FREE FLIGHT news

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FFn DIARY

April 6-7 Salisbury Plain	BMFA Trimming Weekend. See FFn 1301. Must call Peter Tribe on Friday before 01225 862748.
April 6-7 Ceminac, Croatia	16th Kup of Slavonija and Baranja. F1A, F1B, F1C World Cup event. Contact: Vinko Tomljanovic - D. Sokolic, tel +385 31 208 262, fax +385 31 208 262, vinko.tomljanovic@gmail.com web: www.ak-osijek.hr
April 13-14	BMFA Salisbury Plain. See April 6-7.
April 14 Area venues	BMFA 3rd Area. C/R (Gamage), F1C(Halfax/Plugge), F1Q, F1H(Plugge), SLOP (Plugge). Contact: Area Comp Secs.
April 16-20 Nalchik, Russia	Naloev Cup. F1A, F1B, F1C, F1P World Cup event.. Contact: Andrey Naloev, tel +79289104605, fax +7 866242 2734, em: naloev@mail.ru
April 20-21 Oberkotzau, Germany	2 F1E World Cup events: 20th: World Cup, 21st: Föhrlberg Cup. Contact: Peter Kuttler, tel +49 9286 6187 peter-kuttler@web.de
April 20 Lucenec, Slovakia	Novohrad Cup. F1A, F1B, F1C World Cup event. Contact: Stefan Hubert, 98403 Lucenec, Malinovského 5, Slovakia, tel +421 905 14 5107 / +421 908 609 205, email: gabika1988@hotmail.com email2: ddmis100@hotmail.com
April 20-21	BMFA Salisbury Plain. See April 6-7.
April 26 Madziunai, Lithuania	Baltic Cup. F1A, F1B, F1C, F1P, F1Q World Cup event. Contact: Rolandas Mackus, 28140 Utena, Paupio 24, Lithuania, tel +370 687 26 002, email: rolandasmackus@vytrolma.lt web: www.balticcup.lt
April 27-28 Madziunai, Lithuania	Estonian Free Flight Cup. F1A, F1B, F1C, F1P, F1Q World Cup event. Contact: Aavo Koppel, 74117 Maardu, Kreegipuu pst 4, Estonia, tel +372 50 488 86, fax +372 697 95 99, email: aavo.koppel@hotmail.com web: www.mudellend.eu
April 27-28 Salisbury Plain	BMFA London Gala. 27th: B/R, B/G, B/P, B/E, Vintage R/P, P30, CO2. 28th: F1G, F1H, F1J-BMFA1/2A, Mini Vintage, SLOP, E30, HLG-CLG. Contact: T.Grey 01892 539221
May 4 near Melton Mowbray	F1E Saturday League. See FFn 1303. Contact Paul Fynn 01664 454634, paulhfynn@gmail.com
May 4 Vsechov, Czech Rep.	28th Jihocesky Pohar. F1A, F1B, F1C World Cup event. Contact: Jan Cihak, 391 11 Plana n/L, Hajkova 295, Czech Rep., tel +420 604 678 740, fax +420 391 292 017, email: jan.cihak@seznam.cz
May 5 Near Sheffield	BMFA 1st F1E (Team Selection). Contact: Ian Kaynes 01252 512538, mob 0794 185 2144
May 4-5	BMFA Salisbury Plain. See April 6-7.
May 6 Church Fenton.	Morley May Day Gala See FFn 1302. Start 9am. Comb Rubber, Comb Power, Comb Glider, Bowden Event, Rise Off Ground Vintage Wakefield, HLG/CLG, Mini Vintage. FREE BUFFET at lunchtime. Contact; Jack Foster. 0113 2560720 aspectjack@gmail.com
May 11-12 Salisbury Plain	Stonehenge Cup. F1A, F1B, F1C, F1P, F1Q World Cup event. Contact: Peter Tribe, tel 01225 862748, email: petertribe46@talktalk.net web: www.freeflightuk.org

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

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

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

MISTR G, F1G BY BOHUSLAV RYZ

At the end of 2009, I had to accept the fact that twenty years of joint action in the category F1A my function of designer, builder, coach and sponsor to my Bódi son has ended. On the fields we've had a lot of good moments, but now Bódi is dedicated to his sons and I have taken up new categories of P30 and F1G.

I began building F1Gs in the winter of 2010/2011. I went the "French" way (large models and propeller), but it did not seem the right thing. I had also tried with P30 and in the winter of 2011/2012 I built three smaller models and "Mistr G" is one of them.

The two-piece wing has a carbon main spar tube made from carbon sock on 4mm diameter steel wire. The diameter in the tip panels is 3mm. The joints are reinforced with 2mm diameter aluminum glued with 5 minute epoxy. The aerofoil is the proven B6356b..

The tailplane is built the same way as the wing. The rudder is made of balsa 4 mm with 0.8 diameter carbon bracing.

