Diary

7-8th November Sculthorpe	SMAE Second Trials for 88 Euro Champs. F1A,F1B,F1C Provisional venue, to be confirmed at first trials
15th November Driffield	Falcons Gala. O/R, O/G, O/P, vintage. Contact: R Peers, tel Crewe (0270) 60893.
15-16th November Taft, CA, USA	Jim Patterson FAI Challenge. F1A,F1B,F1C. Contact W Hartill, 7513 Sausalito Ave, Canoga Park, CA 91307, USA
22nd November	SMAE Trials reserve date. Bottesford or North Luffenham, venue to be confirmed at second trials.

FFn

FREE FLIGHT NEWS

Contents

Free Flight News	100
Beaulieu	100
European Championships for Indoor	100
IBIS 101, F1A BY RADOJE BLOGOJEVIC	101
London Area Gala	102
SMAE 5th and 6th Area Centralised events	103
18th Eifel-Pokal, Zulpich	103
11th Izet Kurtalic, Livno	104
French Team for Euro Champs	104
CIRAM 2, F1A BY JOZSEF KRASZNAI	105
FAI CIAM Free Flight World Cup 1987	106
Letters	106
National Free Flight Society	106
FFn Bulk Purchasing	106
SUBSCRIPTION RENEWAL FORM	108

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

FREE FLIGHT NEWS

Once again it is time for the issue that includes a subscription renewal form as the last page. We hope that you will want to continue reading FFn and ask that you please return your form promptly to ensure a smooth continued flow of magazines to you. Please also note that the 1987 NFFS SYMPOSIUM REPORTS are now in stock at a price of £9.70 and may be ordered at the same time as renewing your FFn subscription. A full review of the Symposium Report will follow next month.

I hope that this issue will be posted on or before the nominal issue date of first of the month, but the schedule for this and the following issue might vary as a result of the expected imminent arrival of the second offspring in the Kaynes family.

BEAULIEU

The Beaulieu Model Flying Committee has sent us details of the New Forest Review Consultation Draft Report 1987 which recommends that model flying at Beaulieu be phased out by 1992. Quotations from relevant paragraphs of the report include:

"Model aircraft flying, which takes place from an old airfield site on Beaulieu Heath, is noisy and endangers commoning stock and wild life, particularly ground nesting birds. Although it is a legitimate sport, we judge it to be inappropriate to the Forest and it should be phased out as soon as an alternative venue can be found away from the Forest."

"Model aircraft flying is considered to be inappropriate to the Forest and should be phased out by 1992. The Club should receive active support and assistance from the Southern Council for Sports and Recreation and from the county and district councils to secure an acceptable alternative venue for the sport."

The site is most important to free flight activity in the area from London and south-westwards. The noise and danger factors are not a significant problem due to free flight, but our class cannot readily be accommodated at an alternative venue outside the Forest.

There is to be a meeting of the Beaulieu Committee on Wednesday November 4th at the British Sailors Society, 2 Orchard Place, Southampton (near Queens Park). Go along to voice your opinions and give support. The Committee has until March 31st 1988 to reply to the Review. It is suggested that as many people as possible write in support of continued model flying at Beaulieu, both to their local M.P. and also to the Deputy Surveyor of the New Forest, at The Queen's House, Lyndhurst, Hants SO43 7NF.

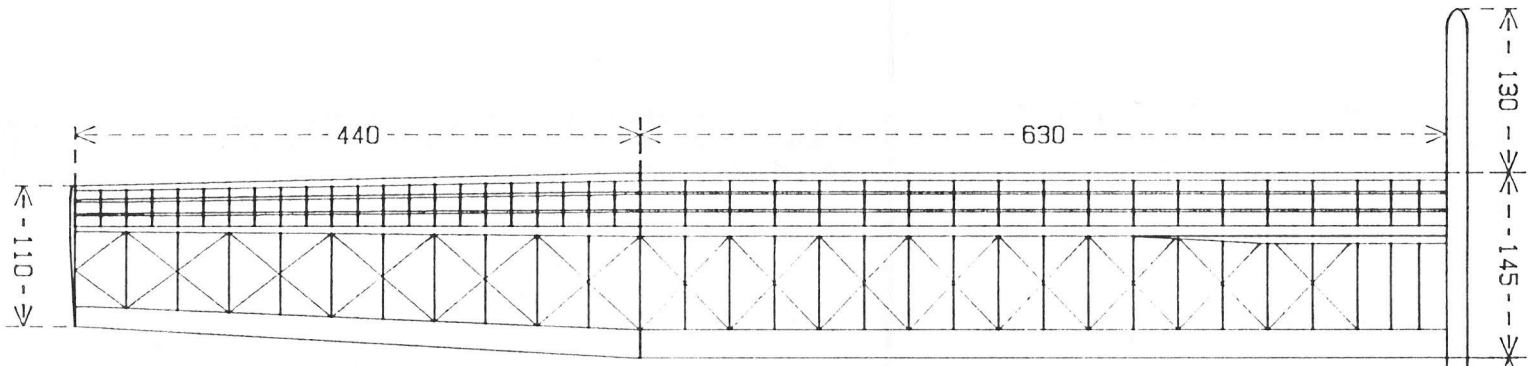
EUROPEAN CHAMPIONSHIPS FOR INDOOR F1D

The Championships were held from August 25th to 30th at Wroclaw in Poland. Thanks to Pierre Chaussebourg for sending the results.

