

# British Fun Fly Association

## Rules for B.M.F.A Fun Fly Competitions

(Revisions for 2025 shown in RED)

### Class 1

#### ELIGIBILITY

The Competition is open to all.

#### **For Power National Championships Only:**

The competition is open to all but competitors must hold the B.M.F.A achievement scheme power fixed wing 'A' certificate.

#### MODEL CONFIGURATION

Any fixed wing model weighing not less than 2 lbs may be used.

It must be capable of taking off, landing and standing unassisted on its own fixed undercarriage of at least one main wheel.

Models must not be changed in configuration during the competition. There will be:

- No substituting of wings or any other flying surfaces
- No changes in control surface area
- If a model is 'written off' during the competition, any substitute model must be of fundamentally the same configuration. The substitute model will only be allowed to be used at the CD's discretion.
- All IC engines should be fitted with an effective silencer. Tuned exhaust systems are permitted.
- Stability systems (gyros) are not allowed.
- Propellers may be changed to a different pitch or diameter during the competition. Folding propellers are allowed, but if fitted, must be used for every task during the competition.

#### MOTIVE POWER LIMITATIONS

IC Engine: Unrestricted

Electric Motor: Unrestricted

Multi-engines/motors may be used.

## COMPETITION DETAILS

A competition may involve any of the following tasks:

Longest Glide, Triple Thrash, Limbo, Touch & Go, Deadstick Aerobatics, Touch & Go Pylon Race, Touch & Go Bang, Roop, Spins & Spot, **Water Carry Short Landing** and Doughnut Drop.

### **For Power National Championships Only:**

The competition will involve five tasks, as detailed below:

1. Longest Glide
2. Triple Thrash
3. Limbo
4. Touch & Go
5. Mystery Round (Task randomly selected from the following: Deadstick Aerobatics, Touch & Go Pylon Race, Touch & Go Bang and Roop).

The mystery task will be decided on day 1 of the competition by a random draw. The task drawn will be omitted from the draw the following year. If time permits, an extra mystery round may be drawn and flown during the competition.

# Class 2

## ELIGIBILITY

The Competition is open to all.

### **For Power National Championships Only:**

The competition is open to all but competitors must hold the B.M.F.A achievement scheme power fixed wing 'A' certificate.

Once a pilot has won the Class 2 National competition for two concurrent years, they will be promoted to Class 1 for all BFFA competitions, including the Nationals. (Concurrent years means two entry years, so missing a year will not be included, i.e, win, not enter the following year, or for a period, return and win again would mean being promoted to Class 1). However, if these pilots subsequently finish in the bottom two places of the Class 1 Nationals competition, they may then return to Class 2 if they wish.

## MODEL CONFIGURATION

Any fixed wing model weighing not less than 2 lbs up to a maximum of 11 lbs may be used. It must be capable of taking off, landing and standing unassisted on its own fixed undercarriage of at least one main wheel.

Models must not be changed in configuration during the competition. There will be:

- No substituting of wings or any other flying surfaces
- No changes in control surface area
- If a model is 'written off' during the competition, any substitute model must be of fundamentally the same configuration. The substitute model will only be allowed to be used at the CD's discretion.
- All IC engines should be fitted with an effective silencer. Tuned exhaust systems are permitted.
- Stability systems (gyros) are not allowed.
- Propellers may be changed to a different pitch or diameter during the competition. Folding propellers are allowed, but if fitted, must be used for every task during the competition.

### **MOTIVE POWER LIMITATIONS**

IC Engine:

Two Stroke – Up to a maximum of 0.61 cu ins. Single engine only.

Four Stroke – Up to a maximum of 0.70 cu ins. Single engine only.

Electric Motor:

Up to a maximum of a single 4 cell Li-Po battery. Single motor only.

IC engines will be inspected and battery packs inspected at the Cd's discretion. Fuel feed is to be by suction or exhaust pressure only.

### **COMPETITION DETAILS**

A competition may involve any of the following tasks:

Longest Glide, Triple Thrash, Limbo, Touch & Go, Deadstick Aerobatics, Touch & Go Pylon Race, Touch & Go Bang, Roop, Spins & Spot, **Water Carry Short Landing** and Doughnut Drop.

#### **For Power National Championships Only:**

The competition will involve five tasks, as detailed below:

1. Longest Glide
2. Triple Thrash
3. Limbo
4. Touch & Go
5. Mystery Round (Task randomly selected from the following: Deadstick Aerobatics, Touch & Go Pylon Race, Touch & Go Bang and Roop).

The mystery task will be the same as that drawn for Class 1 and the task drawn will be omitted from the draw the following year. If time permits, an extra mystery round may be drawn and flown during the competition, but will be the same as flown in Class 1.

