

FREE FLIGHT news

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FFn DIARY

WORLD CUP STARTING ON JULY1

Most events before that date are being postponed but a few may be held as open internationals. These are not shown here.

June 12-13 Salisbury Plain	BMFA Trials for 2022 ECh. F1A, F1B, F1C. Contact Phil Ball 07470177947 phil.ball@ntlworld.com	July 11 Area Venues	BMFA 5th Area event- Summer Mini Day. CG, CR, CP, F1H (Plugge), F1G, 1/2A (Plugge), E36, H/CLG, CO2 (Plugge). Contact: Area Comp Secs.
June 20 Area Venues	BMFA 4th Area event- Team Power Day. CG, Team CP (Keil, Plugge), CE, F1B (Gutteridge), Vintage RP (Plugge), Mini Vintage, H/CLG, E30 (Plugge). Contact: Area Comp Secs.	July 17 Tottenham, Ontario, Canada	Canada Cup. F1A F1B F1C. World Cup event. Contact: Leslie Farkas, tel: +1 905 886 6959, email: aljolie@sympatico.ca
July 4	BMFA 3rd F1E. F1E Team Selection for 2022. Contact: Ian Kaynes 01252 512538 kaynes@btinternet.com	July 18 Tottenham, Ontario, Canada	Huron Cup. F1A F1B F1C F1Q. World Cup event. Contact: Tony Mathews, tel: +1 705 854 0698, email: tmathews180@gmail.com
July 8 Alvaret, Öland Island, Sweden	Swedish Cup. F1A F1B F1C F1Q F1S. World Cup event. Contact: Per Findahl, +46709226276 per.findahl@gmail.com web: www.norbergsfk.se	July 23 Krbava, Croatia	Mura Cup of Slovenia. F1A F1B F1C F1Q. World Cup event. Contact: Bogdan Lemut, tel: +386 41 210 144, email: muracup@modelarji.si web: http://muracup.modelarji.si
July 9 Alvaret, Öland Island, Sweden	Norwegian Cup. F1A F1B F1C F1Q F1S. World Cup event. Contact: Atle Klungrehaug, tel: +47 906 734 78 email: aklark@online.no	July 24 Korenica, Croatia	FF CRO Cup. F1A F1B F1C F1Q. World Cup event. Contact: Robert Lesko, tel +38595667676 Lekicro@gmail.com
July 9 Denver, USA	Centennial Cup. F1E. World Cup event. Contact: Chuck Etherington, +1 720 201 6218 etherington.freeflight@outlook.com	July 25 Korenica, Croatia	FF Memorijal Darko Krajina. F1A F1B F1C F1Q. World Cup event. Contact: Vinko Tomljanovic, tel +385915321422 email: vinko.tomljanovic@gmail.com
July 10 Alvaret, Öland Island, Sweden	Danish Summer Cup. F1A F1B F1C F1P F1Q F1S. World Cup event. Contact: Steffen Hjorth Jensen, tel +45 2533 2105 steffen.hjorth.jensen@gmail.com web: http://norbergsfk.se/swedishcup	July 26-28 Muncie, Indiana, USA	US Free Flight Nationals. F1A F1B F1C F1Q. World Cup event. Contact: Aram Schlosberg, tel +1 917 446 322 email: aram.schlosberg1@verizon.net web: www.modelaircraft.org
July 9-10 Chernyiv, Ukraine	40th Antonov Cup. F1A F1B F1C F1P F1Q. World Cup event. Contact: Igor Zavgorodny, tel: +380 50 242 0757, zivdbox@bigmir.net www.famsu.org.ua	July 29-August 1 Arbigny 01190, France	Coupe du Beaujolais. F1G F1H F1S. Contact: Didier Chevenard, tel +33 611 394 165 d.chevenard@free.fr
July 10-11 Chemigiv, Ukraine	Viktor Stamov Cup - Golden Automn. F1A F1B F1C F1P F1Q. World Cup event. Contact: Igor Zavgorodny, see details for Antonov Cup above.	July 31 - 1 August Sculthorpe	BMFA East Anglian Gala. CG, CR, CP, CE, E36, Vintage RP, Vintage G, Classic RP, Classic G, Mini Vintage, P30, H/CLG, Tailless, CO2. Plus Substitute Nationals Bowden Trophy and Scale events. Contact: Mike Woodhouse 01603 457754 michael.woodhouse1942@gmail.com

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Compiled and produced by Ian Kaynes

CIAM

From Antonis Papadopoulos, CIAM President

CIAM Bureau met on Saturday 5 of June and please find below the decisions for the following matters:

World / Continental Championships events.

