is held straight for 35 seconds then moves about 4mm to the right.

VIT

I prefer a pillar to a hammer. Again an M3 nylon screw is fitted into a piece of tapped K&S ali tube. (An M3 tap is all you ever need.) VIT travel is about 4mm, but when first trimming use more, when sorting the burst it is safer to bunt than loop into the ground at full speed !.

More ?

As you can see my approach is to make the parts I can, and buy the parts that I can't make. I am hardly an expert on these things but if have any questions please get in touch, email david.ackery@xtra.co.nz

CIAM FF PROPOSALS

The CIAM Plenary meeting will take place in Lausanne on April 20-21. Most of the proposals relevant to free flight were described in the January FFn. The agenda for the meeting has now been published and is available online at <http://www.fai.org/ciam-documents> - with the lack of easy referencing on the new FAI web site you then need to go down to "meetings", then "2012" then "Plenary meeting" to find the agenda.

The agenda shows that a few other items of interest to free flight have appeared in addition to the January FFn items. These are described below. If you have any strong views on any of the proposals you need to advise your FAI delegate via the standard means of communication in your country.

Para B.9.

Proposal from USA is to add the following to the first paragraph of B.9.1:-

"To retain a flight line's perpendicularity, the organisers can rotate the line approximately through its centre in 30 degree increments, accounting for lines of sight; or relocate it. For F1A, flat pole markers can be used to mark pole locations."

Reason: Any line move, particularly for the events with stationary equipment (winding stooges or engine starters) is time consuming. So, instead of a stay/move decision, rotating the flight line allows more flexibility in addressing moderate drift/wind changes. For example, with 20 poles, a 30 degree rotation shifts the first and last poles by 52 meters. Rotational adjustments reduce the chances that contestants at one side of the line can glean information from those flying further up wind.

I pointed out to Aram Schlosberg – the instigator of the proposal - that there was nothing in the current rules to prohibit any of the actions described in the proposal and at Championships the jury is always considering the line change

options. His reply confirms that it is directed towards Lost Hills circumstances:

"In almost all the California contests I have attended, there is great reluctance to reposition the line, particularly when it's very long during the regular rounds. (In flyoffs, the lines are always perpendicular to the drift.)

A line relocation is time consuming (taking at least 30 minutes). In contrast, a line rotation can be done immediately. Putting a line rotation on the books will make all organizers and Juries aware of this option. Consequently, it would reduce piggy backing and make contests fairer.

Of course, nothing stops organizers from rotating the start line, as some have actually done, but most organizers are comfortable just repeating their own routines."

B.17. Processing of Model Aircraft

There is a proposal from France which requires models to carry FAI stickers on EACH part of the model including the model identification code with letters 10mm high.

With this required it means that the stickers would have to be significantly larger than the current ones. It is understood that the proposal may be amended to remove the new requirement on the size of the lettering, but even so it would mean complete FAI stickers on every part of the model, instead of the present requirement that every part of the model carries just the 10mm high identification code - which can be applied however the flyer prefers.

B.19.4 Safety Precautions & Instructions

France propose that all spinners and forward facing projections should have a minimum radius of 5 mm, with a definition of how this would be measured.

HOLIDAY ON ICE, GJOVIK, NORWAY, MARCH 17-18

F1A 36 flew 29 full scores

1	T Weimer	GER	900	+300	+420
2	R Hellgren	SWE	900	+300	+384
3	P Findahl	SWE	900	+300	+379
4	S Makarov	RUS	900	+300	+369
5	L Malila	SUI	900	+300	+336
6	F Aberlenc	FRA	900	+300	+326
7	E Ragot	FRA	900	+300	+325
8	A Persson	SWE	900	+300	+315
9	K Valkonen	FIN	900	+300	+289
10	M Kosonozhkin	RUS	900	+300	+261
11	J Carter	GBR	900	+300	+188
12	J Valo	FIN	900	+300	

