Free Flight news FFn

CONTENTS

Australian FF Champs, Naranderra, NSW, Apr 14-17	58
Southern Cross Cup, Naranderra, Australia, Apr 18-19	58
Kotuku Cup, Omarama, New Zealand, Apr 24 to 26	58
Omarama Cup, Omarama, New Zealand, Apr 28-30	58
City Cup of Lucenec, Lucenec, Slovakia, April 22	59
Estonian Free Flight Cup, Madziunai, Lithuania, Apr 29-30	59
Baltic Cup, Madziunai, Lithuania, April 30	59
Stonehenge Cup, Salisbury Plain, May 13-14	59
23rd Srem Cup, Vojka, Serbia and Montenegro, May 13-14	61
Open International, Vsechov, Czech Republic, May 19-21	60
Sofia Cup, Pazardzik, Bulgaria, May 26-28	61
2 F1E Internationals, Rana, Czech Rep, Apr 29-30	61
2 Hungarian F1E, Liptovsky Mikulas, Slovakia, May 20-21	61
London Gala, Salisbury Plain, April 30 - May 1	61
BMFA Fourth Area Centralised event, May 7	63
BMFA Senior Championship	63
Steel Cup and Classic Power, Newbigging May 6-7	63
SE AREA BMFA/SAM35 Spring Gala, Odiham May 21	64
7th Indoor International, Bordeaux, France, May 6-7	64
15th Annual Worldwide Postal Competition 2006/7	64
Worldwide Postal Competition 2005/6 results	66
Correspondence	67
FF Losses	67
Beware that gorse scratch at Woodbury	68
Epsom Free Flight Users' Group	68
Ashdown Forest	68
BMFA Indoor at Cardington	68
FFn	68

DIARY

June 10-11 Port Meadow, Oxford	Oxford MFC Rally. See FFn 0512. Sat 7pm Champagne flyoffs CdH, A1, HLG +CLG. Sunday 10am: In rounds 5x2: CdH, A1, E30/P30. 3x2 no rounds: vint R (34" max sp), vint G (72" max sp), classic G ('51-60), tailless R+G comb. HLG+CLG. All G 50m. No thermistors, streamer poles, motor heaters, power models. Insurance required by all flyers. Andrew Crisp, 4 Grove St,Oxford OX2 7JT,t 01865 553800
June 10-11 Salisbury Plain	BMFA FF Trimming. Must be on security list. See FFn 0604. Call Peter Tribe on 01225 862748 on the Friday to confirm.
June 11 Near Sheffield	BMFA 3rd F1E (Team Selection). F1E. Contact & CD: T Faulkner 0114 2363397
June 16-17 Rinkaby, Sweden	Swedish Cup. F1A, F1B, F1C World Cup. Contact: Magnus Solerling, tel +46 70 820 9112, email: f1b@kth.se
June 17 Aradac-Zrenjanin Serbia	Djordje Zigic. F1A,F1B,F1C World Cup. N Borovac,t+381 116 19164,fx+381 1161 9164 vsscg@sbb.co.yu http://www.vsi.org.yu
June 17-18 Turda, Romania	Memorial Popa Crangu. F1E. World Cup. M. Zanciu, t: +40 213 162 454, fax: +40 213 162 454 mzanciu@modellism.mcit.ro
June 18 Area Venues	BMFA 5th Area. O/P&SLOP Team (Keil/Plugge), F1B (Gutteridge), F1H (Plugge), CO2, O/E.
June 18 Cardington	BMFA Indoor. 35cm and F1L. See page 68 must be on list lauriebarr@btinternet.com
June 19-24 Turda, Romania	FAI European Championship F1E. Seniors & Juniors.
June 19-20 Rinkaby, Sweden	Nordic Cup of Denmark. F1A, F1B, F1C World Cup. Bo Hyhegn, t +45 482 67306, fx: +45 482 41069, www.ffu.dk
June 22-23 Turda, Romania	Turda Cup. F1E. World Cup event. Contact: M. Zanciu, see June 17-18 entry
June 24-25 Newbigging	Scottish FF Nationals. Sat: :F1A and F1B 2 flights 1000-1330 at will, then flts 3,4,5 in rounds Open Vintage 1000-17:30. Sunday: 1000-1700: O/G, O/R, comb SLOP/OP,F1G,F1H,½A/F1J. Entry on day, £3 per event. Contact: Jim Arnott 01383 510279 arnott.downside@btinternet.com
June 24-25 Salisbury Plain	BMFA FF Trimming. See June 10-11 entry.
June 24-25 Bjelopolje, Croatia	Memorijal Vilima Kmocha F1A,F1B, F1C, F1H World Cup. D Kmoch, t: +38501 625 2035 fx+385013310403 http://www.mk-z.hr
June 26-30 Penza, Russia	Championships of Russia. F1A, F1B, F1C World Cup. M Kochkarev,t:+70951584905 fax: +7 095 158 490 5, kochkarev@pol.ru
July 1 (Saturday) Barkston Heath	Brumfly Gala. O/G, O/R, O/P, SLOP, MV, A1,CdH,F1J/½A,CLG,HLG. See FFn 0604 Start 9am. No rounds, flts upwind of line (ex CLG,HLG). S Darmon 024 7667 8520
July 1-2 Salisbury Plain	BMFA FF Trimming. See June 10-11.
July 2 Near Sheffield	BMFA 4th F1E (Team Selection). F1E. Contact & CD: T Faulkner 0114 2363397.
July 2 Port Meadow	Oxford MFC Dreaming Spires. See FFn 0605. Charlie Newman 01865 873020, Charlie@newman737.freeserve.co.uk