# Class 3

## ELIGIBILITY

The competition is open to all.

### **For Power National Championships Only**

The competition is open to all, but competitors must hold the B.M.F.A achievement scheme power fixed wing 'A' certificate.

Once a pilot has won the Class 3 National competition for two concurrent years, they will be promoted to Class 2 for all BFFA competitions, including the Nationals. (Concurrent years means two entry years, so missing a year will not be included, i.e. win, not enter the following year, or for a period, return and win again would mean being promoted to Class 2). However, if these pilots subsequently finish in the bottom two places of the Class 2 Nationals competition, they may then return to Class 3 if they wish.

## MODEL CONFIGURATION

Any fixed wing model may be used weighing not less than 2 lbs up to a maximum of 11 lbs. It must be capable of taking off, landing and standing unassisted on its own fixed undercarriage of at least one main wheel.

Models must not be changed in configuration during the competition. There will be:

- A maximum of four flight controls – Ailerons, Elevator, Rudder and Throttle
- No coupling or mixing of the flight controls. Using the transmitter to replicate a mechanical mix (i.e. shortening the clevis on a control arm to droop the ailerons) is permitted. The CD will have the final decision in whether the mix would be achievable through a mechanical means and is within the spirit of Class 3. If a mechanical mix is used it may not be switched in or out during the flight, must remain in operation from take off to landing and may not be altered (increased or decreased) in any way.
- No substituting of wings or any other flying surfaces
- No changes in control surface area
- If a model is 'written off' during the competition, any substitute model must be of fundamentally the same configuration. The substitute model will only be allowed to be used at the CD's discretion.
- All IC engines should be fitted with an effective silencer.
- Stability systems (gyros) are not allowed.
- Propellers may be changed to a different pitch or diameter during the competition. Folding propellers are allowed, but if fitted, must be used for every task during the competition.

## MOTIVE POWER LIMITATIONS

IC Engine: Two Stroke: Up to a maximum of 0.42 cu.ins. Single engine only.  
Four Stroke: Up to a maximum of 0.52 cu.ins. Single engine only.  
Electric Power: Up to a maximum of a single 3 cell Lipo battery. Single motor only.

Standard silencers only may be used, i.e. no tuned pipes. IC engines will be inspected and battery packs inspected at the CD's discretion. Fuel feed is to be by suction or exhaust pressure only.

## FOAMY CLASS

**This Class has been developed for entry level pilots** and is a sub-Class within Class 3 for 'Foamy' models such as, but not limited to, the Century UK Riot or the Ripmax Wot 4 Foam-e etc. This Class will run within Class 3 and there will be simply an award for the highest placed foamy model. An eligible foamy model can also win Class 3 outright. To be eligible for the foamy Class, the model must be:

1. A standard out of the box foamy type model with the standard motor.
2. The only modifications permitted are to the undercarriage mounting plate and undercarriage leg material to add strength in this area.
3. The models must also still comply with all the above eligibility rules for Class 3.

**Once a pilot has won the Class 3 Foamy National competition for two concurrent years, they will no longer be eligible to re-enter this sub class. (Concurrent years means two entry years, so missing a year will not be included, i.e. win, not enter the following year, or for a period, return and win again would mean they are not eligible to enter the Foamy Class again). They are, however, still eligible to enter Class 3, providing they meet the eligibility rules for that class.**

**If a pilot has won Class 3 (non-Foamy), Class 2 or Class 1 in the previous 10 years they will not be eligible to enter the Foamy Class.**

## COMPETITION DETAILS

A competition may involve any of the following tasks:

Longest Glide, Triple Thrash, Limbo, Touch & Go, Deadstick Aerobatics, Touch & Go Pylon Race, Touch & Go Bang, Roop, Spins & Spot, **Water Carry Short Landing** and Doughnut Drop.

### **For Power National Championships Only:**

The competition will involve five tasks, as detailed below:

1. Longest Glide
2. Spins & Spot
3. Limbo
4. Touch & Go's
5. Mystery Round (Task randomly selected from the following: Deadstick Aerobatics, **Water Carry Short Landing**, Touch & Go Bang and Doughnut Drop).

The mystery task will be decided on day 1 of the competition by a random draw, but if either Deadstick Aerobatics or Touch and Go Bang are selected by Classes 1/2 then that selected task will be withdrawn from Class 3's selection. The task drawn will be omitted from the draw the following year. If time permits, an extra mystery round may be drawn and flown during the competition.

## LONGEST GLIDE RULES

The aim of this task is to climb under power for a set time period before cutting the engine and gliding for as long as possible. A time bonus of 10% is available for landing in the marked square. The dimensions for the marked square are shown in Figure 1.