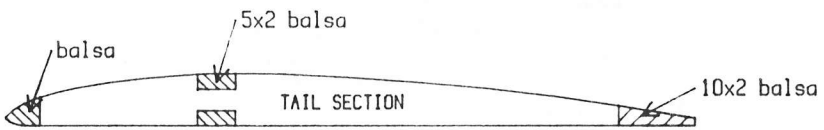
1	D Siebenmann	CH	10.35	37.32	38.55	30.38	28.16	33.46	76.27
2	D Orsovai	H	30.47	33.20	34.45	35.55	38.24	37.11	75.35
3	R Butty	CH	35.26	33.44	37.11	36.37	1.19	32.12	73.48
4	P Nore	FN	15.42	30.27	37.18	34.49	36.05	35.04	73.23
5	O Velunsek	YU	34.44	33.50	31.21	35.15	32.37	37.39	72.54
6	A Ree	H	31.38	32.33	30.21	31.59	34.47	35.56	70.43
7	J Kalina	CSSR	16.51	31.46	34.49	28.52	32.57	35.38	70.27
8	O Rodenburg	NL	19.08	17.27	33.25	34.52	23.58	35.16	70.08
9	L Englund	FN	25.16	30.35	35.49	33.29	27.09	27.09	69.18
10	S Kujawa	PL	10.22	35.50	10.06	32.41	21.17	23.56	68.31
11	W Nimptsch	D	30.27	34.06	31.32	32.27	32.52	33.40	67.46
12	L Ree	H	12.15	25.45	17.30	32.58	27.43	33.46	66.44
13	E Ciapaka	PL	31.58	31.26	31.25	34.14	10.53	14.20	66.12
14	R Lotz	D	22.39	32.50	27.15	23.33	32.46	24.20	65.36
15	T Andre	NL	20.24	30.05	34.59	6.21	12.39	7.44	65.04
16	H Erofejeff	FN	21.56	11.36	32.22	30.41	30.53	31.19	63.41
17	R Czechowski	PL	10.47	30.53	30.05	32.22	27.26	29.43	63.15
18	M Mastnak	YU	28.07	21.32	27.17	27.06	31.23	31.09	62.32
19	A Klinck	D	24.22	9.58	31.39	30.50	20.20	0.10	62.29
20	V Dvinskikh	USSR	20.54	17.52	31.12	27.43	25.03	30.51	62.03
21	L Walek	CSSR	26.17	12.56	17.02	30.42	16.31	31.20	62.02
22	E Liem	NL	25.17	30.05	30.28	10.28	10.00	30.04	60.33
23	R Ruppert	CH	26.23	30.34	28.26	26.36	19.59	29.55	60.29
24	K Brandejs	CSSR	10.22	25.54	17.02	27.00	22.32	32.33	59.33
25	V Kmoch	YU	26.33	14.24	25.41	14.10	30.17	28.40	58.57
26	R Grassi	I	16.28	27.12	16.37	28.40	24.09	22.53	55.52
27	R Champion	F	25.22	23.47	19.45	29.47	5.39	0.41	55.09
28	G Cognet	F	18.34	27.34	24.36	24.50	11.55	27.08	54.42
29	R Tabellini	I	13.48	9.13	9.52	24.14	13.25	29.57	54.11
30	M Ivlev	USSR	18.30	6.41	14.18	5.30	24.31	28.29	53.00
31	C Cotugno	I	0.21	0.23	22.45	16.06	1.41	29.47	52.32
32	A Romashov	USSR	15.45	12.19	10.54	24.45	27.30	24.25	52.15
33	J-F Frugoli	F	22.39	18.07	24.28	4.44	3.53	0.11	47.07

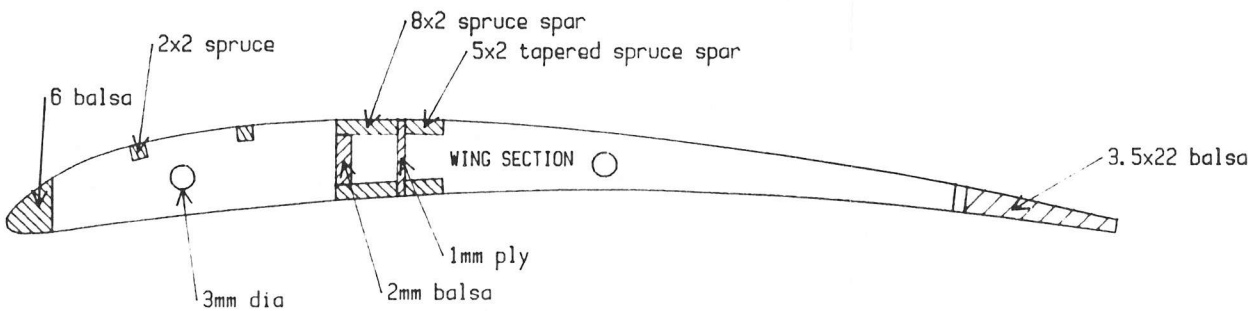
TEAM RESULTS

1	Hungary	H	213.02	5	W Germany	D	195.51	9	USSR	167.18
2	Switzerland	CH	210.44	6	Holland	NL	195.45	10	Italy	I 162.35
3	Finland	FN	206.22	7	Yugoslavia	YU	194.23	11	France	F 156.58
4	Poland	PL	197.58	8	CSSR		192.02			