The wing is covered on the underside with 10 g/m^2 mylar and on the upper surface with6 g/m^2 mylar. The tail surfaces are also covered with 6 g/m^2 mylar

The front part of the fuselage is made of two layers of carbon fabric 68 g/m^2 at 45° to an 18mm diameter tube. The rear fuselagehull is laminated from 0.12 mm unidirectional carbon and 25 g/m^2 glass fabric. The wing pylon slides along the fuselage. The rails are made of 4mm carbon tubes made from carbon sock. The fixed pylon is fixed to the fuselage with two pieces of 10mm shrink tape.

The propeller is made from two layers of 68 g/m^2 carbon fabric at an angle of 45° with one layer of 0.12 mm unidirectional carbon. It has a slightly curved section. The hub is purchased (Stefančuk, Bukin, Romančenko). The run is 65 to 70 seconds on approximately 600 turns.

The two plans in FFn this month are from the Czech magazine "Volny Let" with thank. The magazine is produced by Josef Kubes (Dr Steira 22, 272-01 Kladno Krocehlavy, Czech Republic)

NEWS FROM BMFA FF TECH COMMITTEE

Firstly and most importantly we must apologise for the late appearance of these issues of the FFTC News. This was due to unavoidable technical issues.

International Teams

The GBR F1C team for the World Championships in Moncontour, France on August 3-10 is now confirmed as: Alan Jack, Mick Lester, Ken Faux, reserves Neil Allen, Simon Dixon

The FFTC met next on January 30 from which emerged the following:

Northern Gala / Church Fenton

(Ed: The Northern Gala now history but included as a reminder about the security list)

The venue for Northern Gala has been confirmed as RAF Church Fenton. This site is of great importance to the Northern Area, but is also a very sensitive one, being an active airfield. Anyone wishing to fly there MUST be on the security list held by Barry Lumb. Barry has also informed us that photo I.D. (such as a driving licence or passport), as well as a BMFA card, is now required for entry to the site, and that non-flying guests such as spouses must also be registered with Barry at least 48 hours IN ADVANCE. He can be contacted at OptromicGB@aol.com or on 01757269269. Remember, these are requirements not of the BMFA but of the site operators, and any failure to comply could result in the permanent loss of this vital resource.

Nationals

Planning for the Nationals is at an advanced stage, the entry form will be found in the next edition of BMFA News. The re-surfacing work on Barkston is proceeding as planned and will not affect us. However, this event, like all FF competitions, cannot happen without CD's and assistants. Please think hard about whether you can help on any of the three days. Contact Mike Woodhouse at mike@freeflightsupplies.co.uk or on 01603 457754.

Bowden Trophy

Still on the subject of the Nats, a reminder that as of this year the Bowden Trophy contest is now a fully recognised BMFA event, and as such can-and should- be pre-entered using the Nationals entry form in BMFA News. As with all other classes, entry on the field will now be subject to an additional surcharge.

SAM at the Free Flight Nationals

The FFTC regrets that SAM 35 have decided, for the first time in several years, not to maintain a formal presence at this year's Free Flight Nationals, to be held at Barkston on 25, 26 & 27th May. The FFTC has always taken seriously the promotion of all forms of free flight, not just its own contest schedule, and the added diversity bought by the informal SAM events to previous Nats will be missed. Although there were other points of negotiation, as would be expected in the organisation of such a complex and costly event, it appears that the final decision was made because the FFTC considered that an 'RC Assist' flightline was not appropriate at the Free Flight Nats, and SAM felt it preferable to withdraw altogether than compromise on this issue.

To clarify the FFTC's position, there is no blanket ban on RC involvement at the FF Nats; SAM were invited to hold RC duration events on the same footing as the Space modellers currently do. Nor is the FFTC inherently resistant to 'RC Assist', an increasingly popular form of flying with sensible guidelines which we approve. However the FFTC unanimously felt that RC sport flying, however responsible, was incompatible with the Free Flight National Championships, in much the same way that SAM has decided that FF duration events will not be held at its planned 'Retro Nats' (BMFA News issue 115).