- The throttle on the engine must be set so that the engine can be stopped on command from the marshal. Where electric power is used, demonstration that the motor stops when the transmitter stick is fully back must be shown. Also, for electric motors, the motor 'brake' must be turned on, so the propeller cannot free wheel when the power is off. Observers will be watching throughout the flight for the propeller turning to ensure no power is being applied.
- Pilots will take off from inside the square and climb for **10 seconds (Class 1 & 2) or 15 seconds (Class 3) starting from being instructed by the Marshall to 'Go' (Instruction to go will be determined at the event)**. Climb time may be reduced subject to weather conditions.
- After **10 seconds (Class 1 & 2) or 15 seconds (Class 3)** has elapsed, pilots will be instructed by the marshal to stop the engine. The throttle should then be opened fully and left open for 5 seconds to ensure that the engine has stopped (This does not apply to electric models).
- If one main wheel first touches within the marked square, a bonus of 10% will be added to the time for that round. Touches on the line will be counted, but at the marshal's and CD's discretion.
- The pilot with the longest total time will be the winner.
- In the event of a tie, there will be a fly-off with an engine run time of **10 seconds for all Classes**.
- Where the venue and conditions allow, multiple squares may be used, if safe, to allow more models in the air at one time. This will speed up the task and allow more pilots to share the same weather conditions. **This may also be used as an opportunity for Head-to-Head flights but the flights are still timed independently with only the time being used for the results (therefore this is purely for sport, not elimination)**.

## TRIPLE THRASH RULES

The aim of this task is to take-off, perform 3 touch & gos, 3 rolls, 3 loops and another touch and go as fast as possible, in that order.

- All touch & gos must be with at least one main wheel first touching within the marked square (Ref Figure 1). Touches on the line will be counted, but at the marshal's and CD's discretion. All touch & gos must be flown in the same direction.

## TRIPLE THRASH RULES CONT.

- All loops and rolls will be judged by the CD and marshals as compliant with the rules. Pilots must complete vertical inside loops and complete horizontal rolls.
- A circuit and landing must be performed after the last touch & go. Timing will not stop if the model does not leave the ground and complete a circuit following the final touch.
- Timing will start from wheels off and finish when at least one of the main wheels touches the ground on the last touch & go.

## SPINS & SPOT RULES

The aim of this task is to perform as many spins as possible after using a total 'power on' time of 30 seconds to climb. A spot landing bonus is also available on landing.

- The pilot will take-off from inside the marked square. The 'power on' time of 30 seconds will then start from wheels off.  
The 'power on' time of 30 seconds cannot be used in one go, with no single power on climb to be longer than 15 seconds. The pilot may use it in parts to his or her choosing, i.e. the pilot may climb for 15 seconds, spin the model, climb for a further 10 seconds before spinning the model again. The remaining 5 seconds may then be used to help return to the square.
- 'Power on' time is used whenever the throttle stick is moved from its bottom stop (Idle).
- A slow idle should be demonstrated before take-off. Slow idle will be deemed as a setting that will not provide an advantage to the pilot when returning to the square. This will be at the CD's discretion.
- After the 30 seconds 'power on' time is used up, the pilot may not open the throttle from its bottom stop again. Using more than 30 seconds power on to climb, in any allowed combination, will result in disqualification from the event, but on landing, following the final spin and once all power on time has been used up, should the pilot open the throttle from its bottom stop again, the landing bonus will not be counted, but the spins will still be allowed.
- The 30 seconds will be counted down every 5 seconds, then every second for the last 5 seconds.
- Should the engine stop before all 30 seconds 'power on' time have been used, no engine re-start will be allowed.
- 5 points will be awarded for every complete spin.
- A spin is defined as the model descending in a stall and rotating using input from rudder, elevator and aileron. Spiral dives are not allowed.
- The landing score will be wherever a main wheel first touches in the marked square, as shown in figure 2. The maximum score being 100 points for the centre square, 80 points for the second square, then 60 and finally 40 for the outer square. Whichever wheel touches first will be taken as the score and if that wheel lands on the line between two scoring zones, the higher of the two scores will be taken.
- The overall score will be the points awarded for the spins added to the landing score. In the event of a tie, there will be a fly-off with a reduced 'power on' time of 15 seconds.

## **LIMBO RULES**

The aim of this task is to complete the highest number of clean passes through the limbo gate within 2 minutes. A clean pass will be scored if the model passes under and in between the tapes that form the limbo gate without touching the ground or cutting the tapes. The gate dimensions are shown in Figure 3.

