FREE FLIGHT news

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FFn DIARY

February 2-3 Salisbury Plain	BMFA Trimming Weekend. See FFn 1301. Must call Peter Tribe on Friday before 01225 862748.
February 10 Area venues	BMFA 1st Area. C/G (Plugge), C/R, C/P (Plugge), B/E(Plugge), Mini Vintage. Contact: Area Comp Secs.
February 9-11 Lost Hills, California, USA	Kiwi Cup of New Zealand. F1A, F1B, F1C, F1E, F1P, F1Q World Cup event. Contact: Roger Morrell, tel +1 310 483 8776, r_morrell@yahoo.com www.faifreeflight.org
February 12 Lost Hills, California, USA	North American Cup. F1A, F1B, F1C World Cup event. Contact: Tony Mathews, tel (705) 754 55 53, fax (905) 846 59 46, email: tmathews180@gmail.com web: www.torontofreeflight.org
February 14-18 Lost Hills, California, USA	Maxmen International. F1A, F1B, F1C, F1E, F1P, F1Q World Cup event. Contact: George Batiuk, tel +1 805 305 0340, fax +1 805 546 0700, email: slogb1@gmail.com
February 18	Chobham Tree Chop
February 24 Nova Pazova, Serbia	4th Koplas Pro Cup. F1N. Contact: Bozo Grubic, 22330 Nova Pazova, Serbia, tel +381 63 80 17 132, fax +381 22 323 597, email: bozo.grubic@yahoo.com web: www.aknovapazova.com
March 3 Area venues	BMFA 2nd Area. C/P (White), F1A (KMAA/Plugge), B/E, F1G, Vintage R/P (Plugge), Vintage Glider, HLG-CLG(Plugge). Contact: Area Comp Secs.
March 7 Säkylän Pyhhäjärvi, Sweden	Swedish Moose Cup. F1A, F1B, F1C, F1P, F1Q World Cup event. Contact: Per Findahl, 73832 Norberg, Fagerstavägen 25, Sweden, tel +46 223 22 957, per.findahl@telia.com web: http://norbergsfk.se/swedishcup
March 9-10 Salisbury Plain	BMFA Trimming Weekend. See FFn 1301. Must call Peter Tribe on Friday before 01225 862748.
March 9-10 Sakyla, Pori, Finland	Bear Cup. F1A, F1B, F1C, F1Q World Cup event. Contact Kim Henriksson, Ymmerstanmäki 9 02750 Espoo Finland, tel +358 44 7688 370, email kim.henriksson@vahanen.com
March 16-17 Gjovik, Norway	Holiday on Ice. F1A, F1B, F1C, F1Q World Cup event. Contact: Tor Bortne, 2840 Reinsvoll, Jernbanev 28, Norway, tel +47 920 95 329, email: tobortne@bbnett.no www.frifluktvegar.no
March 23-24 Rana near Louny, Czech Rep.	23th:Spring Cup I, 24th:Spring Cup II. 2 F1E World Cup events. Contact: Josef Kubes, 27201 Kladno 2, Dr Steinera 22, Czech Rep., tel +420 737 164 138, email: j.kubes@centrum.cz
March 25-27 Narrandera, NSW, Australia	Southern Cross Cup. F1A, F1B, F1C World Cup event. Contact: Tahn Stowe, Coogee 2034, 3/152 Brook Street, Australia, tel +61 296 646 198, email: stowes@ozemail.com.au
March 27-31 Narrandera, NSW, Australia	Australian Free Flight Championships. F1A, F1B, F1C World Cup event. Contact: Vin Morgan, Carlton Nth 3054, 644 Canning St, Australia, tel +61 39 38 72 531, email: vin.morgan@utas.edu.au
March 29 (Good Friday) Church Fenton	BMFA Northern Gala. C/G, C/R, C/P, B/E, SLOP , P30, F1H, Mini-Vintage, E30, HLG-CLG. Contact: G.Warburton 0113 2852947
March 30 Saturday Middle Wallop	Croydon Wakefield Day. See FFn 1212. F1B, 4oz vint Wake, 8oz vint Wake, Marcus Ltwt. Contact M Dilly tel/fax 02087775533martindilly@compuserve.com .

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New web site address: www.freeflightnews.org.uk

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

FREE FLIGHT PROPOSALS TO CIAM PLENARY MEETING

By Ian Kaynes

The following is a summary of the proposals for the CIAM Plenary meeting in April. This list gives most of the proposals which have a direct impact on free flight. The formal agenda has not yet been issued and it is possible that some of these proposals might not appear or that there could be additional proposals which I have missed. As usual, you will need to send any specific comments to your national body as an input to the national vote at CIAM, but probably best to wait for the official agenda to be issued so that you have the full details.

Proposal from FFSC (CIAM Free Flight Subcommittee)

F1A attempt rule: Delete the "and the flight was not terminated by dethermalising" from 3.1.5.f , to now read

f) The duration of the flight is less than 20 seconds

Reason: This DT limitation appears only in F1A. All other classes which allow RDT did not include the DT limitation for safety, so that a competitor is not discouraged from using RDT to avoid a crash which could create danger. Recent developments of low drag aerofoils in F1A have created models which can fly very fast and pose a significant danger if it hit a person when crashing. The change to allow attempts by RDT will have little significance other than for models which are close to crashing, since the time to observe a normal launch and then use RDT to bring a model down is likely to give a flight longer than 20 sec.