Please find attached a list with the remaining events for 2021. In addition, a new table with the program for 2022 and on, is also included.

IK: for FFn the F1 events are listed here

2021 F1E World Championships rescheduled to 2023	
2021 F1D World Championship December 2021, decision Sept 1`	
2022 FIABP Junior World Champs	Bulgaria
2022 F1D World Championships	Romania
2022 FIABC European Champs	North Macedonia
2022 FIE European Champs	Romania
2023 FIABC World Champs	France
2023 FIABP Junior European Champs	France
2023 F1D European Champs	Romania
2023 F1E World Champs	Romania

World Cup / Open International events.

CIAM Bureau decided to allow the World Cup events to happen after July 1st. Each organizer with already registered for 2021 events, shall contact the World Cup coordinator of the specific class and announce if the event will happen as scheduled (if the event is planned from July 1st and thereafter) or if new dates are to be scheduled or the event will be rescheduled for next year.

The events will happen if possible and if feasible. Each organizer will have to inform in advance, the participants with the local COVID-19 procedures in place for the event according with the national restrictions applicable. Not all of the countries are applying the same restrictions. It is highly recommended for the organizers to read carefully the published FAI Guidelines. This document is providing a lot of information for what each organizer has to consider for a safe event.

Since for some of the disciplines, the planned events are not possible to be rescheduled, each S/C will decide separately about the future of World Cup ranking for 2021.

IK – discussions included the difficulty of travel and the potential unfairness between countries, but the majority view favoured starting activity in order to end the many months without competitions. The comment about disciplines choosing action applied to those with few events left in the year, unlike free flight.

Juniors participation

Junior age limit eligibility was temporarily modified at the 2020 CIAM Plenary Meeting for the First Category events postponed from 2020 to 2021 and for the 2021 F1 World Cup events.

For the 2022 World and/or Continental Championships and World Cups, the existing rules as published in the CIAM General Rules Volume Sporting Code will be applied.

Do not hesitate to contact CIAM Bureau, S/C Chairmen or World Cup Coordinators for any additional information or clarification.

FAI EDUCATION PROJECT : ROOKIE

The CIAM Education Subcommittee, in particular chairman Per Findahl and Vincent Merlijn from Netherlands, are working on project to attract children to aviation in general and model flying in particular. It is planned that will be a project at the FAI top level, like their "Young Artist of the Year" activity, rather than within the details of CIAM. A typical target age is 8 year olds. It is planned around a small electric powered capacitor model developed by Vincent.

The current draft rules given below are very different from typical CIAM competition rules, being driven instead by a desire for participation and enjoyment rather than a detailed determination of a winner. The F1 Subcommittee will be considering the possibility of a regular competition class for capacitor models as a progression for flyers from the Rookie project.

Definition: The Rookie is a free flight model airplane powered by a capacitor combined with an electric motor with a fixed propeller. Lift is generated by aerodynamic forces on the (wing)surfaces which are fixed in all flight phases.

The competition is divided into two main classes, i.e.; Outdoor and Indoor. The rules below apply to both classes, but there will be 2 separate rankings for each class.

Properties Rookie Class:

Conventional configuration of the wing, fuselage and tail sections.

Delta, Canard, or any other than conventional configuration are not allowed.

Low-, mid-, high winged and bi-planes are allowed.

In addition to the conventional configuration, a V, T and H tail is also allowed.

Technical specifications:

Capacitor: 5F 2.7V.

Power supply: 3 AA batteries (4.5 V. Lipo batteries or other types of power supplies are not allowed).

Maximum propeller size: 60mm x 10mm. A folding propeller is not allowed.

Minimum weight: 10 grams.

Maximum weight: 20 grams.

Fixed wingspan: 280 mm.

Maximum length: 280 mm.

The maximum thickness over the total surface of the wing must not be more than 2 mm.

The thickness over the total surface of the tail sections must not be more than 1 mm.