- The pilot must take-off safely away from the gate into wind. The helper must retire immediately from the gate, but be ready to retrieve the model if the engine cuts.
- Timing will commence when the pilot performs a nominated starting pass over the limbo gate. The amount of practice passes over the top of the gate will be down to the CD's discretion on the day.
- All passes must be in the same direction.
- Touching the ground before, under or after the tape will not count as a limbo.
- If the engine cuts during the flight, it may be re-started and the event continued but the clock will not be stopped.
- Should the model become entangled in the tape, poles or grass then the helper may re-launch the model, but time will not be stopped.
- If the tapes that form the limbo gate are cut, only the clean passes up to that point will count. The pass cutting the tape does not count.
- If the tape is stretched, but not cut the pilot may continue.
- In the event of a tie, a fly-off will take place, but only over 1 minute.

## **TOUCH & GO RULES**

The aim of this task is to complete the highest number of touch & gos in the marked square as possible within 2 minutes (Ref Figure 1).

- Pilots must take-off into wind from inside the marked square.
- Timing will start from wheels off.
- All touch & gos must be flown in the same direction. To qualify as a touch & go, at least one main wheel must first touch within the square, (they may roll across the line after touching within the square), and then lift off. Touches on the line will be counted, but at the marshal's and CD's discretion.
- If the engine cuts during the flight, it may be re-started and the event continued but the clock will not be stopped.
- In the event of a tie, a fly-off will take place, but only over 1 minute.

## **DEADSTICK AEROBATICS RULES**

The aim of this task is to climb under power for a set time period before cutting the engine and performing as many loops or rolls as possible. A bonus of 10% is available for landing in the marked square. The dimensions for the marked square are shown in Figure 1.

- The throttle on the engine must be set so that the engine can be stopped on command from the marshal. Where electric power is used, demonstration that the motor stops when the transmitter stick is fully back must be shown. Also, for electric motors, the motor 'brake'



## DEADSTICK AEROBATICS RULES CONT.

must be turned on, so the propeller cannot free wheel when the power is off. Observers will then be watching throughout the flight for the propeller turning to ensure no power is being applied after the climb. We understand that in a dive the propeller might turn slightly, so common sense will be used when observing.

- Pilots will take off from inside the square and climb for **10 seconds (Class 1 & 2) or 15 seconds (Class 3)** from wheels off. Climb time may be reduced subject to weather conditions.
- After **the climb time** has elapsed pilots will be instructed by the marshal to stop the engine. The throttle should then be opened fully and left open for 5 seconds to ensure that the engine has stopped (This does not apply to electric models).
- Pilots will be awarded 10 points for every complete vertical inside loop and 3 points for every complete horizontal roll. The loops and rolls will be judged by the CD and marshals as being compliant with the rules.
- If one of the main wheels first touches within the marked square, a bonus of 10% will be added to the score for that round. Touches on the line will be counted, but only at the marshal's and CD's discretion.
- In the event of a tie, there will be a fly-off with an engine run time of 10 seconds **for all classes**.

## TOUCH & GO BANG RULES

The aim of this task is to burst as many of the balloons and complete the highest number of touch and go's in the marked square as possible within 2 minutes (Ref Figure 4). This can be done in any combination the pilot wishes.

- Pilots must take-off into wind from inside the marked square.
- Timing will start from wheels off.
- All passes must be flown in the same direction.
- Pilots will be awarded 10 points for every balloon burst and 1 point for every touch & go. Balloons will only count if the model's wheels are off the ground. Taxiing into balloons or sticks will not count. The balloon must be burst by the model, so breaking the stick or knocking the balloon off and it then bursting on the ground will not count either. To qualify as a touch and go, at least one main wheel must first touch within the square, (they may roll across the line after touching within the square), and then lift off. Touches on the line will count, but at the marshal's and CD's discretion.
- If the engine cuts during the flight, it may be re-started and the event continued but the clock will not be stopped.
- In the event of a tie, a fly-off will take place, but only over 1 minute.

## WATER CARRY SHORT LANDING RULES

The aim of this task is to have a small cup of water attached to your model, then take off, fly a normal circuit and land while trying to keep as much of the water in the cup as possible. **On landing the pilot must also fly over a 1m high tape, then land and stop as close to that tape as possible.**

## **WATER CARRY SHORT LANDING RULES CONT.**

- A cup is securely attached to the top of the model. This is then filled with 100ml of water (worth 100 points)
- Pilots must take off safely into wind and complete a big circuit (to be advised by the CD at the event).
- During that circuit an optional inside loop may be performed for double points (therefore a maximum of 200 points if nothing is spilt).
- On landing, the model must fly over a tape set 1m from ground level (dimensions as set out in figure 6) then land and stop as close to the tape as possible without turning back towards the tape (over 90°). The model must also stop within the width of the posts (see Figure 7)
- The amount of water left will then be measured (and doubled if a loop has been completed).
- The distance from the tape to the closest part of the model is then measured and for every 0.5m (measured to the nearest half metre), 2 points will be deducted from the water score.
- The pilot with the highest number of remaining points will be the winner.