Proposal from FFSC on Radio DT

Change the first sentence of the definition of RDT in F1A, F1B, F1C, F1E and F1Q to read:-

F1A models may use radio control only for irreversible actions to **control dethermalisation of the model**. Any malfunction or unintended operation of these functions is entirely at the risk of the competitor.

Reason: The change clarifies that RDT may be used to control the DT, not necessarily just to produce an immediate DT. This then includes extending DT time, for example to have the model land beyond an obstruction.

Proposal from FFSC on Radio DT

Extend RDT to cover the other outdoor classes, F1G, F1H, F1J, F1K and F1P. Use the standard wording, modified as above, with motor stop wording included for F1J, F1K, F1P.

Reason: The use of RDT facilitates flying on smaller fields and avoiding obstructions.

Proposals from Serbia on F1N Indoor Hand Launch Gliders

Change Status from Provisional to Official

Reason: There is very big interest in Class F1N by FAI members in Balkan area especially in Serbia, Croatia, Bosnia and Herzegovina, Slovenia and Bulgaria. It is also flown in Poland. Formal conditions in accordance with the FAI SC4 Volume ABR par. A.15 to make if official (five international events with participation of five countries) were fulfilled during competion seasons 2011 and 2012.

Attempt rule changes

3.N.4 In 3.N.4.a and 3.N.4.b change the reference "3.N.5" to "3.N.5.c".

3.N.5 Add a new reason for an attempt at the end of 3.N.5:

c) when a part of the model becomes detached during the launch or during the flight.

Reason: Same principle as in every other class, the flight of a broken model is undefined. By current rules competitor is punished by unsuccessful attempt and zero result for every case of collision with another person or model, even if the collision is not his/her direct fault which is the most common case especially in a small hall with multiple competitors flying at the same time. It is better to accept the time measured and let the competitor chose whether to make the second attempt or not.

Proposal from FFSC for World Cup Para 4 - Points Allocation

Change wording in items (a) and (b).

a) Points are awarded only to competitors **recording a time in at least the first round of the contest**

b) Points are awarded only to competitors in the top half of the results list (if N is the number of competitors who **recorded a time in the first round**, then the points from the above table are awarded only for places 1 to N/2, rounding up when necessary in calculating the N/2 place).

Reason: To eliminate the unsporting practice of people entering and making a flight late in the competition when it becomes apparent that increasing the number of competitors will help a particular flyer gain more World Cup bonus points.

Proposal from Austria on model processing

Amend this paragraph in B.17.6.a as follows

i) the national identification mark (as listed in Annex B.2) followed by the FAI licence number or **National Identification Number of the competitor.** The letters and numbers …

(This restores the option which was removed by Plenary last year)

Reason: Some countries have very long FAI licence numbers, which are large for including on models in 25 mm lettering (e.g. Austria 10 digits). In other countries the FAI licence number is changed every year (e.g. New Zealand and Canada) which would require new numbers on each single model every year. Anyway the FAI licence numbers appears on the FAI sticker.

Proposal from FFSC on model processing

Modify wording of B.17.15.(a)

a) Model specification certificates and corresponding models must be presented on arrival at the time of registration for the event. **The organiser will indicate that these models have been registered by a stamp or marking on the model across the edge of the FAI sticker. This stamp or marking must not introduce any alternative model identification, this being provided by the model identification code (B.17.8)**

Reason: To clarify the type of marking to be applied by organisers and to emphasise that they must not introduce an alternative model identification.

Proposal from France on processing indoor models

Change B.17.6 "Identification Marks" Add new item (b) and move down existing (b) and (c) for (c) and (d).

b) For Indoor Free Flight models, FAI license number must appear on each part of the model aircraft (wing(s) (except for microfilm covering), tail (except for microfilm covering) , front and rear fuselage if detachable). The letters or figures must be at least 4 mm high and using permanent ink.

Reason: To prevent that the same model being used by different competitors. This new rule allows the permutation of elements for the same competitor, but not between competitors on the same contest. The change of rule intention is to identify each model to a precise and unique competitor. It is complementary to the identification mark at the time it is processed.

Proposal from UK on definition of Championships

The definition of World Championships to require at least 15 nations and Continental Championships to require at least 12 nations to compete.

Proposal from Canada

Modify Sporting Licence requirement by stating in the definition B.2.1 Open International Contests:

Contests in which all competitors **may enter but only who possess an FAI Sporting Licence can collect World Cup points.** These contests are for individual classification only.

Reason: It will increase the number of participants in World Cups. With the current state of aeromodelling Worldwide, we cannot afford to bar any sportsman from competing. The USA and Canadian World Cups participation dropped by 25 to 30% with the required and enforced FAI licence.

F1Q Proposals

There are multiple proposals on the specification and power for F1Q models. As a basis, the motor run and energy part of the current 3.Q.2. Characteristics reads:

> The motor run time will be determined by a maximum energy amount. In addition, motor runs over 20 seconds are regarded as overruns. The energy budget of each model is 5 joules per gram of the total weight. For energy calculations, weight exceeding 550 grams is to be ignored. Energy limitation will be by an energy limiter or by a motor run limit related to measured power.
>
> a) For models with energy limiters. The allowed energy amount starts to be calculated with the launch of the model. If the energy limiter does not have the capability of detecting the launching moment it may start its calculation from the beginning of the motor run. The measuring device has to calculate the energy consumed in real time. After coming to the end of the limited energy supply, the motor(s) must stop irreversibly. The timer stays independent, but the device may inform the timer about the end of the energy supply.
>
> b) For models without energy limiters the motor's energy in watt-sec over the motor run is calculated as the measured wattage multiplied by the motor run. A freshly charged battery (4.15 to 4.2 volts per Li cell, 1.2 volts per NiCad or NMH cells) should be used. When the motor has reached full power, wattage is measured using a commercial wattmeter via 3.5 mm male and female bullet connectors furnished by the contestant.