DIHEDRAL
Inner panel flat
Tip 150

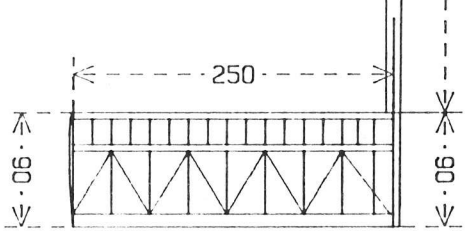


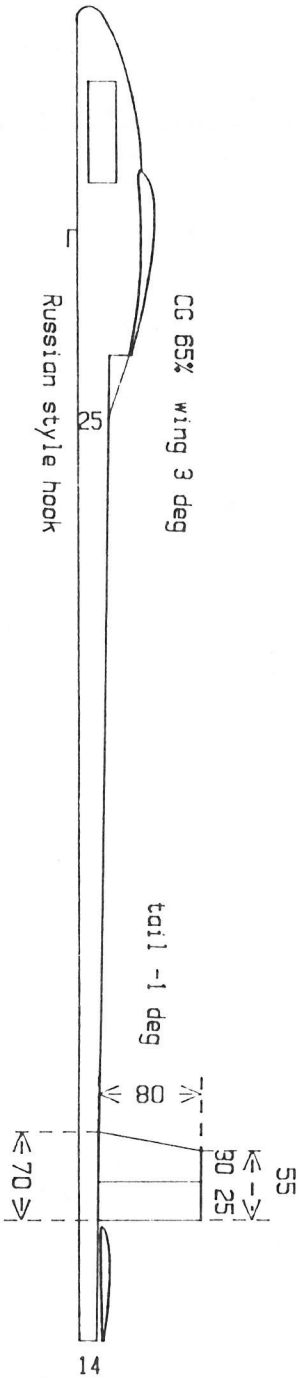


IBIS 101

F1A by Radoje Blogojevic YU

FFn Scale 1:6 All dimensions mm





14

LONDON AREA GALA, Salisbury Plain August 29th-31st

By Russell Peers

Once again Glenda Bracken ran the three-day August London Area Gala on Salisbury Plain. Training Area 9 was not available this time so the equally good 'next door' Area No.8 was used. Many competitors made use of the nearby camp site, also run by Glenda. Like the May contest at Woodbury Common this meeting is developing into a most enjoyable weekend.

On Day 1 the mini contest was held in flat calm conditions with 100% cloud cover. 6 reached the ½A fly-off, the best flight being made by Stafford Screen winning from Pete Harris and Pete Buskell. 4 got to the Coupe d'Hiver fly-off with 4 more dropping only one flight. This time Peter Carter's fine 4 minutes plus flight topped the list. John Buskell made up for his fifth place in ½A by winning HLG, the first 4 places being separated by only one minute. Alan Dean's fine flight of almost 6 minutes secured first place in the seven-man A1 fly-off. To find a man not having 4 maxes it was necessary to go down the list to 14th place.

The first day was certainly super and all looked forward to the FAI day with eager anticipation. It remained calm but this helped to delay the clearance of the early morning mist until midday. It stayed fairly calm but with a few awkward wind changes, competently handled by the Brackens. A full format of seven flights to three minute maxes were flown in separate rounds in the order A, B, C. (Ed: The only odd feature was that re-entry was allowed during the first round, a facility that was used by almost the entire F1B field except Dave Greaves who had the distinction of maxing on his first attempt in a very deceptive round. Steve Marriott should have joined him but DTed early from a certain max and it took another, more marginal, flight to get him a first round max.)

By the end of the day the full 1987 World Champs team was in the F1A fly-off but Peter Williams pushed them down to second, third and fourth places. In F1B Terry Dilks, fresh from his last round disappointment in France, completed 6 maxes and won despite dropping his seventh flight. The next four places were within 5 seconds in a hard-fought contest with surprisingly no fly-off.

It took two days to decide the winner in F1C. The four minute round put Kay Moore out and the C.D. did the right thing in failing light on Sunday evening and held over the five minute round until Monday night. This put Nick Johnson out and then in the six minute fly-off Stafford Screen's hi-tech model topped above Pete Watson and, new to F1C, Paul Chapman.

Slow open power was also flown on the Sunday and was won by broadly grinning Alan Parker in a four man fly-off.

Unfortunately the calm weather did not last and Monday was windy but sunny with strong lift and downdraughts. After a wise decision to keep a three minute maximum, six men reached the open glider fly-off. John Cuthbert's glider hugged the hills to continue for a fine 10 minute flight. Pete Stewart and Gill Hart also completed good flights.