All materials are allowed, foam, balsa, etc.

When competing, the number of Rookies that meet the above mentioned technical specifications used by a participant is unlimited.

Number of flights: Each competitor is allowed to make an unlimited number of flights. The best recorded time can be entered into the rankings of its specific class (outdoor or indoor).

Definition of an official flight: The competitor must launch the Rookie him- or herself from ground level. The flight must be timed and recorded by an adult.

Definition of an unofficial flight: If, for any reason, the recorded time is incorrect, the flight cannot be ranked.

Maximum flight time: There is no maximum flight time.

Classification: The longest flights will result in the top of the final classification of that season. Longest flight wins. In case of equal results, there will be multiple winners.

Timing:

Times are rounded up to whole seconds.

The flight must be supervised or clocked by an adult.

The official flight time starts at the moment the Rookie is released by the competitor.

The official flight time ends:-

When the Rookie touches the ground.

When the Rookie remains motionless for 3 seconds or more.

For example when it is stuck in a tree, or when flying indoors, when it is in the volleyball net.

When the Rookie has disappeared from view of the timer.

If a competitor cannot find his or her Rookie, but the flight has been timed and flown under adult supervision.

It is allowed to run after the Rookie to keep it in sight. The timer must be able to see the aeroplane.

Number of attempts: One can make as many attempts as wished within the same season.

Number of helpers:

At least one adult supervisor must be present during an official attempt.

The helper or helpers can assist the competitor in any way except for launching the aeroplane.

Launching the Rookie:

The Rookie is launched by hand, with the participant standing on ground level.

Jump launches are allowed.

The rules are written to allow any model but were developed around the Rookie model developed by Merlijn and with the kit sold via his website <https://www.aviationtoys.nl/> The foam model is 280mm span, 14g weight, and motor runs up to one minute.



NEWS FROM BMFA FF TECH COMMITTEE

All correspondence re this news to the FFTC Secretary:

Stephen Philpott, 14 Durley Drive, Sutton Coldfield, B73 6QT.
Tel 0121 354 4448 mob 07939 205047 srphilpott@aol.com

The FFTC held an internet virtual Zoom meeting from their homes on 26 May 2021.

Free Flight Nationals 2021 substitute contests

The FFTC have now agreed on the format for the Substitute Free Flight Nationals. The Bowden and Scale events will be added to the East Anglian Gala, open etc events will be flown at Salisbury over the August Bank Holiday of 29th to 30th August and the FAI events the following weekend of 4th and 5th September also at Salisbury. The FAI events will replace the Stonehenge and Equinox Cups that were planned for the same weekend but have been postponed until 2022. The full details are set out below.

We hope that the pandemic will be behind us for 2022 and we can return to our normal Nationals at Barkston Heath on the end of May bank holiday.

The replacement contests for a cut down substitute Free Flight Nationals will not be the same as the "real" Nationals. We will apply a "light touch" organisation. The contests will be flown for their respective Free Flight Nationals trophies. The contests will be run to the standard gala format.

Entry and Fees

There will be no pre-entry requirement. Entry on the day. The entry fee is £5.00 per day allowing the entrant to fly in as many events/classes as they desire. This applies to the Substitute Nationals events at the East Anglian Gala as well as all Salisbury Plain days.

Facilities

There will be no camping or other facilities except for the provision of toilets. The entrance gate at Sculthorpe will be manned.

Free Flight Scale - Sculthorpe

The STC will run a casual free flight scale session with no specific contests at the East Anglian Gala.

Bowden Trophy – Sculthorpe

PMFC will run the Bowden at the East Anglian Gala.

SAM35 - Sculthorpe

The 4.0- and 8.0-ounce Wakefield to be run at the East Anglian Gala

Free Flight Open – Salisbury Plain - August 28/29th

Saturday

Combined Glider	Combined Rubber
Combined Power	Combined Electric
Tailless	Woman's Cup
Catapult Glider	FROG Junior
E30 Electric	S3A Parachute Duration
S4A Boost Glider Duration	S9A Helicopter Duration
S5C Scale Altitude	

Sunday

SLOP	P30 Rubber
Hand Launch Glider	Vintage Rubber/Power
Mini Vintage	CO2 Duration
Vintage Glider	Classic Rubber/Power*
Classic Glider	BMFA 1/2A power
S6A Streamer Duration	S1B Altitude
S2P Precision Payload Altitude	S8EP Rocket Glider