F1A-Junior 2 flew 2 full scores

1	O Findahl	SWE	900	+272
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F1B 23 flew 14 full scores

1	B Eimar	SWE	900	+410
2	W Ghio	USA	900	+390
3	R Peers	GBR	900	+351
4	Y Waltonen	FIN	900	+350
5	V Rosonoks	LAT	900	+348
6	G Trogen	SWE	900	+326
7	H Broberg	SWE	900	+321
8	D Barberis	FRA	900	+305
9	G Marquois	FRA	900	+297

F1B-Junior 2 flew 1 full scores

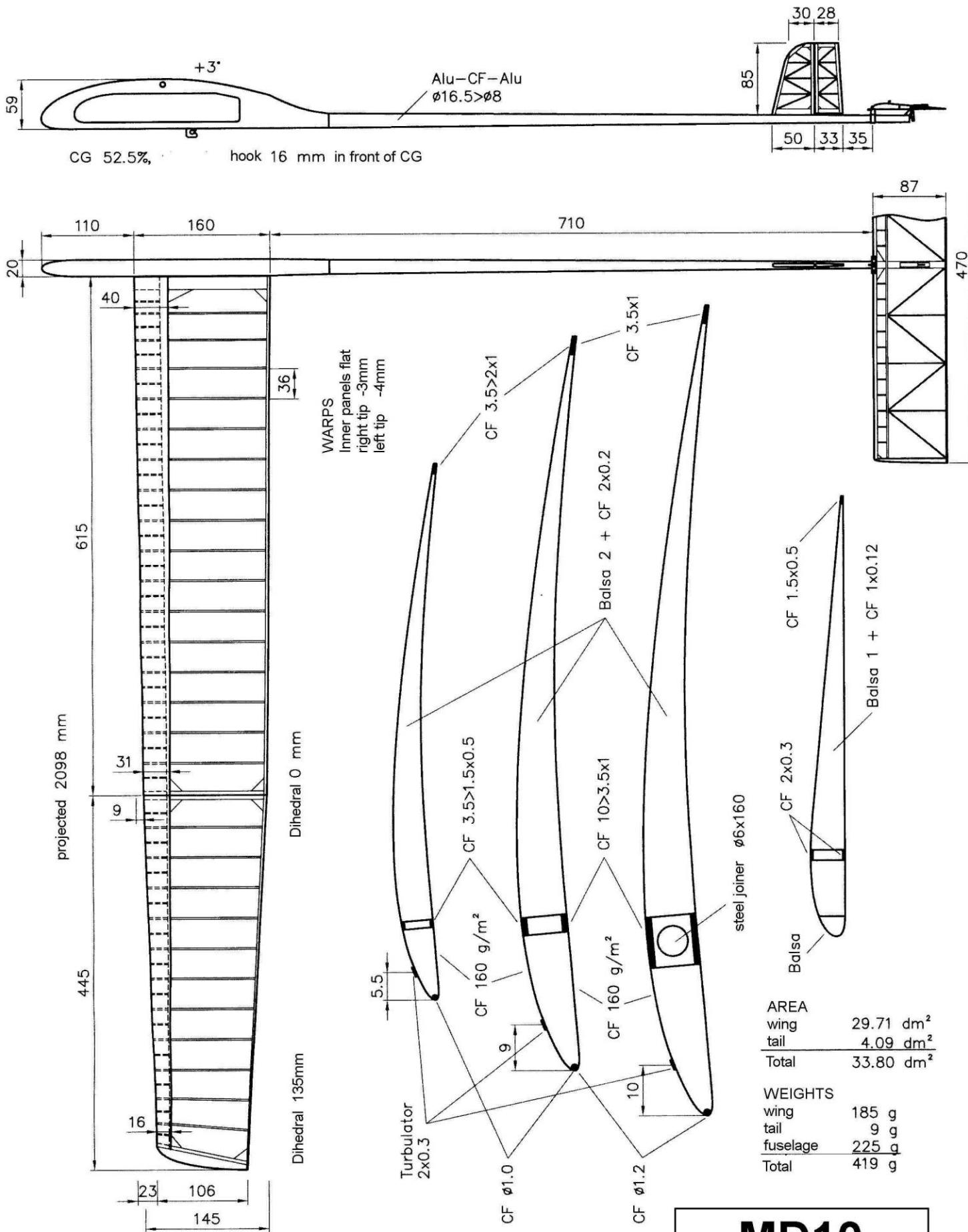
1	C David	FRA	900	+232
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F1C 1 flew