One of the most contentious aspects of the current rule is that part (b) specifies measuring power when the motor reaches full power but later in the run the power drops and so the actual energy used will be less than calculating the run based on the highest power figure.

Most proposals include a few clarifications and other wording changes, but I will endeavour to point out the major changes from each proposal. Wait for the full agenda to see all the detailed discussions and background information on each proposal.

A proposal from the FFSC removes from part (a) the limitation that the timer be independent of the energy limiter. It proposes that the power measurement in part (b) is not made when the motor has reached full power, but halfway through the planned motor run.

A British proposal requires that the motor must be set up to reach full power in 5 seconds and then measure the power 10 seconds after it was started.

A proposal from Germany adds to part (a) the requirement that the system must include a measurement device to store a record of the energy used between releasing the start button the motor stopping.

Another German proposal on part (a) goes into greater detail on system organisation and emphasising that the timer must be independent of the energy limiter. It refers to the techniques used in the FAI F5 electric models.

A third proposal from Germany proposes that in part (b) the single power measurement on the ground must be replaced by connecting the system to an energy logging device to record actual energy during a ground run. This is to address the German concern than having a single power measurement at some time during the run could give an advantage to the models without energy limiters compared to the models with energy limiters.

A proposal from USA proposes that in part (b) the single power measurement must be made at the middle of the run, measured from the time the start button was released. It is further specified that the release of the start button must be within two seconds of starting the motor.

Proposal from FFSC for a Free Flight Ranking

To provide a ranking system as covered by rule ABR B.2.7 for the continuous measurement of free flight contest performance. This is described in the following article.

FREE FLIGHT RANKING

The proposed definition of the ranking system is as follows:

The purpose of the Free Flight Ranking is to demonstrate the relative merit of performances by competitors on a continued basis.

1. Classes

F1A, F1B, F1C, F1E.

2. Competitions

All Free Flight World and Continental Championships and all Free Flight World Cup events are included.

3. Updating the list

The effective date for updating ranking list will be every 2 months starting from March 1 in each year and continuing until the last competition of the year has been completed. The list will be published when the results of all competitions up to that date have been received.

4. Points from events

For every event the competitors' scores will consist of two components:

a) A results component. This consists of points awarded on the same basis as World Cup points for competitors finishing in the top half or top 24 of the results list. Bonus points are given in accordance with the current World Cup bonus allocation.

b) An event ranking position component. This measures how well the competitor has performed in an event compared to the result which would be expected from his current position in the ranking.

To calculate this all the competitors in the competition are placed in the order in which they appear in the current ranking. Any competitors not previously on the ranking list will be assumed to be equally placed at the bottom of the ranking list. Each competitor is allocated points according to the difference between their actual position in the competition and the position calculated according to the ranking list. One point is awarded for every 3 places different, positive if placed better than ranking position, negative if below ranking position.

5. Expiry of scores

A time limit is applied to competitions at the time of updating the ranking list. The points obtained for events held within the last 12 months will be counted in full. Any points obtained from events held during the period from 12 months to 24 months will be reduced by a factor varying linearly according to the time in that period, reaching a factor of zero at 24 months. Thus competitions do not count for ranking after two years.

6. Ranking score

A ranking score for a competitor is calculated according to the following scheme:

a) The points total for each event is obtained by adding together the points scored under (4a) and (4b) and factoring down the result if the event was more than one year before the ranking date as defined in (5) and rounding down to whole points.

b) A competitor may count his best 6 positive points totals. This may include any eligible events, without limitation on organising or venue countries.

c) All negative results are counted.

d) The ranking score is the total of the eligible totals from (b) and (c). A negative ranking score will be treated as zero.

7. Starting ranking

The defined scheme will be followed for competitions over a 2 year period in advance of the start of official ranking. At the start of that 2 year period the ranking list is defined by the final points and position in the World Cup of the previous year. These initial World Cup points are subject to the expiry of scores factor as defined in (5) so that they cease to contribute to scores by the start of the official ranking.

Example

The principle of the scoring will be demonstrated here with an example of a short ranking list and the results of a small competition.

Suppose the current complete ranking list is:

1	Makarov	150
2	Terlep	126
3	Koglot	121
4	Findahl	116
5	Titov	115
6	Mitchell	100
7	Stamov	80

Now consider an event with the following result:

1	Kreetz	7	Carter
2	Makarov	8	Stamov
3	Koglot	9	Nikolov
4	Lesko	10	Findahl
5	Terlep	11	Slokar
6	Titov		

The points allocated for the results (4a) and comments about ranking position for each person:-

1	Kreetz	51	not in ranking, assigned equal 8th ranking
2	Makarov	40	ranking 1
3	Koglot	30	ranking 3
4	Lesko	25	not in ranking, assigned equal 8th ranking
5	Terlep	20	ranking 2
6	Titov	19	ranking 5
7	Carter		not in ranking, assigned equal 8th ranking
8	Stamov		ranking 7
9	Nikolov		not in ranking, assigned equal 8th ranking
10	Findahl		ranking 4
11	Slokar		not in ranking, assigned equal 8th ranking