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

AUSTRALIAN FF CHAMPS, NARANDERRA, NSW, APR 14-17

F1A 18 flew (no juniors)

1	P Mitchell	AUS	1178
2	B Van Nest	USA	1142
3	J Woolley	AUS	1131
4	B Lewis	AUS	1128
5	A Koerbin	NZL	1035
6	C King	NZL	925
7	R Wallace	NZL	835
8	A Fathers	AUS	674

F1B 27 flew

1	T Bond	AUS	1320
2	P Siefert (J)	GER	1297
3	P Sikora	AUS	1292
4	M Siefert	GER	1291
5	A Mcdonald	NZL	1284
6	L Morgan	AUS	1274
7	W Jones	AUS	1271
7	R Blackam	AUS	1271
9	T Woolley	AUS	1242
10	P Rossiter	AUS	1235
11	B Van Nest	USA	1224
12	B Lewis	AUS	1211

F1C 4 flew

1	R Summersby	AUS	1320
2	B East	AUS	1140

SOUTHERN CROSS CUP, NARANDERRA, AUSTRALIA, APR 18-19

F1A 17 flew (no juniors)

1	H Nyhegn	DEN	1290	+280
2	R Wallace	NZL	1290	
3	A Koerbin	NZL	1257	
4	B Van Nest	USA	1250	
5	P Mitchell	AUS	1241	
6	C King	NZL	1199	
7	J Woolley	AUS	1190	
8	N Murray	AUS	1187	

F1B 21 flew

1	M Seifert	GER	1320	+280
2	P Sikora	AUS	1320	+249
3	J Lewis	AUS	1320	+237
4	L Morgan	AUS	1320	+150
5	T Bond	AUS	1320	
6	B Van Nest	USA	1310	
7	B Lewis	AUS	1290	
8	W Jones	AUS	1284	
9	D Ackery	NZL	1262	
10	R Blackam	AUS	1202	

F1C 2 flew

1	R Summersby	AUS	1287

KOTUKU CUP, OMARAMA, NEW ZEALAND, APR 24 TO 26

F1A 17 flew (no juniors)

1	R Wallace	NZL	1290	+300	+296
2	C King	NZL	1290	+300	+269
3	B Van Nest	USA	1290	+289	
4	S Cox	NZL	1282		
5	V Morgan	AUS	1269		
6	P Mitchell	AUS	1263		
7	J Davis	USA	1261		
8	E Carroll	USA	1243		
9	A Parna	EST	1231		

F1B 15 flew

1	R Morrell	USA	1267
2	P Squires	NZL	1249
3	W Jones	AUS	1244
4	D Ackery	NZL	1237
5	T Bond	AUS	1212
6	L Morgan	AUS	1164
7	J Malkin	NZL	1162

F1C 5 flew

1	R Summersby	AUS	1320
2	M Roberts	USA	1310
3	E Carroll	USA	1289

Mini Combined 12 flew

1	B Van Nest	600+845
2	E Carroll	+549
3	R Summersby	+488
4	M Roberts	+427
5	T Bond	595
6	P Squires	582

Open Combined 8 flew

1	P Squires	540+151
2	L Morgan	+131
3	W Jones	+125
4	W McGarvey	+114
5	L Vincent	513
6	R Dalziel	498

HLG 5 flew 6x60

1	D Jackson	305
2	P Smith	282
3	R Dalziel	253

CLG 5 flew 6x60

1	T Stowe	287
2	P Smith	199
3	D Jackson	197

OMARAMA CUP, OMARAMA, NEW ZEALAND, APR 28-30

F1A 17 flew (no juniors)

1	R Wallace	NZL	1290	+300
2	H Nyhegn	DEN	1290	+289
3	P Mitchell	AUS	1286	
4	V Morgan	AUS	1285	
5	A Parna	EST	1266	
6	E Carroll	USA	1259	
7	B Mcgarvey	NZL	1256	
8	G Bachmann	SUI	1234	
9	T Stowe	AUS	1228	

F1B 13 flew

1	A Zeri	NED	1290	+300
2	P Squires	NZL	1290	+219
3	L Morgan	AUS	1290	+218
4	A Koerbin	NZL	1288	
5	B Van Nest	USA	1276	
6	T Bond	AUS	1243	
7	R Morrell	USA	1236	