*Classic/rubber power will include the Cranfield Classic Start 09:00 finish 18:00

Free Flight FAI – Salisbury Plain – September 4th/5th

Saturday F1A, F1B, F1C, F1Q

Sunday F1H, F1G, F1J, E36

Number of flights to be decided on the day. There will be no rounds

Start 09:00 finish 17:00

Barkston Heath

We have been given permission from the Grantham Club for the use of Barkston Heath as the Midland Venue for the remaining decentralised contests this year. Due to the small numbers involved this is acceptable to the authorities at Cranwell, but they have absolutely ruled out large events like the FF and RC/CL Nationals for 2021. Please note that COVID rules are

still in place, this applies to all other venues too. Cars must be parked 4m apart and there should not be any groups of more than six people formed. Make sure you are aware of the rules that apply at any venue you intend to visit and adhere to the requirements.

Rule changes for 2022

The FFTC do not have any proposed rule changes for 2022. If you have any proposal changes that you would like to be considered please send details to Stephen Philpott by the end of August 2021.

First aiders

The BMFA are organising some in house First Aid courses to be run at Buckminster. If you are interested in attending one of these courses please let us know.

2021 Contest Calendar

With the cancellation of the 2021 F1ABC the trials event on June 12-13 is now to select the team for the 2022 European Championships. Consequently the Fall Back date of June 19 or 20 is not required, the event on September 18-19 is now a reserve date for the 2022 trials and the October 9-10 event is not required. Following cancellation of the F1E World Championships the selection event on June 10-13 is cancelled.

BMFA 3RD AREA MEETING, APRIL 25

Combined Rubber, Gamage Cup 7 flew

1	P Ball	Grantham	7.30	+3.36
2	C Foster	Morley	7.30	+3.00
3	S Willis	Croydon	7.30	+2.05
4	A Morehouse	Vikings	7.06	

F1C, Halifax Trophy 5 flew

1	A Jack	MFFC	12.30	+3.59
2	S Barnes	Morley	9.03	
3	J Hook	Crookham	7.01	

HLG/CAT 16 flew

1	N Botham	Morley	5.35	
2	P Ball	Grantham	4.50	
3	S Philpot	Bham	4.14	
4	P Watson	Bham	4.11	
5	C Grant	Peterbro	3.36	
6	S Dixon	Bham	3.13	
7	M Cook	Crawley	3.12	
8	P Woodhouse	Morley	3.00	
9	G Percival	Grantham	2.55	

Combined Glider 8 flew

1	C Edge	Scotia	7.30	+3.04
2	J Cooper	Biggles	7.26	
3	J Carter	Grantham	7.21	
4	R Jack	MFFC	6.49	
5	A Ward	Scotia	5.40	

Tailless 1 flew

1	S Willis	Croydon	6.03	
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Vintage Glider 7 flew

1	R Mosley	Morley	7.30	+4.51
2	P Woodhouse	Morley	7.30	+2.06
3	C Foster	Morley	6.55	
4	S Fielding	Morley	5.47	

P30 5 flew

1	D Taylor	Grantham	4.17	
2	P Gibbons	Peterbro	3.57	
3	L Gormour	Peterbro	2.00	

F1Q nobody flew

Plugge Club Championship

		F1C	HLG/CAT	Vint G	Total
1	Morley	80	156	186	422
2	Birmingham		169		169
3	Grantham		144		144
4	Crookham	80		43	123
5	Midland ffc	100			100
6	Crawley		94		94
7	East Grinstead		82		82
8	Peterborough		75		75
9	Vikings	40	25		65
10	CVA		6		6

BMFA LONDON GALA, SALISBURY PLAIN, MAY 29-30

Combined Glider 11 flew

1	C Parry	Biggles	9.00
2	D Etherton	Crookham	8.45
3	B Lavis	Biggles	7.59
4	S Dixon	Birmingham	7.19
5	P Tribe	B & W	6.34
6	C Mckenzie	CVA	6.05
7	A Crisp	Biggles	5.49
8	J Cooper	Biggles	5.30