In open rubber, after some long flights in the official rounds, Phil Ball out-glided both John Carter and junior Matthew Chapman. Some slow open power men also maxed out to join the open power fly-off with Pete Harris, Dick Staines and Pete Watson utilising one of the last patches of lift to achieve fine flights. Finally, only Jim Baguley was able to max out in vintage, using a glider after the loss of his rubber model.

Once again Glenda had assembled a super array of prizes to give out including the Junior Trophy won by Matthew Chapman. A Ladies event was won by Ginette Moore. A very big thank you goes to Glenda, who has for the last 3 August Bank Holidays sat in her camper to run a super contest for us. I look forward to the next one but one thing is bothering me. Why didn't I get any Falcons points - did I really fly so badly?

A1 — 21 flew

1	A Dean	10+5.45
2	J Cuthbert	+4.49
3	K Smith	+4.22
4	A Bird	+3.20
5	C Sharman	+2.54
6	D Bird	+2.33

Open Glider — 16 flew

1	J Cuthbert	9+10.09
2	P Stewart	+7.47
3	G Hart	+6.40
4	C James	+3.34
5	J Baguley	+2.58
6	A Tipper	+1.31
7	R Hart (J)	8.34
8	A Dean	8.10

HLG — 8 flew

1	J Buskell	8.07
2	J Tipper	7.47
3	E Burge	7.15
4	A Crisp	6.59
5	M Felstead	6.16

F1A — 27 flew

1	P Williams	21+4.20
2	C Edge	+4.12
3	G Madelin	+4.08
4	W Colledge	+3.38
5	E Drew	+2.03
6	M Fantham	20.47
7	G Manion	20.25
8	P Stewart	20.20
9	G Hart	20.18

Coupe d'Hiver — 17 flew

1	P Carter	10+4.05
2	G Ferer	+2.35
3	G Sharp	+2.32
4	P King	+2.30
5	M Howick	9.52
6	M Dixon	9.46

Open Rubber — 14 flew

1	P Ball	9+5.33
2	J Carter	+4.33
3	M Chapman(J)	+1.35
4	C Chapman	8.35
5	N Cox	8.34
6	A Ball (J)	8.24

Vintage — 4 flew

1	J Baguley	9.00
2	B Platt	7.24

Ladies event — 3 flew

1	G Moore (J)	5.49
2	S Sharman	4.34

F1B — 24 flew

1	T Dilks	20.54
2	D Morley	20.25
3	D Greaves	20.24
4	N Lee	20.21
5	R Peers	20.20
6	I Kaynes	20.13
7	D Hipperson	20.00
8	J Baguley	19.59
9	M Howick	19.51

½A Power — 12 flew

1	S Screen	10+4.16
2	P Harris	+3.53
3	P Buskell	+3.21
4	T Hall	+3.19
5	J Buskell	+3.11
6	R Peers	+2.27

Open Power — 10 flew

1	P Harris	9+10.42
2	R Staines	+8.56
3	P Watson	+6.06
4	T Hall	+5.28
5	T Payne	+4.28
6	J Binnington	+3.18

Junior combined results

1	M Chapman	10.35
2	R Hart	8.34
3	A Ball	8.24
4	Miss G Moore	5.49

Slow Open Power — 8 flew

1	A Parker	9+4.55
2	E Redfern	+4.29
3	A Moorhouse	+3.52
4	J Binnington	+2.45

F1C — 12 flew

1	S Screen	21+4+5+4.50
2	P Watson	+4+5+4.09
3	P Chapman	+4+5+3.42
4	R Johnson	+4+3.49
5	R Moore	+2.56

SMAE FIFTH AREA CENTRALISED EVENT September 6th

Team Open Power Keil Trophy

43 individuals flew, 13 full teams

1	Tynemouth	Jack, Brown, Reavley	21.58
2	Vikings A	Willis, Bailey, Halford	21.49
3	Morley A	King, Fielding, Scott	19.34
4	Anglia	Bond, Wells, Collins	18.38
5	Lowland	Lawrie, Granger, Blair	18.23
6	Vikings B	Pressnell,Roussell,Oldfield	13.58

Open Power Individual Scores

1	A Jack	T'mouth	7.30+6.05	6	R Peers	Falcons	+2.17
2	A Brown	Tynemouth	+3.37	7	R King	Morley	7.30
3	P Bond	Anglia	+3.33	8	R Bailey	Vikings	7.20
4	C Plant	Darlington	+2.53	9	S Fielding	Morley	7.15
5	N Willis	Vikings	+2.37	10	R Wells	Anglia	7.10

F1B Gutteridge Trophy 20 flew

1	R Pollard	T'mouth	12.30+7.23	1	G LeVey	N Yorks	9.58
2	B Martin	Tynemouth	+3.12	2	J Baguley	Birmingham	9.46
3	I Davitt	Morley	+2.35	3	J Cooper	Biggles	9.13
4	R Pavely	Anglia	+2.15	4	J Carter	Falcons	8.41
5	T Dilks	Falcons	+2.00	5	M Brown	Birmingham	7.10
6	L Aukland	N Yorks	11.23	6	T Knight	Crawley	6.55
7	D Davitt	Leeds	10.18	7	K Oliver	Grantham	6.27