F1C 7 flew

1	M Roberts	USA	1320	+300	+321
2	E Carroll	USA	1320	+300	+267
3	R Summersby	AUS	1303		
4	P Smith	NZL	1233		

F1H 5 flew

1	B Van Nest	600+406
2	R Wallace	600+228
3	P Mitchell	595

F1G 3 flew

1	W Jones	581
2	T Bond	557
3	C Murphy	314

F1J 3 flew

1	R Summersby	600+256
2	M Roberts	600+254
3	E Carroll	600+146

P30 4 flew

1	R Dalziel	236
2	D Jackson	223
3	C Murphy	209

HLG 6 flew 6x60

1	P Smith	282
2	S Cox	266
3	C Murphy	250

CLG 5 flew 6x60

1	S Cox	294
2	T Stowe	232
3	P Smith	203

Kiwi Power 2 flew 3x120

1	R Summersby	360
2	C Murphy	250

CITY CUP OF LUCENEC, LUCENEC, SLOVAKIA, APRIL 22

F1A 43 flew

1	R Koglot	SLO	1320	+300	+302
2	S Jakutis	LTU	1320	+300	+268
3	J Letko	SVK	1320	+300	+264
4	M Valastiak	SVK	1320	+300	+261
5	R Blagojevic	SCG	1320	+300	+254
6	B Ryz	CZE	1320	+300	+253
7	I Treger	SVK	1320	+300	+240
8	F Kerner	HUN	1320	+300	+214
9	J Csanyi	HUN	1320	+300	+212
10	R Lesko	CRO	1320	+234	
11	G Domokova (J)	SVK	1320	+111	
12	A Notaros	HUN	1310		
13	T Mica	SCG	1291		
14	V Hladil	CZE	1285		
15	G Vasas	HUN	1272		
16	P Teller	HUN	1271		
17	I Bezak	SVK	1267		
18	M Pitlanic	SVK	1252		

F1A-Junior 10 flew

1	G Domokova	SVK	1320	+111
2	M Eros	HUN	1230	
3	M Bohus	SVK	1207	

F1B 9 flew

1	V Urban	CZE	1380	+392
2	R Mackus	LTU	1380	+351
3	H Neusburger	AUT	1380	+235
4	I Kolic	SCG	1360	
5	K Salzer	AUT	1274	

F1C 11 flew

1	G Zsengeler	HUN	1380	+368
2	J Szecsenyi	HUN	1380	+265
3	R Truppe	AUT	1380	
4	L Magyari	HUN	1378	

ESTONIAN FREE FLIGHT CUP, MADZIUNAI, LITHUANIA, APR 29-30

F1A 43 flew

1	M Lihtamo	FIN	780	+300
2	H Dirk	GER	780	+212
3	H Willi (J)	GER	757	
4	P Findahl	SWE	750	
5	K Kulmakko	FIN	747	
6	R Indrisonis	LTU	727	
7	U Vihul	EST	716	
8	V Berzins	LAT	693	
9	V Dimavicius	LTU	690	
10	U Kokk	EST	658	
11	J Valo	FIN	632	
12	I Tommi	FIN	616	
13	J Carter	GBR	609	
14	D Berzins (J)	LAT	554	
15	Z Mindaugas (J)	LTU	546	
16	M Niiranen (J)	FIN	512	
17	O Kilpelainen	FIN	473	
18	V Runnari	FIN	425	
19	G Abolins	LAT	277	
20	V Lazarevych	UKR	251	

F1A-Junior 14 flew

1	H Willi	GER	757
2	D Berzins	LAT	554
3	Z Mindaugas	LTU	546

F1B 18 flew

1	D Thorsen	SWE	780	+265
2	V Ivancikas	LTU	780	+230
3	Y Waltonen	FIN	762	
4	R Peers	GBR	718	
5	D Astapenko (J)	LAT	677	
6	K Salzer	AUT	671	
7	M Dahlin	SWE	665	

F1C 11 flew

1	M Voits	LAT	780
2	J Roots	EST	702
3	V Sychov	UKR	677
4	A Grasys	LTU	674

BALTIC CUP, MADZIUNAI, LITHUANIA, APRIL 30

F1A 38 flew

1	T Weimer	GER	840
2	M Lihtamo	FIN	837
3	J Sprogis	LAT	822
4	J Carter	GBR	819
5	D Varhos	SWE	817
6	V Lazarevych	UKR	813
7	P Findahl	SWE	800
7	D Halbmeier	GER	800
9	P De Boer	NED	797
10	S Jensen	DEN	791
11	K Vytas (J)	LTU	778
12	J Zarins (J)	LAT	775
13	K Kulmakko	FIN	758
14	T Isotalo	FIN	744
15	W Herwig (J)	GER	742
16	J Valo	FIN	714

F1A-Junior 14 flew

1	K Vytas	LTU	778
2	J Zarins	LAT	775
3	W Herwig	GER	742

F1B 15 flew

1	M Woolner	GBR	840
2	M Dahlin	SWE	836
3	V Romancenko	UKR	822
4	R Mackus	LTU	803
5	K Salzer	AUT	802
6	D Thorsen	SWE	788
7	T Sarpila	FIN	777
8	M Woodhouse	GBR	765

F1C 6 flew

1	J Roots	EST	840
2	V Sychov	UKR	812
3	M Voits	LAT	690

STONEHENGE CUP, SALISBURY PLAIN, MAY 13-14

Report by Peter Watson.

Anyone examining my computer records for the week leading up to the Stonehenge Cup, could be excused for thinking that I had a bizarre fetish with internet weather sites. Not true, although in the past my wife has accused me of having an affair with a sheet of balsa.

As usual the weather did play a significant part in this years event, although thankfully it never rained.

Saturday had a steady moderate breeze all day, and the max was reduced for some rounds, because of cows downwind. A

few volunteers stood near the cows, and no eating or trampling incidents occurred.

Fly offs were delayed in the hope that the windspeed would decrease, but it never did. Woolner, Vivchar, and Van Hoorn, all made the 7 minute max in F1B. In F1C, Screen flew very late in the round, and found better air than those who flew earlier.