## **DOUGHNUT DROP RULES**

The aim of this task is to fly over the marked square as described in figure 2 carrying a rubber ring, slid over a pole (supplied by the CD), which is attached to your model, then drop the ring (doughnut) on the square. Points are awarded for getting the rubber ring as close to the centre of the square as possible.

- The supplied pole is 10cm in length and can be easily attached to the top of the model before the start of the task. The doughnut (rubber ring) is about 7cm in diameter and has a streamer attached. It is slid onto the vertical pole before take-off.
- Pilots must take off into wind and then, when told it is safe to do so by a marshal, may drop the doughnut onto the target. The doughnut can be dropped in any way, for example, by rolling, looping, pushing forward etc.
- Points are awarded where the doughnut first touches.
- Maximum points are 100 for the centre square, then 80, 60 and 40 for the outer squares. Missing the square entirely is zero points. If the doughnut lands on the line between two scoring zones, the higher of the two scores will be taken.
- Each pilot has three drops, with a landing to get another doughnut after each drop, i.e. only dropping one at a time. The total score will be the three drops added together.

## **ROOP RULES**

The aim of this task is to complete as many pairs of a roll and a loop as possible within 1 minute.

- Pilots must take off from the marked square in figure 1, into wind. Time starts from wheels off and will be counted down every 10 seconds and then every second for the last 10 seconds.
- Once in the air, the pilot should complete as many pairs of a roll followed by a loop as possible in the minute allowed. A roll must be horizontal and a loop must be a normal vertical

## ROOP RULES CONT.

inside loop. All loops and rolls will be judged by the marshals and CD as being compliant with the rules.

- Each completed pair is worth 1 point, the winner being the pilot with the most points.
- The pilot must land, touching a main wheel first back in the marked square before the minute is up. If the pilot is still flying and not touched in the square when the minute is up, a penalty of 2 points per second over time will be deducted from the score.
- In the event of a tie, there will be a fly off with a reduced time of 30 seconds.

## TOUCH & GO PYLON RACE RULES

The aim of this task is to fly 5 laps between a marked distance (pylon) and the marked square in figure 1 in the fastest time while undertaking a touch & go on each lap (see figure 5)

- The pilot must take off from inside the marked square and fly a marked distance (100m) to a pylon.
- The distance is deemed to have been achieved when the flag man at the pylon drops a flag. If the turn is completed before the flag has dropped (i.e. anticipates the turn too early), then the model must return to the pylon and complete the distance until the flag has dropped.
- The flag man will use a sighting pole to judge the distance and will only drop the flag when the model has clearly crossed the line. The model does not need to fly around the pylon, only complete the distance.
- The pilot may have a helper to call when the flag has dropped, at which point the pilot turns the model and flies back to the marked square.
- On returning to the start point (marked square), the model must change direction again and perform a touch and go in the marked square in the same direction as the model took off, i.e. facing the pylon. To qualify as a touch & go, at least one main wheel must first touch within the square, (it may roll across the line after touching within the square), and then lift off. Touches on the line will be counted, but at the marshal's and CD's discretion.
- If the model touches outside the marked square, the pilot must re-attempt the touch and go in the same direction until a valid touch and go in the square is completed. The pilot will be told when the touch and go is valid. That is then the end of the first lap and the model then flies off back to the pylon which starts the second lap.
- Time will start from wheels off at the start and finish when the fifth touch and go is completed. Following the final touch and go the pilot must be able to fly a circuit and land. The winner will be the pilot that completes the five laps in the shortest time.
- In the event to a tie, there will be a fly off over three laps.

## WILD CARD RULES

Every competitor in each Class will be allowed 1 'wild card' flight during the competition. The 'wild card' enables the pilot to re-fly any 1 task during the time allocated to that particular task. The pilot must inform the CD of their intention to use the 'wild card' at which point the pilot's original score for that task will be scrubbed. All wildcards must be played at the end of the particular task, after all the pilots have flown once and the 'winning pilot' may wait to see the result of all the other

competitor's wildcard flights before deciding to play theirs. The flight order for the wildcard round will be in reverse order of the task results.

In the event of a high number of entrants or bad weather, the wild card rule might be abolished for the duration of the competition.

## TASK SCORING

The winner of each task will be given 100 points. The other pilots will score on a percentage basis according to their performance

i.e.:	Winner of Longest Glide	10 mins	=	100 points
	Second place	8 mins	=	80 points

The individual task scores will be added together to get the overall total. The pilot with the most overall points in each Class will be the winner of the competition.