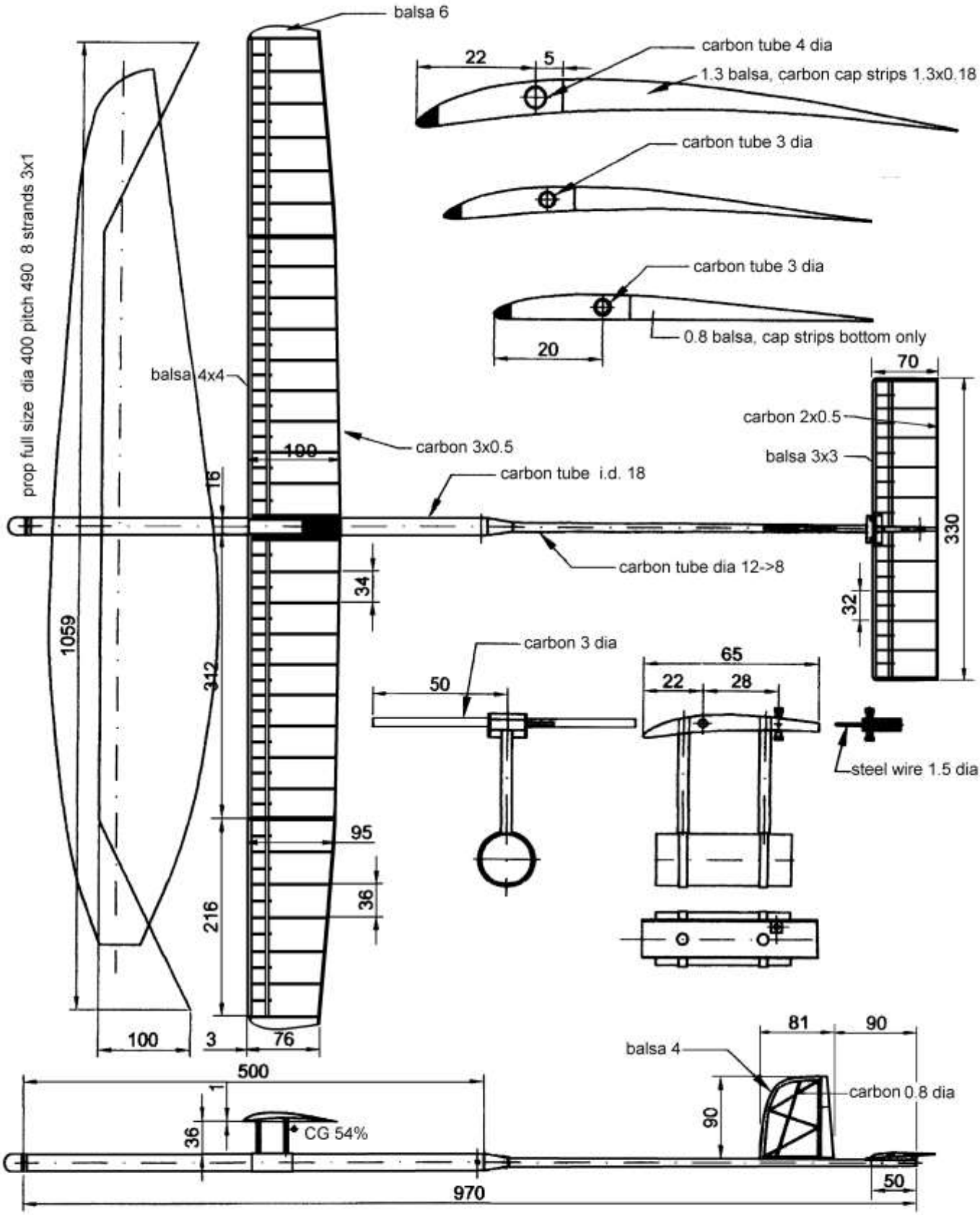
We do of course remain committed to working with the SAM movement to pursue our overwhelmingly common interests, and hope that all vintage flyers will join us at Barkston for the varied programme of BMFA vintage and classic competitions, not to mention the Bowden Precision, this year elevated to the status of a 'full' BMFA event.

You Tube

Peter Brown has posted a couple of videos on YouTube which are well worth a look. They deal with milling of Rohacell components, and rubber testing. Both are fine examples of ingenuity and technical skill, and a good antidote to videos of people throwing sport models at each other's heads. They can be found at;

http://www.youtube.com/watch?v=UyhA_Lfkc9k

http://youtu.be/np78KE8OX3Q



WEIGHTS

wing	24.0g
fuselage	30.0g
tail	3.5g
propeller	13.5g
TOTAL	71.0g

AREA

wing	9.78 dm^2
tail	2.31 dm^2

WARPS

left tip	-4mm
right tip	-3mm
right inner	+2mm

MISTR G

F1G by Bohuslav Ryz

from Volny Let

FAI Licences

Those who fly in international events can now save money when renewing their FAI licence by purchasing a five year licence for £30. The one year licence is of course still available at £10, both from the BMFA office. Remember that a current FAI licence is required to enter the Stonehenge and Equinox cups.

Team Travel and the Ultimate Traveller

The FFTC recently received a donation of £420 from Martin Dilly to the Team Support Fund. As well as being most generous, this is also noteworthy in that the money was raised by the sale at auction of a letter written to Martin in the 1980's by the late Neil Armstrong.

The Team support fund, in helping to mitigate the expenses incurred by team members travelling to world and European championships, has played a vital role in opening up access to flying at this level beyond a small group of wealthy individuals, and has undoubtedly contributed to the considerable success of British teams. This in turn has helped raise and maintain the prestige of free flight as a whole both within the BMFA and in our dealings with site operators, so the 'trickle down' benefit extends beyond the FAI community. Armstrong, as an enthusiastic rubber flyer in his youth, would no doubt approve.