A1 Glider 27 flew

SMAE SIXTH AREA CENTRALISED EVENT September 27th

Team Open Rubber Farrow Shield

84 individuals flew, 22 full teams

1	Birmingham B	Morley, Walker, Monks	+25.26
2	Bristol &W A	Wain, Aslett, Chapman	+22.36
3	E Grinstead	Howick, Lee, Richardson	+19.08
4	Falcons	Peers, Carter, Dilks	+17.52
5	Grantham A	Ball, Hipperson, Ball	+17.29
6	Biggles A	Cliff, Cooper, Cliff	+15.08
7	Bristol &W C	Dennis, Bow, Parker	+10.27
8	North Yorks	Anderson,Aukland,Aukland	22.26

Final Plugge Points

1	Bristol & W	1413
2	Vikings	1202
3	Anglia	1146
4	Birmingham	970
5	Crookham	921
6	Falcons	899
7	Biggles	795
8	E Grinstead	753
9	Tynemouth	724

Open Rubber Individual Scores 45 in fly-off

1	A Wells	Anglia	+9.31	8	R Monks	Birmingham	+7.30
2	D Wain	Bristol &W	+8.52	9	P Ball	Grantham	+7.15
3	D Morley	Birmingham	+8.47	10	N Lee	E Grinstead	+7.09
4	R Peers	Falcons	+8.40	11	D Davitt	Leeds	+6.37
5	J Walker	Birmingham	+8.09	12	W Cliff	Biggles	+6.12
6	B Aslett	Bristol &W	+7.56	=	D Hipperson	Grantham	+6.12
7	M Howick	E Grinstead	+7.36	14	M Pressnell	Vikings	+6.10

F1A SMAE Cup 60 flew

1	J Cuthbert	Falcons	+4.19
2	C Edge	Crookham	+4.08
3	W Colledge	Birmingham	+4.02
=	E Drew	Bristol &W	+4.02
5	C P Williams	Richmond	+3.24
6	A Cordes	Birmingham	+3.23
7	P Owens	Liverpool	+3.22
8	M Fantham	Richmond	+3.20
9	J Bailey	Biggles	+3.15

½A Power 20 flew

1	S Fielding	Morley	+3.25
2	E Jones	Tynemouth	+2.50
3	P Harris	Birmingham	+2.32
4	P Buskell	Crookham	+2.23
5	R Baggott	Birmingham	+2.15
=	A Jack	Tynemouth	+2.15
7	P Watson	Birmingham	9.59
8	G Blair	Lowland	9.52
9	C Hickmott	N Yorks	9.44

18TH EIFEL-POKAL, Zulpich August 29-30th

By Mike Woodhouse

The eighteenth Eifel Pokal had very high entries, the best for several years, due firstly to the far travelled World Champs flyers still in Europe and secondly it was a trials event for West German team selection. Gerry LeVey, Dave Oldfield and myself were the only GB flyers to attend.

This year glider was flown first and Wakefield and power together as the second event. Due to wind shift the start was delayed for some 40 minutes or so. The first day was somewhat dull and overcast with a moderate breeze. From my view from downwind as the British recovery team (!) there appeared to be much turbulence at the launch area. This turbulence caused a dramatic change in the last round, with both Dondero and Wachter each dropping a minute.

Power and Wakefield started late on the Saturday with just one round flown in dull dead conditions, most flyers maxed. Sunday dawned foggy, which again delayed the start, but slowly cleared to give a nice sunny day. The sort of weather that means just avoid the mistakes. One interesting feature was Hacken, Ruyter, Batiur and Turner all had props fold on the wing! I flew the second round with Zeri and Kristensen and I thought that calm light air and the fog meant no down - I was wrong! In power the models of Archer and Simpson were the best on the field. Roger had to fly very late in the third round and dropped time. With the delays due to weather the organisers cut the rounds to 40 minutes and with five to a pole the time was far too short.

F1A 91 flew

1	S Rumpp	D	1225
2	A Bezak	D	1219
3	U Schmelter	D	1214
4	A van Wallene	NL	1209
5	E Dondero	ARG	1202
6	S Wachter	D	1197
7	J Schalkowski	D	1185
8	W Gerlach	D	1176
9	C van de Ven	NL	1175
10	S Puttner	D	1162
11	J Somers	NL	1160
12	G Aringer	D	1155

F1B 37 flew

1	J Hacken	NL	1260/240
2	D Paff	D	1260/237
3	R Gaenslen	D	1252
4	A Rummel	D	1251
5	R Hofsass	D	1247
=	P Monninghoff	D	1247
7	F Seja	D	1245
=	M Woodhouse	GB	1245
9	B Silz	D	1243
=	A Zeri	NL	1243
11	J Kristensen	DK	1214
12	B Sauter	D	1198