If these people had finished in their ranking order the order would have been:-

1	Makarov	ranking 1
2	Terlep	ranking 2
3	Koglot	ranking 3
4	Findahl	ranking 4
5	Titov	ranking 5
6	Stamov	ranking 7
7	Kreetz	ranking 8=
7	Lesko	ranking 8=
7	Carter	ranking 8=
7	Nikolov	ranking 8=
7	Slokar	ranking 8=

Comparing the competition result order against this gives the correction points (4b):

1	Kreetz	6 places better than ranked order	**+2 points**
2	Makarov	1 place below ranked order	
3	Koglot	in ranked order	
4	Lesko	3 places better than ranked order	**+1 point**
5	Terlep	3 places below ranked order	**-1 point**
6	Titov	1 place below ranked order	
7	Carter	in ranked order	
8	Stamov	1 place below ranked order	
9	Nikolov	2 places below ranked order	
10	Findahl	6 places below ranked order	**-2 points**
11	Slokar	4 places below ranked order	**-1 point**

Note that the correction points would be larger in a large competition with more than the 11 flyers in this example.

The points components and total for the event and the points summary used in the results for contest abbreviation XX are:

		results points	correction points	total points	as shown in results
1	Kreetz	51	+2	53	XX=51+2
2	Makarov	40		40	XX=40
3	Koglot	30		30	XX=30
4	Lesko	25	+1	26	XX=25+1
5	Terlep	20	-1	19	XX=20-1
6	Titov	19		19	XX=19
7	Carter			0	
8	Stamov			0	
9	Nikolov			0	
10	Findahl		-2	-2	XX=-2
11	Slokar		-1	-1	XX=-1

Adding these to the original ranking would give the following new ranking, assuming all scores count:

1	Makarov	150	+40	190
2	Terlep	126	+19	145
3	Koglot	121	+30	151
4	Findahl	116	-2	114
5	Titov	115	+19	134
6	Mitchell	100		100
7	Stamov	80		80
8	Kreetz	0	+53	53
9	Lesko	0	+26	26
10	Terlep	0	+19	19

A full demonstration of the ranking system is available at http://www.freeflightnews.org.uk/ranking/example.htm

The demonstration was started from the World Cup positions at the end of 2008 and, after running the ranking system for 2 years then, according to the definition para.7, this gives valid rankings from January 2011. Note that the World Cup positions are used as a starting point but this has only a minor effect on the ranking positions after two years, these being dominated by the contest results during those two years. Note that all World Cup events and senior and junior world and continental championships are used in the ranking.

On the demonstration main page, given by the link above, the leaders of the rankings in each period are given and clicking on the date of each line gives access to the top 10 ranking positions in all four classes at that time. A further level of detail is then provided by clicking on the class headings to give the complete ranking in that class on that date.

The list of leaders is reproduced here:

01/09/2010	Sergey Makarov, RUS	Bernd Silz, GER	Reinhard Truppe, AUT	Marian Popescu, ROU
09/11/2010	Sergey Makarov, RUS	Bernd Silz, GER	Reinhard Truppe, AUT	Marian Popescu, ROU
01/03/2011	Sergey Makarov, RUS	Oleg Kulakovsky, UKR	Reinhard Truppe, AUT	Marian Popescu, ROU
01/05/2011	Roland Koglot, SLO	Oleg Kulakovsky, UKR	Reinhard Truppe, AUT	Marian Popescu, ROU
01/07/2011	Roland Koglot, SLO	Oleg Kulakovsky, UKR	Reinhard Truppe, AUT	Marian Popescu, ROU
01/09/2011	Mikhail Kosonozhkin, RUS	Oleg Kulakovsky, UKR	Reinhard Truppe, AUT	Andrei Anca, ROU
09/11/2011	Mikhail Kosonozhkin, RUS	Andrey Burdov, RUS	Reinhard Truppe, AUT	Andrei Anca, ROU
01/03/2012	Mikhail Kosonozhkin, RUS	Alex Andriukov, USA	Reinhard Truppe, AUT	Andrei Anca, ROU
01/05/2012	Mikhail Kosonozhkin, RUS	Danko Sokolic, CRO	Laszlo Patocs, HUN	Stanislaw Kubit, POL
01/07/2012	Mikhail Kosonozhkin, RUS	Stepan Stefanchuk, UKR	Laszlo Patocs, HUN	Stanislaw Kubit, POL
01/09/2012	Mikhail Kosonozhkin, RUS	Stepan Stefanchuk, UKR	Reinhard Truppe, AUT	Stanislaw Kubit, POL
09/11/2012	Mikhail Kosonozhkin, RUS	Stepan Stefanchuk, UKR	Reinhard Truppe, AUT	Stanislaw Kubit, POL

CROOKHAM GALA, MIDDLE WALLOP, JANUARY 27

Round One Southern Coupe League 2013

If the last round of last year's League was one of the best flying days I can remember, the first round of this year's was one of the worst.. We were based deep in the southwest corner of Middle Wallop field, the windsock was horizontal and the turbulence was, I was going to say, awesome, but that expression is much diminished by overuse.'Wicked' won't do either because that now means 'good' .