Mike Francies

Mike stated at the meeting that he is standing down as FAIR representative after a considerable stint on the FFTC. During this time he has not only represented the interests of the space model flyers with great efficiency and professionalism, but has also made a valuable contribution to the working of the committee as a whole, for which the FFTC extends its thanks. His successor will be Nigel Bathe.

Stop Press

Following the withdrawal of SAM from the FF Nationals, the FFTC has been contacted by the Vintage Team Race Special Interest Group with a view to running control line vintage speed and team race contests at the Nats. Following brief and business-like discussions an equitable financial contribution and code of practise were swiftly agreed. We are therefore pleased to add two circles of vintage C/L, operated throughout the meeting according to weather, to an already interesting and varied bank holiday. Classes to be flown will be announced by the VTRSIG.

SWEDISH MOOSE CUP, SÄKYLÄN PYHHÄJÄRVI, SWEDEN, MARCH 7

Temperature was -21C in the morning increasing to -6C during the day. Round two was delayed for 3 hours by a snowstorm. After that the wind was 5-6 m/sec.

F1B 15 flew

1	T Luman	EST	780	+420	+281
2	I Yurtseven	TUR	780	+420	+227
3	R Mackus	LTU	780	+312	
4	M Woolner	GBR	780	+291	
5	J Isotalo	FIN	780	+281	
6	Y Waltonen	FIN	777		
7	M Kiiskinen	FIN	760		
8	R Peers	GBR	759		

F1B-Junior 2 flew

1	J Ancas	LAT	724

F1A 33 flew

1	K Huber	SWE	780	+420	
2	H Tahkapaa	FIN	780	+394	
3	M Kosonozhkin	RUS	780	+365	
4	P Findahl	SWE	780	+321	
5	A Pushkov	RUS	780	+308	
6	T Linkosalo	FIN	780	+302	
7	K Valkonen	FIN	780	+293	
8	E Jensen	DEN	780	+252	
9	T Isotalo	FIN	780	+96	
10	O Findahl	SWE	780	+41	
11	P Kuikka	FIN	780	+23	
12	R Hellgren	SWE	780		
13	V Varuskivi	FIN	765		
14	J Valo	FIN	764		
15	K Henriksson	FIN	730		
16	J Savolainen	FIN	721		
17	S Jensen	DEN	713		

F1A-Junior 2 flew

1	K Pabos	EST	668

F1C 3 flew

1	K Kuukka	FIN	360
2	J Roots	EST	199

F1Q 3 flew

1	H Salminen	FIN	647
2	A Lindner	GER	628

HOLIDAY ON ICE, GJOVIK, NORWAY, MARCH 16-17

The start was delayed by poor visibility due to falling snow. Wind was 0 to 3 m/sec and temperature -5 to -2C.

F1A 30 flew 18 full scores

1	J Nyhegn	DEN	900	+420	+259
2	M Kosonozhkin	RUS	900	+420	+90
3	P Kuikka	FIN	900	+358	
4	M Henriksson	FIN	900	+354	
5	K Valkonen	FIN	900	+333	
6	A Persson	SWE	900	+332	
7	F Aberlenc	FRA	900	+294	
8	V Varuskivi	FIN	900	+281	
9	M Lihtamo	FIN	900	+278	
10	V Nereng	NOR	900	+272	
11	E Ragot	FRA	900	+258	
11	B Pouzet	FRA	900	+258	
13	H Johansen	NOR	900	+254	
14	J Carter	GBR	900	+249	
15	K Henriksson	FIN	900	+204	

F1B 19 flew 11 full scores

1	A Andriukov	USA	930	+420	+463
2	B Peers	GBR	930	+420	+377
3	Y Waltonen	FIN	930	+420	+371
4	W Ghio	USA	930	+420	+358
5	D Barberis	FRA	930	+420	+325
6	B Eimar	SWE	930	+415	
7	R Mackus	LTU	930	+397	
8	T Bortne	NOR	930	+373	
9	T Mackus (J)	LTU	930	+367	
10	D Larsen	NOR	930	+366	

F1B-Junior 1 flew

1	T Mackus	LTU	930	+367

F1C 2 flew 1 full scores

1	K Kuukka	FIN	930

F1Q 2 flew

1	A Lindner	GER	729

MAGDA. F1E BY JAROMIR OREL

This is the model designed by Jaromir Orel and flown by Magdalena Orlova in the 2012 Junior European Championships in Romania. In her second competition Magdalena, aged 11 years and 4 months, under the guidance of her coach made five maxes to win the Junior Championship.