Sunday dawned warm, sunny, with very light drift. What was expected to be the conclusion of F1B took place at 8:30, when all 3 contenders launched in to gentle lift, going for 10 minutes. Van Hoorn stalled out of the lift, but Wooner, and Vivchar were very high at 10 minutes, with no D/T's, but both models were successfully retrieved.

Is this the first time that 2 F1B's have made the 10 minute max in a contest ?.

F1A started at 9:00 in very pleasant, warm, benign conditions. Sixteen made the fly off, which under the conditions at the time looked as if it could go on forever. However the weather suddenly changed, and the only fly off required was held in a cool moderate breeze, with no apparent lift, and won by young Russian, Mikhail Kosonozhkin.

The prizegiving took place, and was followed by the conclusion of F1B, when Woolner made the 7 minute max in the cool breeze.

Overall, a successful Stonehenge Cup, with a slight increase in foreign participation. For a variety of reasons, it is always going to be difficult to get people to cross the Channel, but if we are going to build on this, we desperately need fresh input, and help. A lot of those involved have been so for along time, and need a break. Examine your conscience, and volunteer to the FFTC.

As a late, and sceptical convert to the electronic age, I am 100% convinced that computers make events such as this more manageable, and mobile phones should now be considered as an essential item of everyone's field equipment.

Finally, a big thank you to all those involved, good luck to my successor, and remember, 'The weather rules everything'.

F1A 32 flew 16 full scores

1	M Kosonozhkin	RUS	960	+260
2	M Cook	GBR	960	+257
3	P Williams	GBR	960	+207
4	D Bartle	GBR	960	+194
5	E Ragot	FRA	960	+179
6	J Pennington	GBR	960	+173
7	C Edge	GBR	960	+172
8	P Findahl	SWE	960	+170
9	B Trachez	FRA	960	+158
10	A Ball	GBR	960	+157
11	W Colledge	GBR	960	+154
12	J Carter	GBR	960	+147
13	D Findahl (J)	SWE	960	+136
14	A Jack	GBR	960	+107
15	J Challine	FRA	960	+90
16	S Holmbom	SWE	960	+58

F1A-Junior 2 flew 1 full scores

1	D Findahl	SWE	960	+136

F1C 5 flew 3 full scores

1	S Screen	GBR	810	+342
2	J Cuthbert	GBR	810	+314
3	A Jack	GBR	810	+200

F1B 27 flew

1	M Woolner	GBR	810	+420	+600	+420
2	V Vivchar	UKR	810	+420	+600	+276
3	H van Hoorn	NED	810	+420	+257	
4	B Martin	GBR	810	+360		
5	D Billam (J)	GBR	810	+219		
6	K Salzer	AUT	810	+189		
7	G Stringer	GBR	799			
8	C Chapman	GBR	792			
9	W Feyth	NED	791			
10	G Willemsen	NED	790			
11	P Martin	GBR	786			
12	M Seifert	GER	784			
13	M Evatt	GBR	763			
14	M Woodhouse	GBR	756			

F1Q 2 flew

1	T.Grey	GBR	717
2	P.Lang	GBR	502

VSECHOV, CZECH REPUBLIC, MAY 19-21

F1A 66 flew

1	I Bezak	SVK	1260	+180
2	O Krucky	CZE	1260	+166
3	J Vosejpka	CZE	1260	+70
4	P Aanen	NED	1206	
5	J Pokorny	CZE	1202	
6	I Kreetz	NED	1200	
7	M Chudoba	CZE	1191	
8	U Rusch	GER	1190	
8	M Van Dijk	NED	1190	
10	B Gablas	CZE	1173	
11	B Ryz	CZE	1167	
12	D Ibehej	CZE	1160	
13	B Klima	CZE	1158	
14	P Kornhofer	CZE	1141	
15	V Hladil	CZE	1134	
16	J Letko	SVK	1127	
17	S Haase (J)	GER	1124	
18	D Schulz	GER	1117	
19	B Trachez	FRA	1115	
20	G Hudak	SVK	1108	

F1A-Junior 13 flew

1	S Haase	GER	1124
2	J Seren	GER	1001
3	M Seren	GER	989

F1B 30 flew

1	B Silz	GER	1260	+300
2	I Kolic	SCG	1260	+275
3	M Novy	CZE	1260	+176
4	V Urban	CZE	1260	+168
5	M Kubicek (J)	CZE	1249	
6	A Gey	GER	1228	
7	S Absolon (J)	CZE	1195	
8	J Cihak	CZE	1194	
9	D Piber	AUT	1175	
9	S Tedeschi	FRA	1175	
11	M Hartl	CZE	1171	
12	T Seren (J)	GER	1164	

F1C 11 flew

1	R Truppe	AUT	1260
2	C Wachtler	GER	1218
3	L Patocs	HUN	1187
4	H Stetz	GER	1177
5	V Patek	CZE	1060

23RD SREM CUP, VOJKA, SERBIA AND MONTENEGRO, MAY 13-14

F1A 25 flew

1	R Koglot	SLO	1320	+300	+346
2	G Aringer	AUT	1320	+300	+325
3	F Kerner	HUN	1320	+250	
4	B Zulic	SLO	1303		
5	S Mutic	SCG	1229		
6	G Vasas	HUN	1210		
7	M Tica	SCG	1200		
8	S Hubert	SVK	1197		
9	J Zagorac	SCG	1195		
10	J Voros	HUN	1179		