1	J Roots	EST	893
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F1Q 2 flew 1 full scores

1	A Lindner	GER	900
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MD10

F1A by Michal Dvorak
Czech Republic
from Volny Let

model on the last flight, there was no fly-off, leaving Chris Strachan with yet another win (and several bottles of wine).

In vintage coupe, the morning session saw many people struggling with a succession of sub max flights, a high proportion of which were under 90 seconds. The P30s with their minute plus motor runs appeared to fare better in these conditions. Only Michel Djian and Lucien Adadj had a pair of maxes apiece, and in the afternoon, Djian flying an immaculately finished Bagatelle, was the only competitor to max out. Three others including me, also managed to achieve the 3 minute time, but this did not affect the overall placings.

The weather remained good on Sunday for the Maurice Bayet F1G competition, although it seemed somewhat cooler. Thirty competitors had entered fifty models, and flying started promptly, with no mist to delay the proceedings. The mix of helpful air and more capable models resulted in 34 first flight maxes, with another 27 on the second flight. At lunch, 23 models had achieved a pair of maxes, with Coupe Eurochallenge contenders such as Michel Picol, Louis Dupuis, Guy Buisson, Jean-Luc Drapeau and Gilles Chaveau leading the charge after a good morning's flying.

The afternoon was something else, with the likes of Picol (last year's winner), Chaveau and Drapeau uncharacteristically dropping flights badly. Even my poor linguistic ability managed to discern after several flights, what seemed to be French for "well it's never done that before" – I think that's what "merde" means! The results show that only 21 models did more than 2 minutes, with only 8 achieving the 3 minute max. Five maxed out, of which two were flown by Guy Buisson.

At fly-off time it felt cooler and the wind speed had increased somewhat. Buisson wound and launched first, achieving a mere 94 seconds; he then set up his second model and wound, only to break the motor. In the meantime, Dupuis, Philippe and Ceres all launched into what felt like quite nice air, with the models climbing and gliding well. The models of Philippe and Ceres landed within seconds of each other, just over the 3 minute mark, while Louis Dupuis achieved over four minutes. Buisson having fitted a new motor, launched late in the fly-off period, and compared with what had gone through minutes earlier, the conditions seemed distinctly unhelpful. In reality they weren't, the model achieved a good height on the climb and was still high when it DT'd at 5 minutes. An excellent result after an enjoyable day's flying.

The British had a fair to middling day, I dropped a few seconds to come 6th, Mike Marshall was 10th and Chris Strachan, flying a vintage coupe, was 30th, let down by a short third flight. Steve Brewer, flying in his very first coupe competition, did well with a simple (but overweight) model, beating a number of noted coupe fliers and coming halfway up the field at 26th.

What of the models flown? I spotted no apparent new developments in the models, but did see a nifty little winder designed to fit into the palm of the hand, which appeared to be of Eastern European origin (the winder not the hand). Louis Dupuis was flying an interesting six panel wing coupe, I understand of his design and construction. Photos of his model and others at Viabon can be found on this website: http://evreux-air-model.pagesperso-orange.fr/Content/BA_Actualites.html

Michel Picol of the PAM club has done an excellent job of gathering details of the types of models flown at the Maurice Bayet competition. Of the 50 flown, 35 were home designed and constructed, with the balance either factory built ARTFs or made from factory kits of parts. The home built models were in the main gadgetless using PGI trim; those from the factories – Bukiin and Gorban – having VIT, WW and/or AR. In the fly-off, Guy Buisson and J-L Philippe used factory models, while Louis Dupuis and Pascal Ceres relied on 'homebrews'.