Horrendous? frightful? I'll settle for troublesome. So only four flew coupe. Ken Taylor's Supacoupe was first off and blown down in 50 seconds after an aerobatic display. Peter Hall's so called windy weather model was next taking only 49 seconds to do the same routine and breaking the boom tailplane and wing. But then, Peter Tolhurst's Etienvre and Mike Marshall's Hipperson Pure Fantasy derivative maxed, the latter losing a wingtip downwind.Tolhurst flew again for 1'.20" still miraculously undamaged but Marshall, taking his second flight with a Lo Gigolo and launching into an apparent lull was looped into the ground in four seconds, breaking the prop.

Meanwhile the E36 boys (see Tony Shepherd's report) were actually flying, by which I mean moving through the air in a stable manner most of the time, their climb rate taking them into less troublesome air.

Even so most were damaged on landing. The Coupe Quartet, like that on the deck of the doomed Titanic, agreed to abandon the hopeless struggle, leaving Tolhurst, who was prepared, even keen, to continue, the winner followed by Marshall, Taylor and Hall. They now lead the League table in that order. Never were so many points won for so little by so few. The next round is the London Gala on April 28th leaviing plenty of time to build Etienvres, just in case.

Postscript: Topic of the month amongst Coupe flyers is propeller design. Google Hip Pocket Aeronautics to pick up the thread. You will be entertained. I did a survey of blade shapes at Middle Wallop .

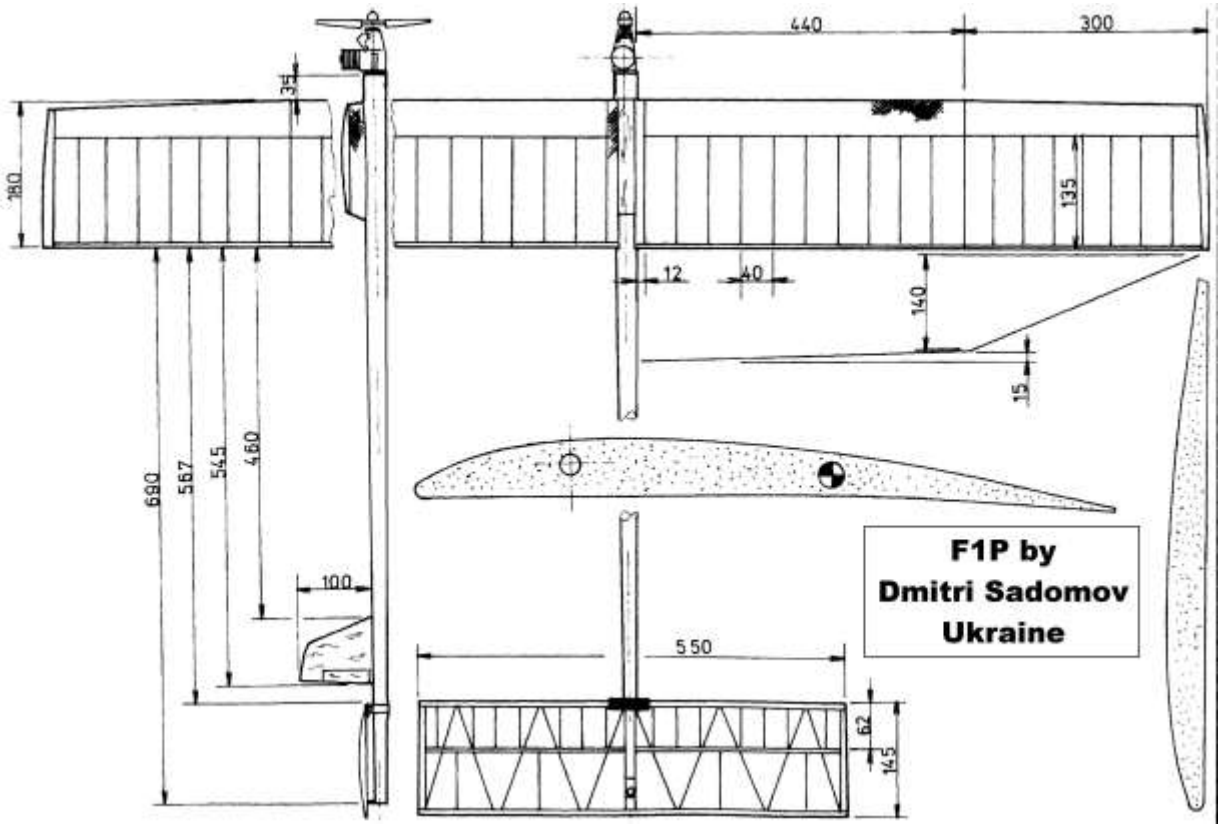
Marshall's Pure Fantasy has a Dennis Davitt type that looks like a twisted ruler, his Lo Gigolo single blade has an elliptical chord distribution around a straight trailing edge. Tolhurst's Etienvre has a single fat ellipse. Taylor's Supacoupe has a Mike Fantham derivative, almost banana-like. Hall 's is roughly Larabee. A survey of all coupe props, would I think, show that most are ellipse-like, but many are Larabee.Spencer Willis flew a reverse Larabee (fat at the tip) with great success and we should remember that all [?) mini - vintage props are spoon -like. There are one or two extreme cases. Bob Hatschek's Liberty Coupe (1999) had a 24" scimitar-like blade which whistled until he fitted a turbulator. He tried a 28" but with no improvement .