F1A-Junior 2 flew

1	G Domokova	SVK	1165

F1B 12 flew

1	R Blagojevic	SCG	1320
2	I Vivchar	UKR	1307
3	I Kolic	SCG	1275
4	V Savov	BUL	1238
5	S Gostojic	SCG	1232
6	B Bjelic	SCG	1224

F1C 10 flew

1	G Zsengeller	HUN	1320	+300	
2	R Truppe	AUT	1320	+264	
3	L Magyari	HUN	1320	+259	
4	D Zulic	SLO	1257		
5	D Jermol	CRO	1240		

SOFIA CUP, Pazardzik, Bulgaria, May 26-28

F1A 16 flew (no juniors)

1	R Koglot	SLO	1290
2	R Blagojevic	SCG	1239
3	D Zulic	SLO	1227
4	M Bordjoski	SCG	1217
5	M Tica	SCG	1210
6	V Haydutov	BUL	1110
7	M Tzvetanov	BUL	1071
8	N Nikolov	BUL	1055

F1B 11 flew

1	I Kolic	SCG	1313
2	I Yurtseven	TUR	1282
3	B Lacimic	SCG	1222
4	R Blagojevic	YUG	1215
5	V Savov	BUL	1137
6	T Valchev	BUL	1132

F1C 7 flew

1	D Zulic	SLO	1320
2	B Bardarov	BUL	1150
3	N Nikolov	BUL	1015
4	S Slavov	BUL	943

2 F1E INTERNATIONALS, RANA, CZECH REP, APR 29-30

April 29 F1E 36 flew

1	I Treger	SVK	500.00	+420	+206
2	V Zima	CZE	500.00	+420	+174
3	F Kratena	CZE	500.00	+262	
4	P Chaussebourg	FRA	498.33		
5	P Nosko	SVK	495.00		
6	J Orel	CZE	487.08		
7	S Kubit	POL	477.08		
8	M Mravec	SVK	476.67		
9	S Ionita	ROM	472.08		
10	I Crha	CZE	469.67		

April 29 F1E-Junior 5 flew

1	A Mang	AUT	463.33		
2	J Matisek	SVK	448.33		
3	P Valastiakova	SVK	424.75		

April 30 F1E 25 flew

1	W Dziuba	POL	500.00	+146	
2	J Smeringai	SVK	500.00	+137	
3	J Blazek	CZE	500.00	+110	
4	V Zima	CZE	495.56		
5	J Orel	CZE	491.67		
6	J Janata (J)	CZE	491.33		
7	B Bajerova	SVK	489.67		
8	D Petcu	ROM	488.00		
9	H Wolf	AUT	485.00		
9	I Crha	CZE	485.00		

April 30 F1E-Junior 3 flew

1	J Janata	CZE	491.33
2	P Valastiakova	SVK	422.67

2 HUNGARIAN F1E, LIPTOVSKY MIKULAS, SLOVAKIA, MAY 20-21

7th Mikulas Cup, May 20

F1E 32 flew

1	S Kubit	POL	500.00	+420	+84
2	E Mang	AUT	500.00	+420	+27
3	W Dziuba	POL	498.75		
4	F Doupovec	CZE	496.25		
5	J Barna	HUN	495.00		
6	L Kovacs	HUN	491.33		
7	J Matisek (J)	SVK	489.00		
8	V Zima	CZE	486.33		
9	I Crha	CZE	485.00		
10	M Valastiak	SVK	484.67		

F1E-Junior 9 flew

1	J Matisek	SVK	489.00
2	P Valastiakova	SVK	469.67
3	D Kiss	HUN	441.00

3rd Cavalloni Cup

F1E 30 flew

1	L Kovacs	HUN	495.33
2	C Ivan	CZE	492.00
3	T Ivan	SVK	487.00
4	E Mang	AUT	485.66
5	M Milan	SVK	480.66
6	Z Vojtech	CZE	468.33
7	Z Garamvolgyi (J)	HUN	467.00
8	D Frantisek	CZE	456.67
9	K Frantisek	CZE	456.17
10	M Jakub (J)	SVK	441.00

F1E-Junior 7 flew

1	Z Garamvolgyi	HUN	467.00
2	M Jakub	SVK	441.00
3	B Cselenyi	HUN	429.90

LONDON GALA, SALISBURY PLAIN, APRIL 30 - MAY 1

Report by David Beales and Martin Dilly

The first day started with perfect weather and a good wind direction, encouraging 56 entries. Unfortunately the wind changed through 180 degrees around lunchtime and the temperature dropped, though there was still plenty of lift about. The event didn't finish till 7 p.m. as four classes had fly-offs; with most of the entry searching for models the prizegiving was a non-event, a recurring problem, but is there any answer

to it? Another situation arose in the glider fly-off when John Cooper and Alan Jack both scored 5:07 and tied for first place. Sportingly both competitors are happy to share the glory.

Phil Ball's win in Open Rubber would probably have been challenged by Mark Croome's equally large fly-off model, but its skinny rolled balsa fuselage was not so visible against the evening sky. Mike Marshall's global dominance of Vintage flying continued after two wins at Viabon plus another at Croydon Wakefield Day.

The usually reliable John Billam had a bad day, pranging his Open Rubber model, then having a fly-away with his potent Slow Open job. He located the model the following morning four miles away and retrieved it in two stages from a 60 foot beech tree, the wing thanks to Robin Hood Dilly and the rest thanks to an increase in wind overnight.