F1C 18 flew

1	R Archer	US	+300
2	R Stabler	D	+250
3	L Doring	D	1254
4	H Hubler	D	1244
5	R Simpson	US	1240
6	M Zito	ARG	1239
7	D Thomas	AUS	1226
8	R Truppe	A	1225
9	H Stetz	D	1224
10	S Seydel	D	1217
11	R Radovan	YU	1207
12	T Schwend	D	1181

11th IZET KURTALIC MEMORIAL, LIVNO

F1A		66 flew	
1	S Hebib	YU	+240+300+360
2	B Isaacson	US	+240+300+326
3	E Sahinovic	YU	+240+300+220
4	S Jojin	YU	+240+300
5	R Nadjalin	YU	+240+272
6	A Vidensek	YU	+190
7	D Marin	YU	+183
8	N Miklusev	YU	1260
9	R Lewis	NZ	1240

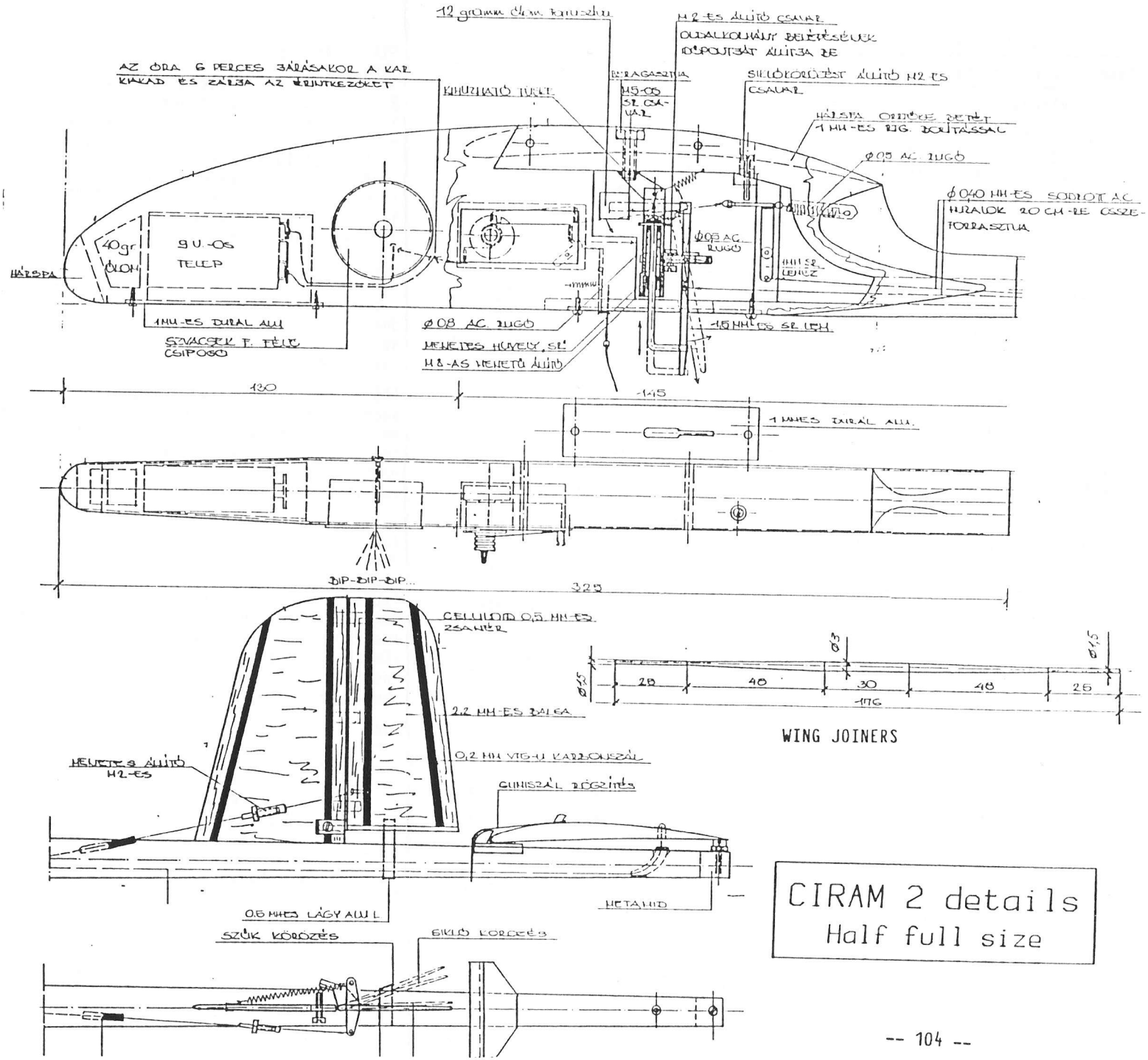
F1B		37 flew	
1	B Bijelic	YU	+240
2	S Hadzovic	YU	+233
3	N Alujevic	YU	1253
4	I Sinanagio	YU	1230
5	R Marquez	ARG	1225
6	M Klenosek	YU	1211
7	L Lacimic	YU	1208
8	P Fauser	AUS	1207
9	G Mustapic	YU	1185