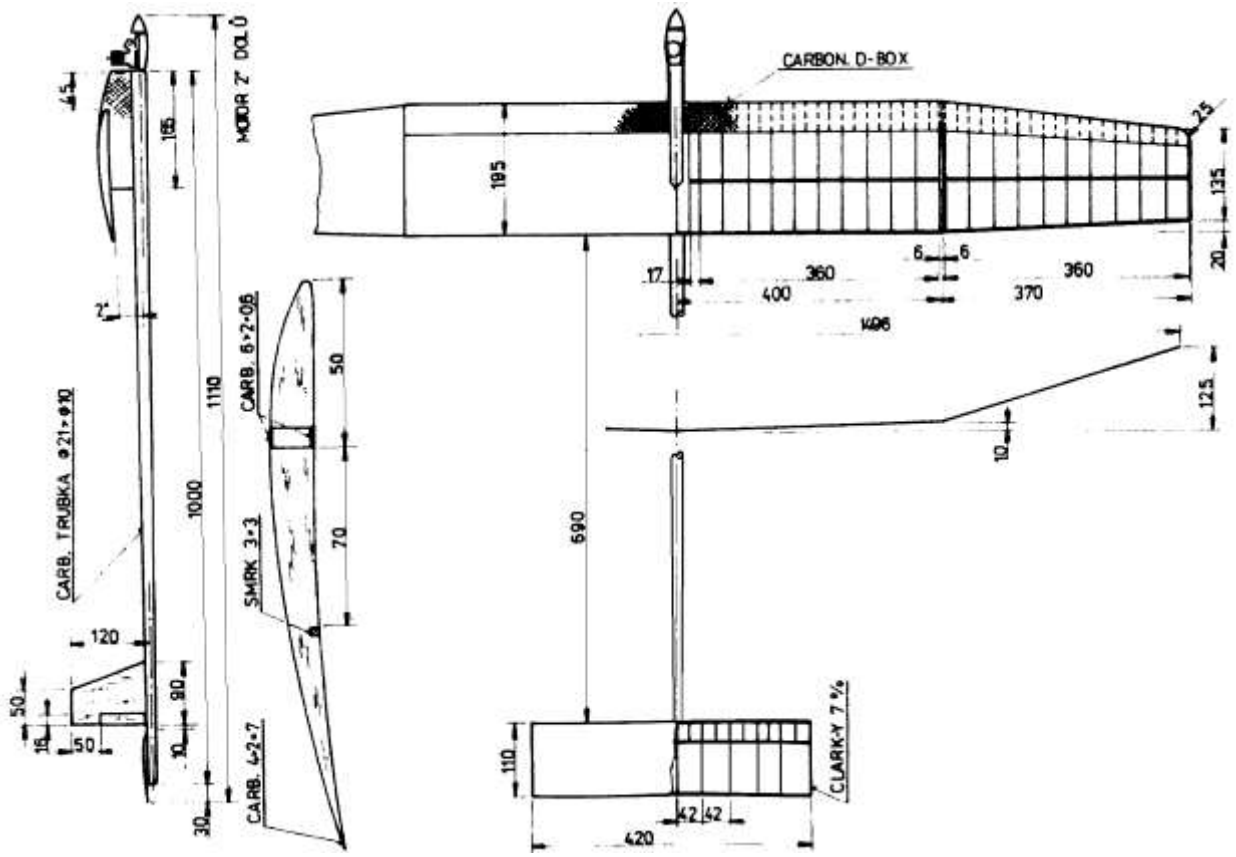
Of course, diameter and pitch are chosen to produce the climb pattern you want,but despite the efforts of Messrs Barker, Boor, Brocklehurst and King blade shape still seems to be a matter of taste.

F1P BY DMITRI SADOMOV

The Ukrainian flyer Dmitri competed in each Junior World and European Championships from 2005 to 2008, missed 2009, but then came back and won the Junior World Championships in 2010. The model is powered by 1cc Cyclon.

Both F1P plans from Volny Let with thanks.





F1P BY GABRIEL GRABARKIEVICZ

Gabriel's design has been used by the Polish teams at Junior Championships since 2005.

BMFA JUNIOR FF CHAMPIONSHIP 2012

The final table for the 2012 Junior Free Flight Championship is shown here.

	1st A	3rd A	4th A	Nationals		6th A	8th A	Total
				Day1	Day3			
J Gibbs	1		1	11	5	1	1	20
S Heap	2	1		2	1	4		10
M Dixon				6				6
J Mosley				6				6
J Day				3				3
G Day				2				2
L Chilton				1				1

F1J EURO CHALLENGE

From Simon Dixon

The events for the F1J Euro challenge for 2013 have been confirmed and are listed on the website and below. The F1J Euro challenge trophy is finished and some pictures have been posted and shown here. I will have the trophy with me at as many of the events that I can get to for people to have a look / feel. http://f1jeurochallenge.jimdo.com/

2013 Qualifying Events

April 28	London Gala	Salisbury Plain,UK
May 27	British Nationals	Barkston Heath, UK
July 29	Moncontour	Moncontour, France
Sept 7	Southern Gala	Salisbury Plain, UK
Oct 20	Midland Gala	North Luffenham, UK
Oct 26-27	Eurofly	Muhlenthurnen,Switzerland

F1H EURO CHALLENGE 2013

For each event the entry gives date, contest, venue, web site, contact person, email address