## FUN FLY NATIONALS TROPHIES

1. Avicraft Challenge Cup – For the overall winner of Class 1
2. Evolution Models Cup – For the overall winner of Class 2
3. Malvern Models Cup – For the overall winner of Class 3
4. Century UK Trophy – For the highest placed Foamy model in Class 3
5. Robin Jones Trophy – For the overall Nationals Champion. Awarded to the pilot in any Class who gets closest to their maximum possible overall score.

## PILOT'S RULES FOR ALL TASKS

- Every pilot must have a helper for all flights. No helper = no flight.
- The model must be returned to the pits area immediately on completion of the flight and the frequency peg and transmitter returned to the official compound (35mhz transmitters only).
- Hard Hats must be worn by pilots, helpers and marshals when they are out on the flight line. Individuals should supply their own hard hats (PPE) and satisfy themselves that they meet any such standards to provide adequate protection during the competition.
- The CD, in consultation with a minimum of 2 marshals will judge all tasks. The CDs' decision is final.
- A 30 minute trimming session will be made available to test and trim models at the start of the day. This should be completed as quickly as possible to allow enough time for everyone to fly and is not to be treated as a practice session. A helper must accompany the pilot during the flight.
- Pilots must attend pilots briefing at the beginning of the day.
- If any model is considered by the CD to be unsafe to fly, it will be grounded.

- Dangerous flying will result in immediate disqualification.
- Each pilot must use the same model for each task. If a model is 'written off' during the competition, any substitute model must be of fundamentally the same configuration. The substitute model will only be allowed to be used at the CD's discretion.
- All pilots must take-off in a safe manner into wind. Whilst airborne, the pilot must be between the model and the spectators/other pilots.
- Every model must have coloured tape applied to each wheel to help with the judging of some events. This tape will be available from the CD at the beginning of the competition.
- Failsafes will be checked at the beginning of the competition but it is the competitor's responsibility to make sure it is set correctly. Model eligibility may also be checked at this time or at any time over the duration of the competition.
- Pilots can enter up to a maximum of two Classes, that they are eligible for, per competition.
- The BFFA committee may allow, at their discretion, pilots who have a good reason (e.g, returning to the sport or a disability) and have been a previous winner, to re-enter at a suitable level.
- Varios or any other form of telemetry that would give an advantage to the pilot are not allowed to be used in any Class during the competition.
- **Lastly enjoy yourself and have lots of FUN!!!**

## CONTACT DETAILS

If you have any questions or comments regarding the fun fly, please feel free to contact:

James Gordon - Tel: 07966 439835, Email: jamesrrg@hotmail.com

Gavin Barden - Tel: 07733 332414, Email: gav.barden@gmail.com

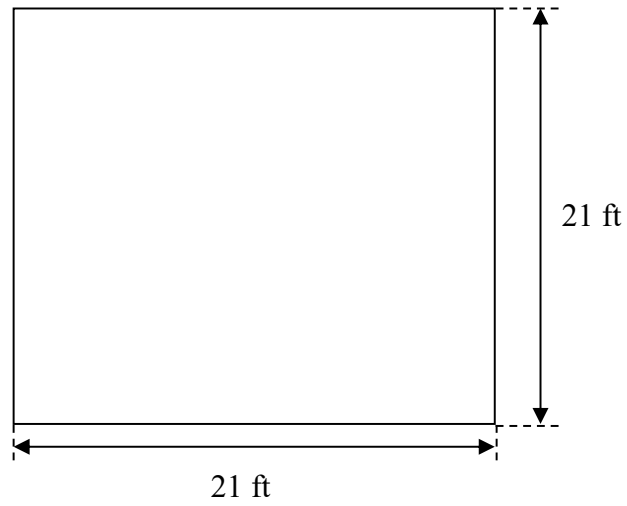
Nick Lester - Tel: 07966 236042, Email: nick\_lester@hotmail.com

Or visit the British Fun Fly Association website [funfly.bmfa.org](http://funfly.bmfa.org)

Last updated November 2024.