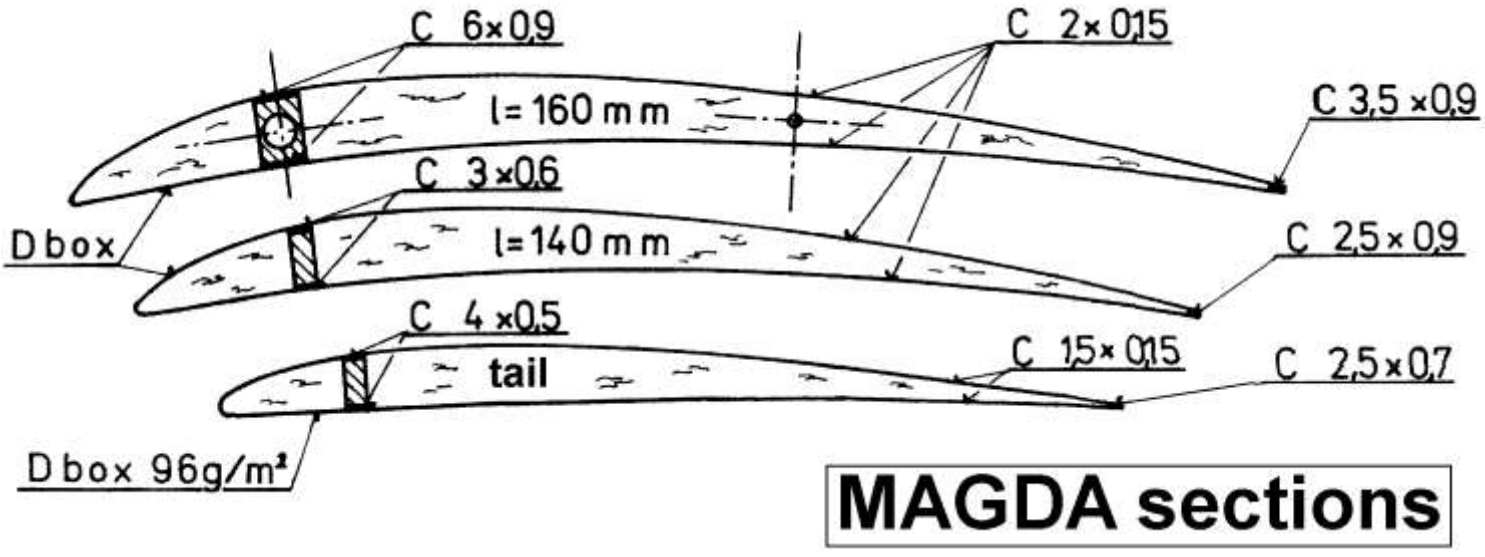
The model uses standard composite construction, using several parts from Jaromir Orel's range. It could be built from wood but the carbon construction offers much better strength and dimensional stability.

The wing section is B6356 with camber increased from 6% to 7%. The carbon spars (OK-54) have a web of vertical grain hard balsa. The ribs are hard 2mm balsa with 1.5x0.15 carbon cap strips. The ribs at the dihedral joint are 5mm balsa and the tips 10mm balsa. The wing is covered with Icarex. A 0.8mm turbulator is fitted at 10% chord and there are five invigorators between 33% and 75% chord. The centre panels are flat and the tips have 4mm washout.

The tailplane structure is similar to that of the wing. Carbon spars 1.5mm with balsa web, D-box (OK-73). Ribs are 1.5 balsa and the tips 8mm. The section is B6453.

The fuselage is mainly from the catalogue – the Kevlar/carbon tube (OK-68a), the fin rudder and magnet assembly OK-777b) and the nose housing for the magnet (OK-333). The pylon is a wooden frame with 1.5mm ply sides. The rear fin is 4mm balsa and the tail mount dural.

Jaromir Orel does not have a web site for his aeromodelling items, but can be asked to send a catalogue by email to oktimer@seznam.cz



MAGDA sections

NOTICEBOARD

MODELS AND ENGINES FOR SALE BY TONY ROGERS. Tony describes these as:

Slow Open Power model, flies very fast, Cox 09 engine, almost new never been in a model, excellent timer - £75 or best offer.

Slow Open Power brand new never flown MVVS diesel 1.5cc engine with plenty of power, excellent timer, two previous models of this design flew with distinction £75 or best offer.

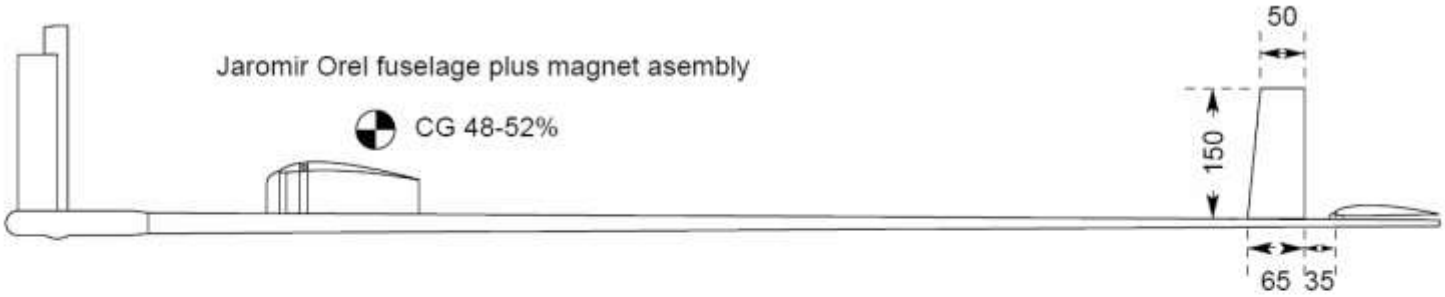
Southern dragon open vintage or ½A, brand new model, very good Cox TD 049 glow engine, three previous models all flew very well, BMFA comps engine runs vintage 22 sec and ½A 20 sec, £60 or best offer.