The earth usually trembles when Trevor Payne starts the Nelson .40 of his mighty Open Power model; it shook even more this time when it threw a blade on launch, severing a bunt line and descended rapidly into the Salisbury turf.

We were pleased to see Ted Challis flying again after his recent poor health; he maxed in Open Rubber but wisely declined the fly-off.

Another sparsely-supported class was F1E flown here for the first time; London Area are sure interest will grow as Area 8 with its undulating terrain should provide some good sport. The three who flew certainly enjoyed it. The second day, with its higher windspeed, would have probably have been more suitable.

For the second year we shared the site, collaborating with the space modellers who did their impressive stuff a safe distance away as the site's big enough for both of us.

Peter Hall, who flew his Coupe to third place, used his own variant on the Kulakovsky channel-winding system; he wound his motor in its winding tube but away from the model, finally inserting it, fully wound, and avoiding the risk of the shock of a motor break damaging the model.

On the much windier second day Hipperson's usually reliable 1/2A suffered two poor motor runs, affecting the power trim and costing him altitude and a max on the second flight. His bad luck continued when his Le Timide in Mini-Vintage was eaten by cows. Stafford Screen's model had also suffered bovine damage in the fly-off for Open Power; to add insult to injury both he and Roger Baggott were given over-runs.

The Vintage and Classic Glider was poorly supported due to windy and turbulent conditions. John Hook's noble effort with a Caprice ended in disaster when it flew into downwind trees and was mashed by the thrashing branches. Chris Strachan showed us how to fly glider in difficult conditions; his Gili-Hatchet's towline stability was exceptional, perhaps due to its twin fins and suitcase fuselage.

Salisbury Plain is the area of ancient legends and mysteries, as both Peter Michel and Stuart Darmon found out when they saw their models glide to earth and noted the line, then searched for a couple of hours to no avail, only to have other flyers find the models at least half a mile from the expected spot. Discounting the supernatural they must have flown unseen along one of the Plain's many valleys.

John Cooper was unlucky in the overall Gala Championship when fellow Biggle Noel Parry pipped him into second place in F1H, allowing Phil Ball to move ahead on points and take the LDICC Cup. For Noel, who has been competing for many years, it was his was his first-ever contest win. Well done. His son Chris was making a comeback in the same class, which had an all-Biggles entry. The club had also won the Club Championships the previous day.

Mini-Vintage usually attracts large entries but was a bit of a let-down with only two flying, as it would seem to be an ideal class to fly on a blustery day, with suitable models only taking their originators a few evenings to build.

Open Rubber 19 flew

1	P Ball	Grantham	7:30+8:46
2	M Croome	Bristol & West	+7:02
3	G Ferer	Timperley	+6:47
4	J Bailey	Biggles	+5:18
5	S Willis	Croydon	+4:28
6	C Strachan	Biggles	+4:26
7	C Chapman	Bristol & West	+4:25
8	C Foster	Morley	+3:52
9	K Best	Birmingham	+3:08
10=	P Jellis	Croydon	7:30
10=	E Challis	Bristol & West	7:30
10=	M.Stagg	MFFG	7:30

Open Glider 17 flew

1=	A Jack	Tynemouth	7:30+5:07
1=	J Cooper	Biggles	+5:07
3	P Ball	Grantham	+4:32
4	R Jack	Tynemouth	+4:05
5	M Cook	MFFG	+4:02
6	P Williams	Richmond	+3:24
7	P Tribe	Bristol & West	+2:39
8	J Pennington	Bristol & West	+1:56

Open Power/SLOP 11 flew

1	T Payne	Biggles	7:30+7:35
2	P.Watson	Birmingham	+7:24
3	A Jack	Tynemouth	+5:28
4	D Cox	Crookham	+3:03
5	G Fuller	Bristol & West	+2:32
6=	S Screen	Birmingham	7:30
6=	R Baggott	Birmingham	7:30

Open Electric 3 flew

1	T Grey	MFFG	7:30
2	P Lang	MFFG	6:21
3	R Kimber	CM	4:12

Club Championships

1	Biggles	282 pts (J Bailey, J Cooper, T Payne)
2	Bristol & West	222
3	Grantham	206
4	Birmingham	179
5	Tynemouth	178

F1E 3 flew

1	D Bartle	Morley	5:30
2	I Kaynes	Croydon	3:39
3	P.Fynn	CM	1:21

Vintage 13 flew

1	M Marshall	Impington	7:30+4:12
2	R Audley	Bristol & West	+3:35
3	S Willis	Croydon	+3:14
4	C Strachan	Biggles	+2:58
5	P Seeley	Bristol & West	+0:02
6=	J Thompson	Crookham	7:30
6=	T Sheppard	Portsmouth	7:30