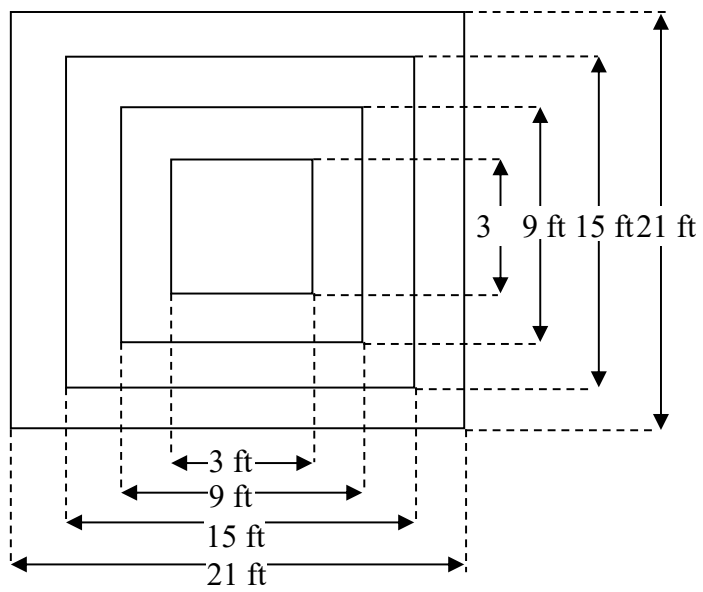
**FIGURE 1**

Dimensions of marked Square

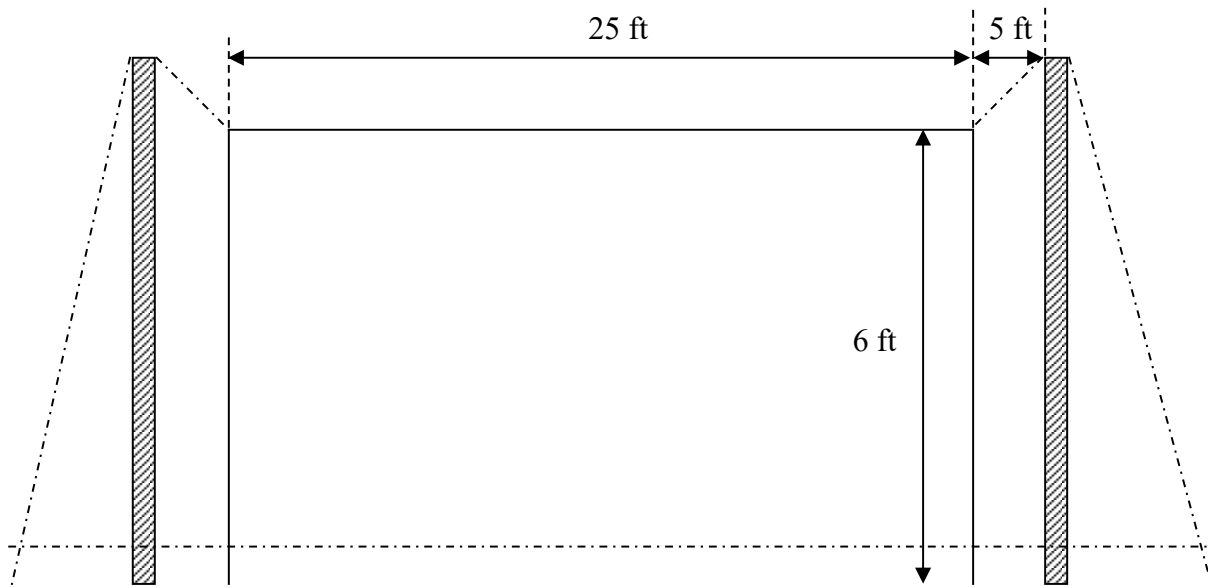


**FIGURE 2**

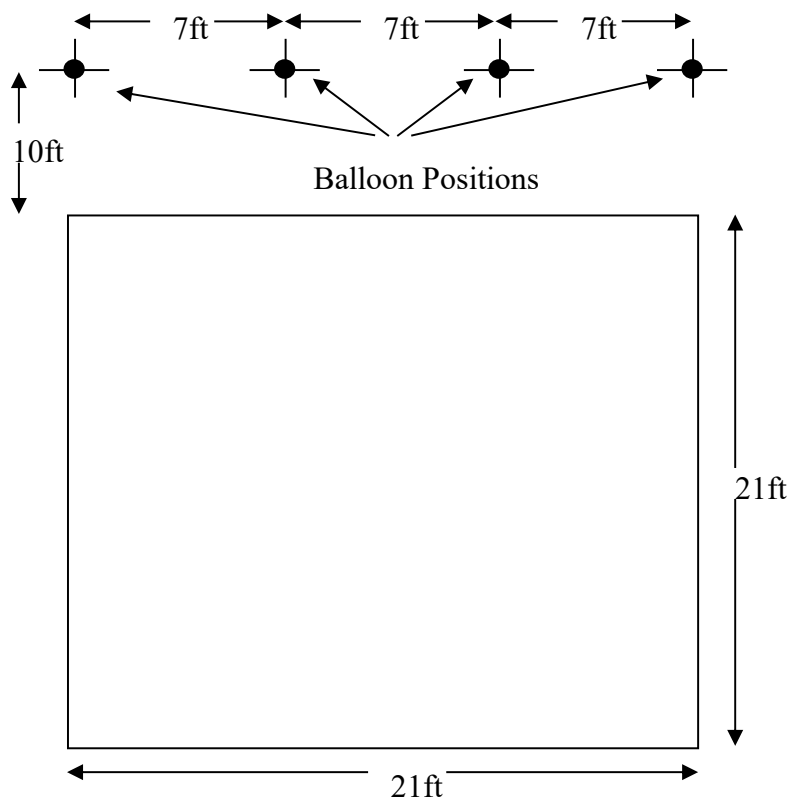
Dimensions of marked square for Spins & Spot and Doughnut Drop.