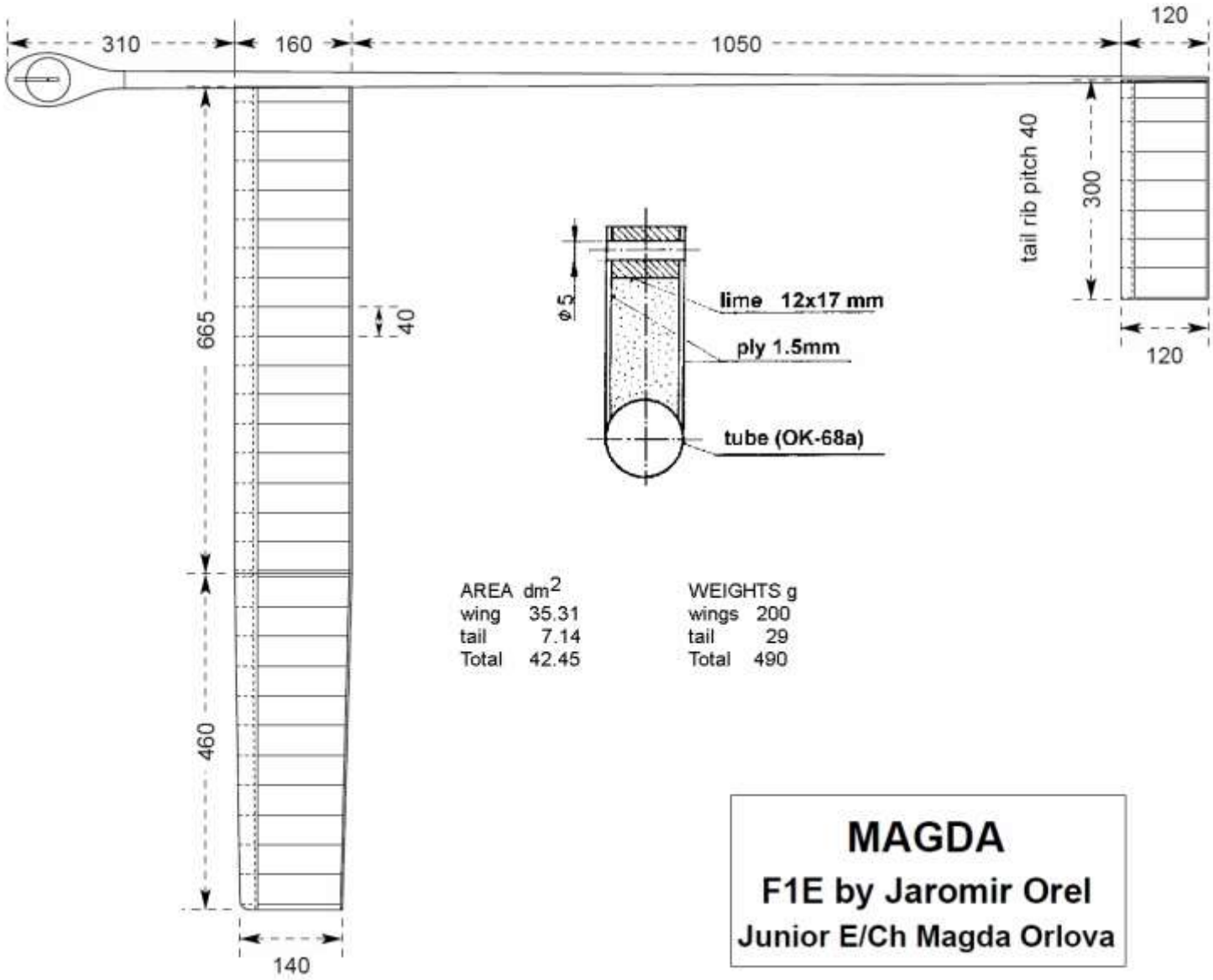
Mini vintage rubber Ajax, very good condition, very reliable £40 or best offer

PAW engine free flight 19 excellent, hardly used £70 or near offer.

AME 06 barnd new, pressurised, and spark plug fitted to allow 40% nitro, excellent, £70 or near offer.

Buy your models now ready for this year. Please phone Tony any day 01793 722859 8.30am to 8.30pm.