F1C		18 flew	
1	R Truppe	A	+240+300+300
2	D Varda	YU	+240+300+146
3	Z Kovacki	YU	+240+300+ 0
4	B Gutai	US	+240+ 0
5	M Zito	ARG	1184
6	J Zelkovski	YU	1183
7	M Pavlov	YU	1180

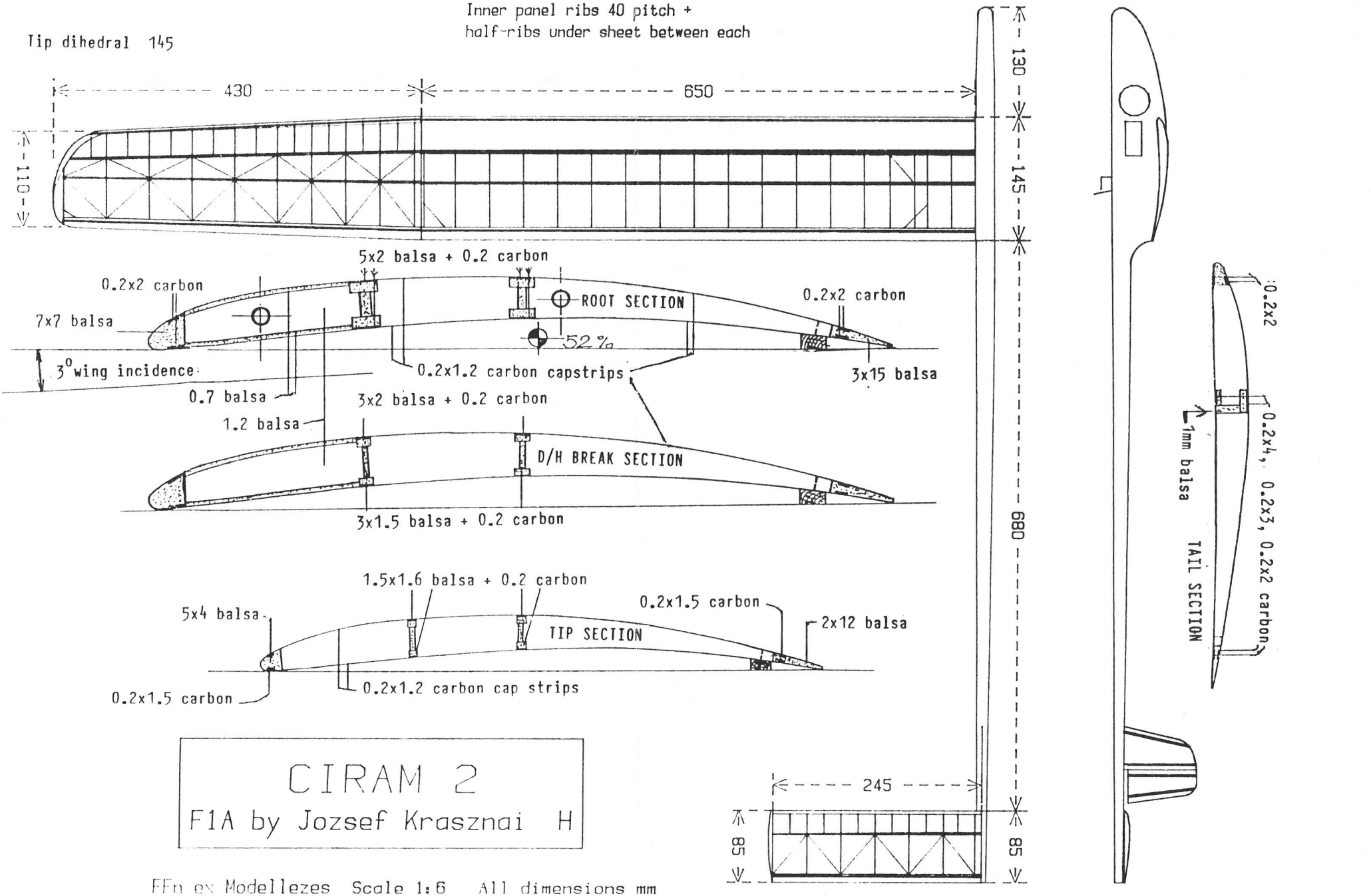
FRENCH TEAM FOR EURO CHAMPS

Gerald Nocque reports that the French teams for the 1988 European Championships in Yugoslavia were selected in team trials held at Issoudun on October 3rd and 4th, with 14 rounds and good weather. The teams are:

F1A: J Besnard, J L Drapeau, F Richer, reserve T Marilier
F1B: J C Cheneau, A Koppitz, G Nocque, reserve P Lepage
F1C: B Boutilier, A Roux, B Trachez (only 3 competitors)



CIRAM 2 details
Half full size



CIRAM 2

F1A by Jozsef Krasznai H

FFn ex Modellezes Scale 1:6 All dimensions mm

FAI CIAM FREE FLIGHT WORLD CUP 1987

The latest results are as follows, including the Eifel-Pokal and Izet Kurtalic results. Points are allocated as 25 for winning one of the nominated international events, 20 for second, 15 for third, 12 for fourth, 10 for fifth, down to 1 for fourteenth. The results below cover everyone with more than 20 points. There remain two competitions for the 1987 World Cup, the Sierra Cup and Bern competitions, completed by the November 1st.