F1G 5 flew

1	R Wilkes	Crookham	9:15
2	I Davitt	Morley	9:10
3	P Hall	Crookham	7:28
4	A Longhurst	SAM	1:06
5	R Vaughn	Crookham	0:09

F1H 4 flew

1	N Parry	Biggles	8:26
2	J Cooper	Biggles	7:36
3	B Lavis	Biggles	7:31
4	C Parry	Biggles	7:14

F1J/1/2A 2 flew

1	C Foster	Morley	9:04
2	D Hipperson	CVA	8:27

CO2 3 flew

1	I Davitt	Morley	5:37
2	C Strachan	Biggles	4:59
3	P Tolhurst	Hayes	1:50

E-30 4 flew

1	T Grey	MFFG	6:00
2	P Tolhurst	Hayes	5:48
3	P Lang	MFFG	2:48
4	R Brigginshaw		2:00

Mini-Vintage 3 flew

1	A Longhurst	SAM	5:58
2	D Hipperson	CVA	3:30
3	T Sheppard	Portsmouth	2:00

Vintage/Classic Glider 2 flew

1	C Strachan	Biggles	5:10
2	J Hook	Crookham	1:58

Gala Champion: P Ball

BMFA FOURTH AREA CENTRALISED EVENT, MAY 7

F1C- Halfax trophy & Plugge 14 flew

1	P Watson	Birmingham	12.30	6.17
2	F Rushby	Cleemac	12.30	6.12
3	J Cuthbert	Falcons	12.30	6.04
4	A Jack	Tynemouth	12.30	3.30
5	G Fuller	Bristol & West	12.15	
6	N Allen	E Grinstead	11.47	
7	J Deeming	Bristol & West	10.56	
8	D Cox	Crookham	10.34	
9	J Hook	Crookham	10.14	

Mini Vintage - Plugge 50 flew

1	R Elliott	Croydon	6.00	12.14
2	P Ball	Grantham	6.00	6.21
3	D Hipperson	CVA	6.00	5.22
4	E Tyson	Crookham	6.00	5.18
5	J Thompson	Crookham	6.00	5.03
6	G Beal	Morley	6.00	4.48
7	A Whitehead	Peterborough	6.00	3.36
8	R Pollard	Tynemouth	6.00	3.31
9	D Davitt	Morley	6.00	3.20
10	C Strachan	Biggles	6.00	3.10
11	S Dixon	Birmingham	6.00	3.08
12	S Fielding	Morley	6.00	3.03
13	C Chapman	Bristol & West	6.00	3.01
14	M Sanderson	Cleemac	6.00	3.00
15	I Wilkinson	Morley	6.00	2.36
16	B Cleasby	Morley	6.00	2.14
17	A Brown	Novocastria	6.00	2.11
18	M Stagg	MFFG	6.00	
18	J Billam	Grantham	6.00	
18	G Warburton	Morley	6.00	
21	D Neil	Bristol & West	5.59	
22	J Watson	CVA	5.56	
23	R Marking	CVA	5.53	
24	J Shephard	MFFG	5.52	
25	G Coulson	Morley	5.51	

Open Rubber - Gamage 24 flew

1	G Ferer	Timperley	7.30	7.07
2	M Croome	Bristol & West	7.30	6.14
3	D Beales	Croydon	7.30	5.36
4	C Foster	Morley	7.30	5.22
5	I Davitt	Morley	7.30	5.21
6	W Hodkinson	Timperley	7.30	5.06
7	C Strachan	Biggles	7.30	4.55
8	M Marshall	Impington	7.30	4.22
9	J Leadbeater	NWFFG	7.30	0.15
10	M Stagg	MFFG	7.30	
10	K Taylor	E Grinstead	7.30	
10	B Horsley	Grantham	7.30	
10	D May	Delyn	7.30	

A/1 Glider 18 flew

1	I Davitt	Morley	9.50
2	J Pennington	Bristol & West	9.11
3	J Cooper	Biggles	8.50
3	A Gibbs	Birmingham	8.50
5	J Oulds	Crawley	8.22
6	T Knight	Crawley	8.17
7	P Tribe	Bristol & West	8.05
8	A Cameron	Crawley	7.40
9	B Lavis	Biggles	7.25
10	M Dilly	Croydon	6.33

Plugge

1	Morley	1344	6	Biggles	371
2	Bristol & West	615	7	Birmingham	298
3	Crookham	562	8	Cleemac	290
4	CVA	472	9	Grantham	278
5	Croydon	379	10	Tynemouth	260

BMFA SENIOR CHAMPIONSHIP

1	P Ball	50.0	9	P Watson	15.0
2	I Davitt	41.0	13	S Darmon	13.0
3	A Jack	38.5	13	T Grey	13.0
4	D Hipperson	25.5	15	A Crisp	12.0
5	J Cuthbert	24.0	15	M Croome	12.0
6	J Cooper	22.0	15	R Elliott	12.0
7	G Ferer	19.0	18	S Barnes	11.0
8	F Rushby	18.0	18	J Carter	11.0
9	C Chapman	15.0	18	C Foster	11.0
9	J Godden	15.0	18	T Payne	11.0
9	P Hall	15.0			

STEEL CUP AND CLASSIC POWER, NEWBIGGING MAY 6-7

Report by Jim Arnott

On Saturday the Steel Cup event was abandoned due to the gales. The forecast for Sunday, for more of the same with additional persistent rain, kept a few entrants at home. The conditions turned out to be very reasonable especially for waterproof power models. The wind averaged around 15 mph and the rain was light and intermittent. With the East wind, we were based at the Little Sparta end of the moor giving the tree free open moorland downwind. Jim Arnott's heavy La Bestia has limited performance but it turned in three consistent flights to max out, while others with more potent models found ways of taking themselves out of contention - George Blair's Dixielander had an early D/T, Allan Brown's Dream Weaver stalled down from a high climb, and John Eland's Dixie had a short motor run.