AREA	dm^2
wing	35.31
tail	7.14
Total	42.45

WEIGHTS	g
wings	200
tail	29
Total	490

MAGDA

F1E by Jaromir Orel

Junior E/Ch Magda Orlova

RANA F1E, CZECH REP. MARCH 23-24

Report by Ian Kaynes

The last time I flew at Rana, 2 years ago, was on a warm weekend at the end of April. The date had been brought forward this time to take place before the farmers planted crops in the adjacent fields. That produced a big contrast in temperatures, barely above freezing at any time of the weekend.

Thorn bushes are one of the hazards of the site and quite a number had been cut down, but that had left the trunks cut off about 3" above the ground, a trip hazard if not paying attention for every step.

Two contests were flown one on each day of the weekend. On Saturday the wind was about 6 m/sec from about north-north-east. Rana does not have a suitable slope facing north and so the starting line was established on the east facing slope, giving the customary challenge of a significant crosswind. On my first flight I made the mistake of trying to steer too close to the wind direction and being blown sideways into the hill and broke the model in the process. Over the whole day I only saw one model successfully max by soaring into wind on the large slope to the north, everyone else took the safe simple option of drifting south along the continuation of the east-facing ridge from which we were launching. By the end of the day there were just two flyers with full scores. One was the reigning Junior European Champion Magda Orlova, see plan in this issue, and the other was Uwe Sondhaus from Germany, the latter producing the longer flight. The prize-giving was made at an evening meal in Louny.

The forecast for the Sunday was that the wind would be from the same direction but stronger. I was keen to repair my broken model 131. It is a new windy weather model based on my usual light wind bunting models but with the wing span, tail moment arm and fin scaled to 85% of their usual sizes. I had not yet flown it in a strong wind but had been flying consistently in medium wind with the climb after launch being high and consistent. Overnight I Araldited the pylon back into place on a break position which was well defined, useful since the pylon includes the location of the servo and hence the glide trim. I went out early to test it when it was -7C and the wind already 6 m/sec – work out the wind-chill! As a diversion I puzzled why the water bottles left in the car were cloudy until I picked them up and realised they were solid ice. The model needed only 2 digits adjustment on the glide, and better than that I made enough flights to have sorted the precise steering direction to use.

At the start of round 1 the steady wind was getting close to 9 m/sec. While waiting to fly I saw short periods over 11m/sec and so added extra ballast. Model 131 flew just like the test flights, drifting along the ridge and later picking up strong lift from the final large hill on the ridge to make the 4 minute max easily. The GPS data was interesting- it gained 500 feet altitude above the launch position, after DT it was drifting downwind at 12 m/sec and landed just over 2km away.

On the way back from the flight the Swiss gave me the news that there was a one hour delay before the next round. When I got back to the line it had been decided that, with the wind consistently over 9 m/sec now, the contest would be terminated after the one round and a flyoff held for the seven people with maxes.

The flyoff was held quite soon and flown from the field at the bottom of the hill, similar to the gently sloping field in Poland last year which had convinced me of the need to build a bunting windy weather model. Soon after the start of the period there was a warm lull (in relative terms, still about 7 or 8 m/sec and close to freezing) and I launched. For a while the model drifted sideways staying at the decent height gained on launch. For a while I wondered if the extra ballast added for this flight was too much as it progressed forwards from the hill, but then it blew back slightly and started to pick up the slope lift and climbed gently for the rest of the five minute max. I was puzzled by the fact that nobody else appeared to have flown at the same time nor ended up in the same slope lift. When I eventually got back to the café and prize-giving I found that nobody else had managed to get into the slope lift.

Full results not yet received.

Saturday 21 flew

1	S Sondhaus	GER	500.00	+285
2	M Vysova (J)	CZE	500.00	+187
3	V Zima	CZE	494.33	
4	I Crha	CZE	489.17	
5	J Orel	CZE	477.92	
6	C Andrist	SUI	434.08	

Sunday 19 flew

1	I Kaynes	GBR	100.00	+300
2	J Orel	CZE	100.00	+62
3	V Zima	CZE	100.00	+60
4	M Popsecu	ROU	100.00	+46

BMFA INDOOR NATIONALS

The Nationals will be held at Boulby Potash Mine, North Yorkshire, TS13 4UZ from Friday June 21 to Sunday June 23. 9am-6pm each day, with last flights 5pm,

Events are:

Fri 21 all day	Limited Penny Plane, F1M, No-Cal, F1N
Fri 21 p.m.	F1L, 35cm Challenge
Sat 22 a.m.	F1L, 35cm Challenge, Gyminnie Cricket
Sat 22 p.m.	F1D, F1R (35cm)
Sun 23 a.m.	F1D, F1R (35cm)
Sun 23 p.m.	Living Room Stick, Legal Eagle

There will be a dinner on Saturday evening 22nd June. Closing date for pre-entry is 24th May 2013 (receipt of forms at the BMFA Office). For an entry form see www.indoorduration-gbr.co.uk and go to "information" then "useful forms".