08.03 Bear Cub contest, Säkylä, Finland. Tapio Linkosalo Tapio.Linkosalo@iki.fi

16.03 Moravske Toplice Cup, Moravske Toplice, Slovenia. Bogdan Lemut muracup@modelarji.si

17.03 Smalyday on Ice, Gjovik, Norway. www.frifluktvegar.no Atle Klungrehaug aklark@online.no

06.04 Lausitzpokal, Freienhufen, Germany. Thomas Weimer thomasweimer2000@aol.com

13.04 Soča River Cup, Bovec, Slovenia. www.socacup.modelarji.si Stojan Pirih stojan.pirih@siol.net

20.04 Novohrad Cup, Lučenec-Boľkovce, Slovakia. Gabriela Domoková gabika1988@hotmail.com

27.04 Stjepan Paulin Memorial, Sisak, Croatia. Zoran Zechner zoran.zechner@sk.t-com.hr

11.05 Ptuj Cup, Moškanjci (Ptuj), Slovenia. http://ptujcup.modelarji.si/ Irena Prelog irena.prelog1@gmail.com

11.05 Szabó Miklós Memorial, Salonta, Hungary. http://faif1abc.com/ József Guti guti@fafem.hu

12.05 3rd Budapest Cup , Salonta, Hungary. http://faif1abc.com Laszlo Patocs repulsor@t-online.hu

27.05 National Championships, Barkston Heath, Great Britain. www.freeflightuk.org Mike Woodhouse gary.madelin@balfourbeatty.com

02.06 Oxford Rally - Port Meadow, Oxford, Great Britain. Andy Crisp gary.madelin@balfourbeatty.com

15.06 Carpat Cup, Cristuru Secuiesc, Romänia. www.faif1abc.com ktamara@netter.ro

29.06 Small Swedish Cup, Rinkaby, Sweden. www.norbergsfk.se/swedishcup Per Findahl Per.Findahl@telia.com

30.06. Harghita Cup, Salonta, Romania. www.faif1abc.com Istvan Kiss ktamara@netter.ro

26.-27.7 Azay le Brule international, Beauvoir sur Niort, France. Andre Trachez andre.trachez@laposte.net

29.07 Poitou – Moncontour, St Jean de Sauves, France. www.vol-libre-moncontourois.fr Gerard Marquois gerard.marquois@sfr.fr

17.08 Soko Cup , Mostar, Bosnia & Hercegovina. http://www.akmostar.com/ Soniboj Sabo sonibojsabo@yahoo.com

23./25.08 Europa Coupe Revival, Ilbesheim, Germany. www.creasus.com/ikarus/ Ansgar Nüttgens an225@web.de

23./25.08 Dädalus Cup, Ilbesheim, Germany. www.creasus.com/ikarus/ Walter Eggimann walter.eggimann@belponline.de

23.08 BOS Cup, Bosanski Petrovac, Bosnia & Hercegovina. www.aeroklub-izet-kurtalic.ba Mirsad Kapetanovic mkirce@bih.net.ba

25.08 Salonta Cup, Salonta, Romania. www.faif1abc.com István Kiss ktamara@netter.ro

01.09 Siscia Cup, Sisak, Croatia. www.aeromodelarstvo.hr Zoran Zechner zoran.zechner@sk.t-com.hr

07.09 Southern Gala, Salisbury plain, Great Britain. David Greaves gary.madelin@balfourbeatty.com

08.09 Rocca di, Mezzo (AQ), Italy. www.asdvoli.it Franco Fontana francofontanavolo@libero.it

22.09 Coppa Italia Due 2013, Capannori (LU), Italy. www.asdvoli.it Vito Facchini vfacchini@alice.it

22.09 Novum – Cup, Tapolca, Hungary. www.herendimse.fw.hu zalaegerszegvmk@gmail.com

SUMMER IN FRANCE

Simon Dixon: I am planning on travelling to France this summer to fly in some of the contests prior to the world champs, but not actually staying for the champs themselves. Leaving Sat 27th July (possibly from the Southern gala) and returning around Sat 3rd August. If anyone is interested in car sharing please get in touch with Simon Dixon Dixonfamily100@yahoo.co.uk tel: 01926 886871.

BMFA INDOOR

From Tony Hebb

A new website for the Indoor Technical Committee is now available at

www.indoorduration-gbr.co.uk

Over the coming weeks I shall be adding an article covering Indoor Duration History which will go back to 1874(!) and an article on one method of stripping rubber. I would like articles on many other indoor subjects.

Any problems, comments or information/articles/plans for consideration please send to me on my above e:mail.

INTERNATIONAL COMPETITION NEWS

The various competitions which were in doubt on the FAI Calendar published in the December 2012 FFn have all been resolved for inclusion in the World Cup and the details are as shown below. The list includes a date change for Antonov Cup and Commonwealth Cup:

March 9-10 Sakyla, Pori, Finland	Bear Cup. F1A, F1B, F1C, F1Q World Cup event. Contact Kim Henriksson, Ymmerstanmäki 9 02750 Espoo Finland, tel +358 44 7688 370, email kim.henriksson@vahanen.com
July 19-20 Chernigiv, Ukraine	33rd Antonov Cup. F1A, F1B, F1C, F1P World Cup event. Entry fee: €25. Contact: Igor Zavgordniy, 03146 Kyiv, Chaadaeva str 3-112, Ukraine, tel +380 44 405 68 33 / +380 50 242 0757, email: zivdbox@bigmir.net web: www.f1U.org
July 20-21 Chernigiv, Ukraine	The Commonwealth Cup of Belarus. F1A F1B F1C F1P World Cup event. Contact: Yaroslav Vasilyev / Igor Zavgorodnii, Minsk, Gurskogo 44-3-31, Belarus, tel. +375 296 207 709, fax +375 175 052 960, email zivdbox@bigmir.net web: http://www.f1u.org
July 15-22 Ulaanbaatar, Mongolia	Mongolia Cup. F1A F1B F1C F1P World Cup event. Contact: Chimed Ganzorig, 14201Ulaanbaatar, PO Box 46/716, Mongolia, tel. +976 11 326 730 or +976 990 86 451, fax +976 11 323 297 or +976 500 56 452, email ganzo_oled@yahoo.com web: http://www.masa.mn
August 24-25 Borden, Canada	Canada Cup. F1A F1B F1C F1Q World Cup event. Contact: Leslie Farkas, Richmond Hill, On, 21 Misty Moor Drive, L4C 6P9, Canada, tel. +1 905 886 6959, fax +1 905 886 3025, email aljolie@sympatico.ca web: http://www.torontofreeflight.org
September 13-14 Berehove Ukraine	Free Flight Holiday of Mongolia. F1A F1B F1C World Cup event. Contact: Tumurs S. & Victor Stamov, Olympic House #103, Chinggis Avenue, PO Box 29, Ulaanbaatar 48, Mongolia, tel. +976 990 94 147, fax +976 11 327 349, tumurf1a@yahoo.com or stamov@hotmail.com www.F1Holiday.org
September 20 Toszek, Poland	Friendship Cup of Ukraine. F1E World Cup event. Contact: Jan Wojta, Staromiesska 65d, 44-109 Gliwice,Poland, tel. +48 32 300 4074, fax , email jan.wojtak@interia.pl

Other notes and changes on other international events are:

For the two events in Crimea - "2013 Free Flight Holiday of Indonesia" and "2013 Free Flight Holiday of Mongolia" there is a new web site www.F1Holiday.org

F1H has been added to the two events in Macedonia – the Prilep Cup and World Cup Macedonia on Sept 28 and 29.

16th Cup of Slavonija on April 6-7 the venue has changed from from Osijek to Ceminac.

Corrections to email addresses (all other details remain as originally published):

August 23-25 Summer Cup rradwan@wp.pl
Aug 30 – Sep 1 Siscia Cup zoran.zechner@sk.t-com.hr
Oct 12-13 Anatolian Cup email2 osman.sevgi@gmail.com
Oct 18-20 Krka Cup aeroklubkrka.f1@gmail.com

UK COMPETITION NEWS

MORLEY MAY DAY GALA. For some time now in the North of England, we have struggled to obtain the use of a local airfield for full days of flying and we intend to make best use of any dates we can obtain. A new competition has been planned, to take place in the North starting this year. Morley And District Model Aircraft Club [MADMAC] have secured the use of RAF Church Fenton airfield for their newly created Morley May Day Gala which will take place on the 6th May 2013 and hopefully at the May Bank Holiday each year thereafter.

It is planned to start at 9am and to help promote a true gala atmosphere there will be a FREE BUFFET at lunchtime! We are going to provide a "new and old mixture" by including the following; Combined Rubber, Combined Power, Combined Glider, a Bowden event, HLG/CLG, Rise Off Ground Vintage Wakefield, Mini Vintage.

The RAF are using their airfield in many different ways to those in the past. They have been very helpful and want use to use the facility when they don't need it. However, our use does require tight discipline, particularly with regard to Foreign Object Debris [FOD]. To comply with RAF requirements an FOD check is required on entry to the airfield and your details must be registered with MADMAC well before the day. You can find more information with respect to these requirements by visiting the Northern Model Flyer website or the Morley Club website. Contact; Jack Foster 0113 2560720. Email; aspectjack@gmail.com

STONEHENGE CUP. The contact for Stonehenge Cup on May 11-12 is Peter Tribe, tel 01225 862748, email: petertribe46@talktalk.net

TYNEMOUTH MINI RALLY. The Tynemouth Club are to run a Mini Rally on Sunday 28th July, 11am to 4.30pm. Events are:- Combined BMFA 1/2A/Brit Power (8 SEC MOTOR RUN), Combined F1G/Mini Vintage Rubber,F1H (3 x 2min) and Combined HLG/Catapult Glider (5 x 1 min). Reduced maxes and D/T fly offs depending on weather. No thermal detection devices. The venue is Newcastle Town Moor, a flat grass field site measuring approx 1/2 mile East to West and 3/4 mile N to S, situated North of Newcastle City Centre bordered by the A167, A187 and B1318 roads. Free parking on Claremont Road and the Eastern end of Grandstand Road. The Rally qualifies for the F1H Biggles League. Contact Brian Martin 0191 4161096 or email brian_martin_uk@hotmail.com

BMFA SOUTHERN GALA will now be on Saturday, September 7 on Salisbury Plain.

MIDLAND AREA MEETINGS

Due to resurfacing at Barkston Heath the Midland Area Free Flight meetings will be held at North Luffenham until further notice, please pass this information on to others.

NOTICEBOARD

FREE FLIGHT TRACKERS. Peter Brown: Well done to those who managed to contact me about the FFT I offered in last months FFN with an incorrect email address. To others that had their e-mails returned please try again using the correct one which is fifiuk@hotmail.com . Mark the subject FFT.