After an invigorating weekend's flying came the presentations in the clubhouse, complete as usual with drinks, nibbles, and 'Franglais' discussions on all things aeromodelling.

Also, the ladies of the PAM club did us proud with excellent lunches on both days, together with coffee and cake at other times. Many thanks, it was much appreciated.

Viabon – an experience not to be missed!

Coupe d'Hiver F1G 50 entries flew

1	G Buisson	FRA	420	+300
2	L Dupuis	FRA	420	+250
3	J Philippe	FRA	420	+190
4	P Ceres	FRA	420	+188
5	G Buisson	FRA	420	+94
6	P Tolhurst	GBR	411	
7	J Cheneau	FRA	398	
8	A Galichet	FRA	395	
9	S Millet	FRA	395	
10	M Marshall	GBR	391	
11	S Millet	FRA	387	
12	G Chauveau	FRA	383	
13	C Weber	FRA	383	
14	M Marshall	GBR	379	
15	D Chevenard	FRA	374	
16	Y Aubry	FRA	372	
17	P Ceres	FRA	372	
18	A Galichet	FRA	362	
19	J Cheneau	FRA	351	
20	J Blanchard	FRA	350	

Coupe Anciens 14 entries flew

1	M Djian	Bagatelle	420
2	L Adadj	Try-Color	412
3	S Millet	Hocus-Pocus	359
4	P Tolhurst	Etienvre	357
5	L Adadj	Eros 52	341
6	P Tolhurst	Etienvre	337
7	M Marshall	lo Zigolo	279

Wake Anciens 5 entries flew

1	C Strachan	Gordon light	514
2	J Di Rienzo	Bic 53	186
3	J Di Rienzo	La Sorra 52	135

P 30 11 entries flew

1	C Strachan	GBR	420
2	J Delcroix	FRA	420
3	M Woodhouse	GBR	393
4	S Millet	FRA	368
5	C Weber	FRA	314

UK AIRFIELDS

Martin Dilly has just found the UK airfield web site

<http://www.content-delivery.co.uk/aviation/airfields/>

which he describes as showing any UK site ever used as an airfield and shows high quality aerial photos of it as it is today. While it is useful to show the general geometry of airfields, checking a few known airfields shows that it is definitely **not** up to date. I first found this site soon after the BMFA FFTC airfield survey 9 years ago, and I reckon it has not updated the photos since then.

BMFA INDOOR

Indoor flying F1D training day events will be held on April 1, May 20 and July 1 at Werrington Sports and Recreation Centre. The address is Staniland Way, Werrington, Peterborough, PE4 6JT. Each event will be from 9am to 5pm. Contact Mark Benns 01733 755733 itc@bmfa.org or tony_hebb@hotmail.com

BMFA 3RD AREA MEETING, MARCH 4

Wet and windy everywhere

Combined Glider 9 flew

1	R Jack	Grantham	7.30
2	P Ball	Grantham	7.18
3	D Oldfield	Vikings	6.52
4	G Peck	Cleemac	4.06
5	S Heap J	Biggles	2.30
6	R Heap	Biggles	2.23

F1B Duce Plugge 9 flew

1	M Woodhouse	Vikings	10.55
2	S Darmon	Birmingham	8.46
3	P Woodhouse	Morley	6.50
4	K Best	Birmingham	4.14
5	N Cliff	Biggles	4.09
6	P Tribe	Bristol & West	3.23

F1J/1/2A 1 flew

1	S Dixon	Birmingham	8.40
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Mini Vintage Plugge 18 flew

1	C Strachan	Biggles	6.00	2.19
2	P Ball	Grantham	6.00	2.15
3	G Beal	Morley	6.00	
3	J Foster	Morley	6.00	
3	R J Foster	Morley	6.00	
6	C Foster	Morley	5.57	
7	S Willis	Croydon	5.51	
8	J Arnott	Scotia	5:41	
9	B Aslett	Bristol & West	5.00	
10	D Ginns	Market Harborough	4.51	