INDOOR WORLD RECORDS

FAI has ratified the following Class F (Model Aircraft) World record:

F1D Duration in competition, two flights 120: 76 min 11 sec by Lutz Schramm (Germany) at Beograd, Serbia, on August 12 2012. The current record is 75 min 16sec by Ivan Treger (Slovakia) on August 13 2011.

F1D Duration (ceiling 15m - 30m) 125-c: 39 min 10 sec by Lutz Schramm (Germany) at Beograd, Serbia, on August 11 2012. The current record is 38 min 01 sec set by Ivan Treger (Slovakia) on August 11 2011.

F1D Duration in competition, one flight 119: 39 min 10 sec by Lutz Schramm (Germany) at Beograd (Serbia) on August 11 2012. The current record is 38 min 1 sec set by Ivan Treger (Slovakia) on August 11 2011.

MIKE DIXON - RIP

From Simon Dixon.

Mike Dixon passed away peacefully in Warwick Hospital on 13.03.13 aged 82. His health had declined over the last 2 years or so after enjoying generally good health all his life. He was able to still fly up until this time in a limited capacity with P30 and vintage Coupe. His best flying period seemed to be the late 1960's to early 1970's when he won Wakefield at the Nationals two years running beating all the big names of the time. He will be sadly missed and leaves a wife Sheila, 3 sons and 7 grandchildren.

My Dad won the Norwich Trophy at the Nationals in 1967. I have been speaking to Mike Woodhouse about it, who was there and competed, as his club presented it. I have decided to restore it and award it to the F1B winner at this year's Stonehenge cup in May as an annual award.

There was a write up on it and a sketch of the model he used in the Northern area news at the time which I came across which prompted this. I can remember it on the fireplace as a child but when I collected it a few days ago it was in a poor state, it was very tarnished and black. Anyway a quick look on the internet and a mixture of white vinegar, salt, lemon and flour applied and left an hour then washed off did the trick. The base has also come up well with some Danish oil.

BMFA FREE FLIGHT FORUM

The twenty-ninth BMFA Free-Flight Forum will be on Sunday, December 1, the day after the BMFA AGM. Please note that this year's AGM date has been changed from that announced late last year, though the venue remains the Puma Island Hotel, Hinckley LE10 3JA. Please up-date your diaries, book that weekend and contact Martin Dilly at martindilly@compuserve.com or on 020 87775533 with your offers of papers to present on any free-flight topic from FAI to Vintage, Indoor to Scale.

F1E SATURDAY LEAGUE

Paul Fynn reports that the event planned for April 6 has been cancelled because of snow and wet ground.

CROYDON WAKEFIELD DAY, MIDDLE WALLOP, MARCH 30

Weather cold, mainly dull, with 8-10kts easterly wind

Norman Marcus Challenge

1	P Hall	Dinah-Mite	6:00	+3:25
2	C Redrup	Raff V	6:00	+2:47
3	J Lancaster	Raff V	6:00	+2:16
4	M Stagg	Dinah-Mite	5:54	
5	R Elliott	Raff V	5:50	
6	B Taylor	Supa Dupa	3:17	

F1B (Thurston Trophy)

1	K Taylor	429 secs	
2	A Crisp	423	

4 Ounce Wakefield (Fairlop Cup)

1	J Minshull	Copland 36	6:00
2	J White	Copland 36	4:32
3	J Paton	Lanzo Duplex	3:08

8 Ounce Wakefield (Ted Evans Trophy)

1	B Owston	Lim Joon	6:00
2	J Andrews	Korda	5:22
3	P Jackson	Lim Joon	5:15
4	J Wingate		3:52
5	D Beales		2:00

STONEHENGE CUP

The Stonehenge Cup will be on Salisbury Plain on May 11 and 12, details in FFn last month. This is a reminder that the closing date for receipt of pre-entries is April 20th. Entry forms and details are available from Peter Tribe petertribe46@talktalk.net or tel 01225862748.

FFN

Some FFn back numbers are now available online. Currently the issues available are from January 2007 to June 2012. These are all pdf files like the electronic edition distributed to readers who take option, but with a few differences:

- any email or web addresses in the issues are not live links (but the cover contents do link to the article).
- the few photos are all black and white
- some of the plans may not be exactly to the original size.

Go to the FFn home page www.freeflightnews.org.uk/ffn.htm to access the back numbers, which are shown near the bottom of the page as links to each available year. The link takes you to the index page for that year, where you access a specific issue, or download a compressed file for offline reference containing all the issues and the index for that year, or you can refer to the index of contents on which each entry is given a link to the page and issue for that article. There are no passwords or access restrictions on any of the online issues.

For ease of access, particularly for those reading this in the electronic version, here are the links to each of the currently available years:

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www.freeflightnews.org.uk/FFnBN/FFn2008/INDEX08.HTM
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