	F1A				F1B				F1C		
1	S Rumpp	D	60	1	D Paff	D	55	1	R Truppe	A	57
2	A van Wallene	NL	41	2	J Hacken	NL	55	2	R Archer	US	55
3	P Findahl	S	35	3	J Kristensen	DK	41	3	T Koster	DK	52
4	G Aringer	D	27	4	S Hadzovic	YU	39	4	L Doring	D	50
5	P de Boer	NL	26	6	R Gaenslen	D	27	5	R Simpson	US	30
6	M Gobbo	I	25	7	B Silz	D	25	6	R Meissnest	D	28
6	J Benes	CH	25	7	B Branko	YU	25	7	D Galbreath	US	25
6	A de Visser	AUS	25	7	K Brenton	AUS	25	7	Kim Jung Hi	NKOR	25
6	S Hebib	YU	25	7	B Eimar	S	25	7	R Summersby	AUS	25
6	W Plantinga	NL	25	7	J Gulugonov	USSR	25	7	G Venuti	I	25
6	Szabo Miklos	H	25	7	B Romak	US	25	11	S Screen	GB	24
6	R Weiler	US	25	7	C Zold	H	25	12	H Hubler	D	22
6	T Weimer	DDR	25	7	P Zoppelli	I	25	13	M Zito	ARG	21
14	C Breeman	NL	22	15	A Hacken	NL	24				
14	E Dondero	ARG	22	15	S Ruyter	NL	24				
14	J Godinho	F	22								

LETTERS

FROM MARTIN DILLY, Team Manager of the GB 1987 World Champs team:

Somewhat belatedly, could I thank all the British supporters who helped our team at the World Championships at Poitou. The very strong lift and the fields of garnet-paper-sunflowers made being a retriever a tough task. The fact that much of our retrieving effort came from the very supportive supporters who had actually come to watch, rather than work, was much appreciated. Along with a very 'together' team, I am sure that their efforts went a long way towards our very respectable placing in the Challenge France.

If any of this year's supporters speak Serbo-Croatian, I'm sure they'll be very welcome should they care to investigate whatever lurks downwind at Zrenjanin in 1988. Come to think of it, forget the language qualification..

One can only marvel at the stamina of some of the teams that compete at this high level and who arrive simply as nine flyers, with no extra help. Maybe this is another good reason for us to try to get back to the CIAM's FF Organisers' Guide recommendation that such events be run so as to avoid the middle part of the day, with its associated high probability of thermal activity.

PS: Someone left a pair of sunspecs in my white Chevanne downwind on the F1B/C day at the Poitou contest. It was probably a British F1A flyer involved in retrieving on the second day. Contact me for their return.

FROM MIKE WOODHOUSE, copy of letter to Peter Harris, Chairman of the SMAE FF Committee:

Proposed reduction in engine run for open power from 10 to 7 seconds. Whilst agreeing that there is a need to curb the performance of the "40" size models, an overall reduction in engine run is not the way. The reduction will "kill off" the smaller model and reduce entries in open power.

Why not have a differential engine run? Allow models with engines of less than "19" size 10 seconds and over "19" size engines 7 seconds. This would allow both the small and large models to compete together on even terms.

NATIONAL FREE FLIGHT SOCIETY

In preparation for the 21st anniversary of the NFFS Symposium (1988) papers and nominations are requested by December 31st to the following organisers:

1) Ten Models of the Year: send nominations to
Jon Zeisloft, 5411 W October Way, W Valley City, Utah 84120, U.S.A.

2) Free Flight Hall of Fame: send nominations to
Anthony Italiano, 1655 Revere Drive, Brookfield, WI 53005, U.S.A.

3) Outline proposals for papers for 1988 Symposium to
Hermann Andresen, 738 E Palmaire, Phoenix, Arizona, U.S.A.

Anthony Italiano tells us that, since the FF supplies cottage industry has grown and is healthy, NFFS can no longer justify the need nor the drain on resources resulting from operation of the NFFS Supplies branch. Thus the Supplies business has been sold to Joe Wagner and now goes under the name of "The Model Box". Any inquiries and orders should be sent directly to The Model Box at the same address, that is 12 Cook St, Rowayton, CT 06853, USA. Note that this does not affect the NFFS Plans service, now run by new volunteer Bob Klipp (10115 Newbold Dr, St Louis, MO 63137).

FFn BULK PURCHASING

In the August issue we published a list of FFN Bulk Purchasing prices which had inadvertently lost the price increases for Seelig timers that had been announced in December 1986. The actual current costs are:

4 function ½A	£13.50,	4 function F1C power	£18.50
5 function F1C power	£15.00,	3 function Wakefield	£15.50
1 function Wakefield	£9.00,	1 function glider	£ 9.00

Order from David Stapleton at :
21 Ravensbourne Drive, Chelmsford, Essex CM1 2SJ, England.