P30 Plugge 12 flew

1	C Redrup	Crookham	5.39
2	C Strachan	Biggles	5.35
3	D Davitt	Morley	5.05
4	G Warburton	Morley	4.19
5	S Willis	Croydon	3.55
6	G Manion	Birmingham	3.45

BMFA FREE FLIGHT CHAMPIONSHIP

		Area 1	Area 2	Area 3	Total
1	P Ball	13	6	12	31
2	A Shepherd	12	9		21
3	C Redrup	4	4	9	17
4	F Rushby	13	3		16
4	C Strachan	1		15	16
6	N Allen	6	9		15
7	J Pennington		13		13
8	S Barnes	11			11
9	C Foster		9	1	10
9	G Mannion		9	1	10
11	S Darman	1	2	6	9
11	J Hook	6	3		9
11	R Jack			9	9
11	D Limbert	9			9
11	P Williams	9			9
11	M Woodhouse			9	9
17	G Beal		4	3	7
18	D Greaves	6			6
18	T Grey		6		6
18	A Moorhouse		6		6
18	R Vaughn		6		6
18	J Williams		6		6
23	D Cox	3	2		5
23	R Wykes	5			5

CROOKHAM GALA, MIDDLE WALLOP, FEBRUARY 12

Combined Glider 5 flew

1	D Cox	7.30	+2.53
2	J Hook	7.30	+2.32
3	A Crisp	6.06	

F1G 9 flew

1	A Longhurst	10.00	+3.34
2	D Greaves	10.00	+3.12
3	P Hall	10.00	+3.01
4	C Redrup	9.37	
5	E Tyson	9.30	

Combined Power 3 flew

1	T Grey	7.30	+2.33
2	J Paton	7.30	+1.51
3	D Chilton	6.47	

Mini-Vintage 6 flew, 4 F/O

1	E Tyson	6.00	+3.07
2	F Chilton	6.00	+2.42
3	A Longhurst	6.00	+2.42
4	J Paton	6.00	+1.49

TRIMMING ON SALISBURY PLAIN

If you have changed your e-mail in the past two years please forward your new address to Berbard Aslett at: bernard.aslett@yahoo.co.uk and to Peter Tribe at: petertribe46@talktalk.net

Several addresses on their current lists are obsolete and with the current changing military situation it is vital that information can be passed to you quickly, sometimes for your own protection as well as saving you a wasted journey. Please continue to check with Peter Tribe on 01225-862748 on the Friday before you intend to fly on Area 8 if you do not have e-mail.

UK COMPETITION NEWS

SOUTHERN AREA GALA. John Thompson writes:- I have just been informed that for operational reasons RAF Odiham can not host the Southern Area Gala this year . We are however welcomed back for next year .

TIMPERLEY GALA. Saturday August 18 at Barkston Heath 10am-5.30pm Contests for Comb-Rubber, Comb-Glider, Comb-Power (no electric) Comb-HLG/CLG, Comb-Tailless. Mini-Vintage. All to BMFA rules. F/F Sport flyers welcome. Airfield charge. BMFA membership required. Contact--Gerry Ferer, 0161.928.4955, TimperleyMF@hotmail.co.uk

GRANTHAM GRAND PRIX will be at Barkston Heath on October 7. Events are Combined Rubber, Combined Glider, Combined Power (no electric), mini vintage, combined HLG/CAT. Usual free buffet, weather permitting. Contact Phil Ball 01332 665361, phil.ball@ntlworld.com

INTERNATIONAL COMPETITION NEWS

HEREND CUP has been postponed to June 2 and the postponed MURA CUP will be on June 3. The Mura Cup has moved from Slovenia to the same field as the Herend Cup, that is Tapolca in Hungary.

NOTICEBOARD

F1A WING FOR SALE. John Carter has one new uncovered Makarov long wing for sale at £450 plus post and packing. Contact at carterbuild@yahoo.co.uk or tel 07725164372.