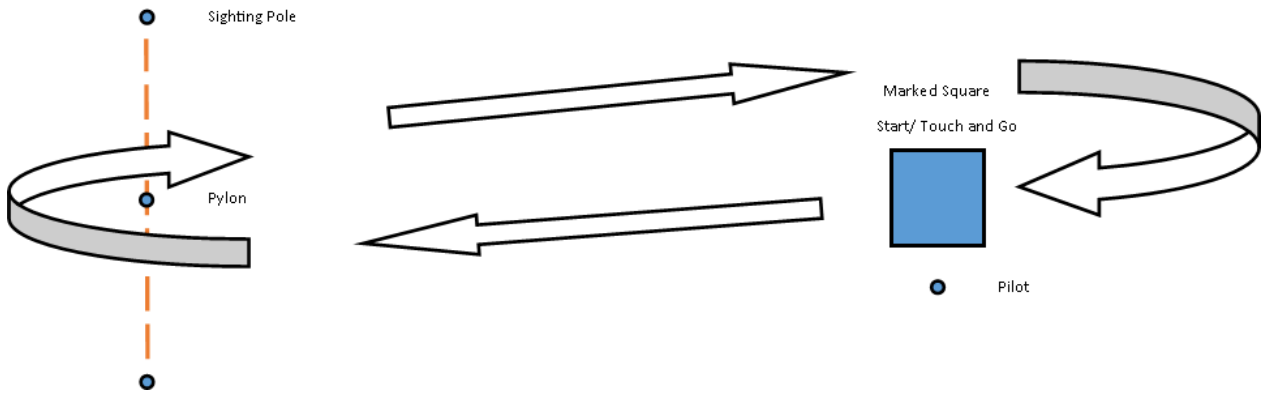
**FIGURE 3**  
Dimensions of limbo gate



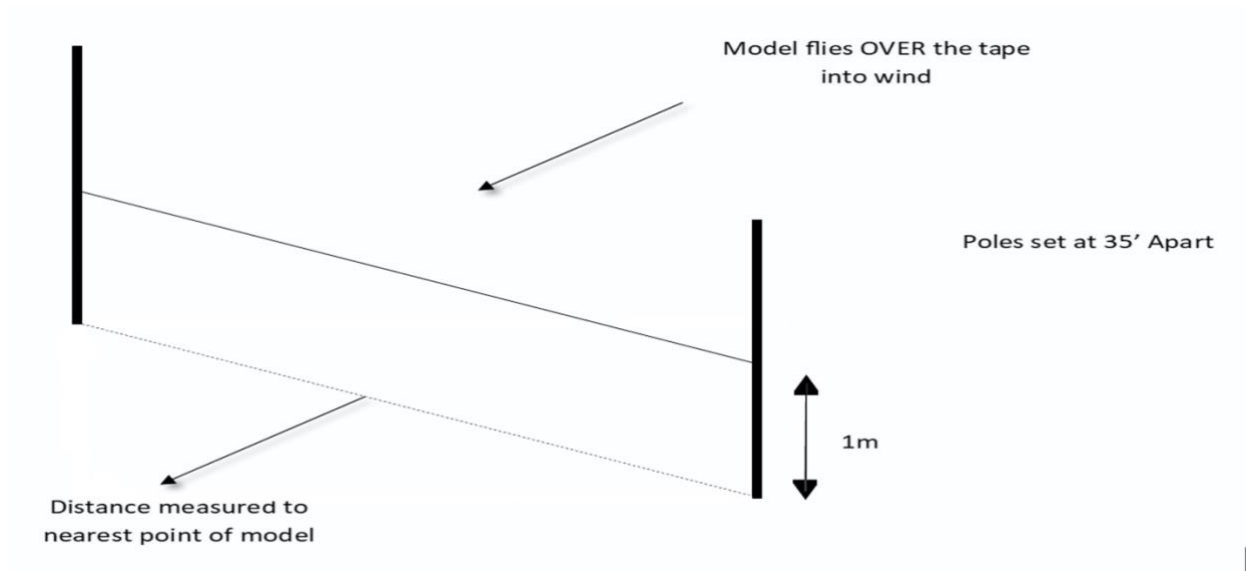
**FIGURE 4**  
Dimensions of marked square & balloon positions



**Figure 5 - Touch & Go Pylon Race**



**Figure 6 - Water Carry Short landing**



**Figure 7 - Water Carry Short Landing**