Combined Rubber 8 flew

1	P Ball	Grantham	9.00	+4.55
2	K Taylor	East Grinstead	9.00	+3.13
3	R Marking	CVA	8.36	+2.02
4	M Benns	Peterborough	8.35	
5	J Patton	Crookham	6.06	
6	C Redrup	Crookham	6.00	

Combined Power 4 flew

1	N Allen	East Grinstead	9.00	+5.51
2	A Jack	Midlands	9.00	+5.11
3	S Dixon	Birmingham	9.00	+4.57
4	D Cox	Crookham	6.00	

Combined Electric 5 flew

1	C Redrup	Crookham	9.00	+5.07
2	T Shepherd	Crookham	9.00	+3.59
3	P Watson	MFFC	9.00	+3.24
4	R Elliot	Croydon	9.00	+2.21

Mini vintage 6 flew

1	J Watson	CVA	6.00
2	T Winter	CVA	5.52
3	R Heap	Biggles	5.47
4	K Faux	Vikings	5.21

E30 3 flew

1	T Grey	Crookham	6.00	+6.54
2	S Philpott	Birmingham	6.00	+3.58
3	R Marking	CVA	5.58	

P30 6 flew

1	T Winter	CVA	6.00
2	C Mckenzie	CVA	5.39
3	D May	Timperley	4.54
4	J Patton	Crookham	4.21

F1G 12 flew

1	A Brocklehurst	B & W	10.0
2	R Vaughan	Crookham	9.42
3	R Marking	CVA	9.28
4	R Fryer	Oxford	9.28
5	G Manion	Birmingham	9.23
6	J Paton	Crookham	8.24
7	A Winter	CVA	8.00
8	B Hobbs	Oxford	4.00

CO2 2 flew

1	S Philpott	Birmingham	6.00
2	T Grey	Crookham	4.18

HLG/CLG 3 flew

1	P Ball	Grantham	4.34
2	A Crisp	Biggles	2.42
3	R Heap	Biggles	2.22

F1J 2 flew

1	S Dixon	Birmingham	10.00
2	K Faux	Viking	8.39

F1H 9 flew

1	R Jack	Midlands	10.00
2	J Cooper	Biggles	9.36
3	G Madelin	C/M	9.22
4	A Crisp	Biggles	8.18
5	C Parry	Biggles	8.07
6	T Fairlie		7.29

Unofficial results for Club Champs

	glider	rubber	power	total
1	East Grinstead		87	100
2	Birmingham	72		50
3	Midlands	27		75
4	Biggles	100		100
5	Grantham		100	100
6	Crookham	90		90
7	B & W	63	25	88
8	CVA		75	75
9	Crookham	50	25	75
10	Peterborough		62	62
11	CVA	54		54
12	Timperley		12	12

SOUTHERN COUPE LEAGUE**Round One: London Gala, Salisbury Plain, May 30**

By Peter Hall

The sun slides behind the trees to the West. The light fades. Perhaps a cooler breeze is stirring. The Dartford Warblers settle in their secret nests. The Gala is over and the competitors are heading home.

Alan Brocklehurst heads West to Sherbourne. Alan has won the coupe event, the only one to max out.

Later he writes.

After a bit of a late start I was fortunate to do so well, especially as I suffered the inconvenience of breaking 3 motors. The tracker also played up, though changing from C-03 after the first flight so I could take advantage of the RDT in C-04 helped to save the day - even so I felt to be 'running to catch up' and really didn't think that I would have the time to do all 5 flights (some one said that Tony Winter's fourth flight was in a boomer and he couldn't get back in time). I think some of my 'new' rubber has been slowly ageing in lockdown! Some seems to be quite torquey but doesn't take the turns, even on a warm day!

Thanks to Martin Stagg for timing for me. His model was a bit off-trim and he missed the air on his first flight and he too had problems breaking a motor and damaged his model. In retrospect, I reckon that he did me a favour in suggesting I moved along to fly at the other end of the line from where I had originally parked. In doing so we also moved away from the trees which may have made thermal picking more difficult for Roy and Gavin. Anyway, whatever the reason, I was lucky to have good air each time.

Roy Vaughn is heading Northeast to Crowthorne, Berkshire. He came second, later he writes.

As usual for Coupe, proceedings were heavily influenced by the weather. Lots of lift about, wind about 12mph all day but brief calm spells. Flying from east side of trimming field immediately downwind from trees generated a lot of rollover and turbulence which extended a long way downwind. As a result there were lots of drops despite the otherwise good conditions. Good entry for these days including the contingent from CVA (presumably fleeing the tourist hoards on Cornwall). Also a few new names.

My second flight forced into ground from good height a third of a mile downwind from trees. Gavin (Manion) doing well as usual until last flight. Alan (Brocklehurst) set up camp at the southern end of line beyond the end of the trees and managed to avoid the rollover until the end. Richard Fryer tied with Ron Marking for third. Organiser announced a new innovation, a flyoff for 3rd place, but Richard had gone by then. Ben Hobbs nearly lost his new model with DT failure, had the only new feature (seen today) front third of wing top surface covered artificial snowflakes for turbulation, very good glide.

Gavin Manion heads North to Birmingham. Later he writes.

Snatched defeat from the jaws of victory! I put it down to technology as I used a thermistor for the first time in ages. My last flight coincided with a period of "the doldrums", drooping mylars, nothing...but a thermistor which inexorably clicked upwards...I thought "well this has to be lift doesn't it?"...it wasn't. With more experience I would have waited for the breeze to pick up but I've only been at this coupe game for about 13 years so I'm still a novice. Without a thermistor I would never have flown but would have waited for the mylars to start rising and flicking...or at least I like to think that I would. It's a great game we play, bring on the next comp!.

Jim Paton. Ben Hobbs and Richard Fryer head north north east to Oxford. Later Jim writes.

I made 3 maxes but it needed gradually increasing right rudder. Not sure how that could be with a carbon model made up of Bokin parts. My weekend highlights were more the retrievals. Ben Hobbs was flying his new high aspect ratio coupe with crushed polystyrene turbulation. It flew so well it disappeared over the airfield into the wide blue yonder after a dt failure. Ben being an Octogenarian was not keen to jump hurdles and wander miles. I finished early and fancied a walk through the surrounding countryside. Chris Redrup calculated the line of flight on his map. I was not hopeful till I got a signal after half an hour and this continued to lead me to the model sitting on the ground just beyond a menacing group of trees. Sometimes you get lucky. A satisfying end to a day's flying.

Richard who shared third place with Ron Marking, writes

It was a good day, sunny and breezy, lift was not easy to pick with lots of dropped flights in Coupe, even by big names, Gavin Manion was doing well with a string of maxes as I left around 3.45pm. A hedge row behind the flight line made it difficult to tell between thermals and turbulence when using streamers. With the breeze the models were flying quite far when in lift and longish grass made spotting models on retrieval sometimes difficult. The wind direction was opposite to the usual direction and there was a steepish valley to the right of the flight line meaning models could continue flying for a while after dropping out of line of sight into the valley and the steepness of the valley meant trouble for some in picking up tracker signals. Attendance was good and the numbers in coupe was really pretty good. All in all it was great to be flying again on a good day weather wise.

Phil Ball is driving North to Derby. Later he writes.

Had a bit of a bad time, trim flight did 5mins then managed to pick 2 bad patches of air so I gave up and flew HLG\Cat.

Ron Marking, A. Winter and C.McKenzie head West to Cornwall. All were pleased to see Cornwall C.V.A. and hope to welcome them to future League events.

You will see from the table that a full League programme has been restored by adding the Nationals and the SAM 1066 Cagnarata Day after La Grande Coupe de Birmingham and the Second Area were Covidised. So there is plenty of opportunity for all. The next event is at the Fifth Area on July 11.

P.S. I was unable to attend the Gala so I had to choose between a fictional account, which was tempting, or taking on a sub-editorial role and inviting contributions which editors John H.A. and Ian K. would I guess, certainly prefer. You'll have to guess which I chose.



Ben Hobbs' wing upper surface leading edge crazy paving turbulator

London Gala

			Time	maxes	score
1	A Brocklehurst	Bristol & W	10.00	5	17
2	R Vaughn	Crookham	9.42	3	12
3	R Fryer	Oxford	9.28	3	11
4	G Manion	Birmingham	9.23	4	10
5	R Marking	CVA	9.28	2	9
6	J Paton	Crookham	8.24	3	8
6	A Winter	CVA	8.00	4	8
8	B Hobbs	Oxford	4.00	2	5
9	P Ball	Grantham	2.55	0	2
10	M Stagg	Bristol & W	1.06	0	1
11	R Elliott	Croydon	0.46	0	0
11	C McKenzie	CVA	0.46	0	0
11	D May	Timperley	0	0	0

Southern Coupe League Fixtures 2021

July 11	Fifth Area	Area Venues
July 25	SAM1066 Cagnarata	RAF Colerne
August 15	Southern Gala	Salisbury Plain
September 5	Nationals	Salisbury Plain
September 9 midweek TBC	Dreaming Spires	Port Meadow
September 18 or 19 * TBC	Crookham Gala	Salisbury Plain
October 9	Coupe Europa	Salisbury Plain

* Final decision based of weather forecast

UK COMPETITION NEWS

EAST ANGLIAN GALA. July 31 - August 1, Sculthorpe Airfield

It will soon be that time again for free flight aeromodellers to head towards the lush green and spacious fields of Sculthorpe airfield. This site offers the largest unobstructed flying site in

the UK set in the heart of the Norfolk countryside. Camping nearby at Fakenham Race Course, 01328 862388; the Garden Caravan Site, Barmer Hall, Syderstone, 01485 578220 and Fakenham Camp Site, fakenham.campsites@gmail.com

Saturday 31 July: Combined Rubber, Vintage Rubber/Power, Classic Glider, Tailless, E36, P30, HLG-CLG.

Sunday 1 August: Combined Power, Combined Electric, Combined Glider, Mini Vintage, Classic Rubber/Power, CO2, Vintage Glider, Bowden

BMFA rules apply for above events .

Start time each day 9.00 am, finish 6.00 pm. Competition entry £5.00 for any event taking place on the field.

The Bowden competition will be organised by Brian Waterland and the Peterborough Model Flying Club, registration before 10.30 am on Sunday. The event will be run generally to BMFA rules, including the cabin/cockpit requirements, the ROG, the permitted engine starting time of two minutes and the target flight time of 45 seconds but excluding the subjective aspect of the model build quality and flight profile. There will be a fly off in the event of a tie.

Location. Sculthorpe airfield, OS Map reference TF 852300. 100 metres in a NE direction along the B1454 from its junction with the A148 road from Kings Lynn to Fakenham. No refreshments on the field this year but there is a cafeteria close to the entrance. There will be toilets. BMFA membership essential. For safety reasons no motorised retrieval and no dogs.

Fliers not taking part in BMFA events, fun flyers and engine runners must register and pay the £5.00 site fee at control.

For further information on this event contact Michael Marshall 01223 246142 or mandrshall@gmail.com

ALL-TEE ALTIMETER

Allard van Wallene has produced an altimeter which is being submitted for CIAM EDIC approval for use in both the flyoff timing and the altitude flyoff applications.



The All-Tee module is a heat shrink encased single circuit board of 6 x 9 x 20 mm weighing 0.9 grams with two cables (black and red) and 4-pole JST connector which plugs into the All-Tee's JST socket. It is pre-programmed with FAI ID number. Can be powered by 1S or 2S lipo – free standing down to 40 mAh or connected to existing batteries in the aircraft.

The module is equipped with integrated Bluetooth 2.0 for data transfer with the All-Tee app. The Bluetooth can be switched on or off by swiping a magnet over the module. Three coloured LEDs are integrated to signal status (battery status, memory status, functioning of memory and pressure sensor, Bluetooth connection) and maximum recorded altitude (red flashes x100m, yellow flashes x 10m and green flashes x1m). A push button is integrated to trigger maximum altitude read out (short press) or flush the memory (long press). Start of recording is triggered by a height relative to ground level of over 5 meters, where the heights leading up to the trigger level are also recorded. Recording is halted whenever the height does not change more than expected noise levels over three consecutive periods of 10 seconds.

A first batch of 200 units are almost ready. Due to world wide shortage of semiconductors, FF sportsmen with a valid FAI-ID will have priority with a maximum of 2 units per FAI-ID. Price: €59 per unit excl. shipping. First come first served!

Send email with pre-order to [All-Tee@ziggo.nl](mailto>All-Tee@ziggo.nl)