1	J Arnott	7:30	La Bestia PAW19
2	G Blair	7:19	Dixielander OS19
3	A Brown	7:12	Dream Weaver AM35
4	J Eland	7:05	Dixielander OS15
5	R Sabey	3:47	Eureka OS15

SE AREA BMFA/SAM35 SPRING GALA, ODIHAM MAY 21

Report by Mike Kemp

Arrivals at this event were greeted with a 15 mph breeze and dark clouds. The forecast from RAF ATC was not encouraging with a stiffening breeze and heavy rain to follow. This was to prove to be accurate and we were later to be treated to the spectacle of the CD's canopy collapsing in a heavy downpour and 35 mph winds when a metal strut broke in half. The CD and Area Treasurer were rescued without any injuries and control was moved to the back of a car.

In spite of the dire weather conditions, competitors gladly decided to do battle against the elements and there was to be great activity during the brief lulls throughout the day. It was interesting to see models in lift in the pouring rain! Not surprisingly, the best supported event was Vintage HLG and Tony Thorn was the first to complete the 9 flights very early on and it was a long time later when conditions had deteriorated even further that the battle royal between Peter Tolhurst, Ted Horsey and Ted Hopgood got under way. Peter's max (the only one) was to be the deciding factor and he went on to win for the second year running.

Vintage Glider had only three entries and both Ken Taylor and Dave Etherton left it very late in the day to make their final flights and Ken's two maxes were enough to win. Vintage Wakefield likewise had three entries and both Peter Michel and Mike Kemp had problems, the latter's Wakefield crashing ignominiously due to a gust after launching. David Beales flew consistently without a max to win.

Kevin Conroy was the only one to try his luck in Vintage Power and his Banshee flew well in the conditions and he wisely called it a day after two flights.

Dave Cox set the pace in Al Glider with two maxes on the trot which seemed to demoralise the other entrants and only Alex Cameron gave chase but to no avail. Making 5 flights in the prevailing conditions was certainly a challenge in Coupe d'Hiver but nevertheless, 5 brave flyers were prepared to make the effort. It was soon apparent that Peter Hall, Roy Vaughn and Neil Allen were the ones setting the pace but both Peter and Roy were each to have one bad flight whilst Neil's good air picking pulled him through to win.

Vintage Lightweight turned out to be a two horse race between Rob Taylor and Dave Taylor. They were both on two maxes and they waited to the very end to make their final flights. Dave's Senator just maxed to win.

At the prize giving when bottles of plonk and Flitehook vouchers were awarded to the winners, the wind dropped and the sun came out. C'est la vie! Our thanks are due to the Station MFC (the Honda Fireblade biker deserves a special accolade) for all their help throughout the day.

Vintage HLG 9x60 secs 8 flew

1	P Tolhurst	245	Dingbat
2	E Horsey	204	Heave Ho
3	E Hopgood	190	Huguelet
4	K Taylor	133	Polaris
5	T Thorn	130	Herval
6	J Oulds	129	Polyglider

Mike Laxton Trophy: Peter Tolhurst

Vintage Glider 3x100 sec 3 flew

1	K Taylor	274	Lulu
2	D Etherton	254	Leprechaun
3	P Michel	125	Thor

Vintage Power 3x100 sec 1 flew

1	K Conroy	177	Banshee

Vintage Wakefield 3x120 sec 3 flew

1	D Beales	140	Flying Cloud
2	P Michel	60	Simon
3	M Kemp	3	Flying Wake

Coupe d'Hiver 3x100 5 flew

1	N Allen	473	
2	R Vaughn	391	
3	P Hall	356	
4	R Willes	209	
5	D Beales	153	

A1 Glider 3x100 sec 2 flew

1	D Cox	200
2	A Cameron	60

Vintage Lightweight 3x100 sec 5 flew

1	D Taylor	300	Senator
2	R Taylor	279	Cat's Whisker
3	R Willes	149	Walthew
4	R Green	69	Condor Clipper
5	B Stichbury	18	Frog Sprite

7TH INDOOR INTERNATIONAL, BORDEAUX, FRANCE, MAY 6-7

International results only

Micro 35 15 flew

1	D Medina	ESP	24:47	24:1	49:05
2	J Tipper	GBR	25:52	20:57	46:49
3	JF Frugoli	FRA	24:02	21:20	45:22

F1L EZB 17 flew

1	R Bailey	GBR	22:47	21:32	44:19
2	J Tipper	GBR	21:56	21:17	43:13
3	D Medina Mangas	ESP	18:44	18:13	36:57

F1M Beginner 17 flew

1	R Bailey	GBR	17:23	16:51	34:14
2	G Lefever	GBR	16:36	16:36	33:12
3	M Green	GBR	16:38	16:04	32:42

F1D 15 flew

1	R Bailey	GBR	32:40	31:54	64:34
2	D Barberis	FRA	30:00	27:50	57:50
3	D Médina	ESP	29:10	28:27	57:37
4	P Keller	SUI	29:25	27:48	57:13
5	M Benns	GBR`	29:15	27:29	56:44
6	JF Frugoli	FRA	29:06	26:04	55:10

15TH ANNUAL WORLDWIDE POSTAL COMPETITION 2006/7

From Jim Moseley:

The purpose of this postal contest is to encourage friendly participation between aeromodellers worldwide with the prime emphasis being on low-key, leisurely flying without the pressures of 'regular' competition. A wide variety of events are offered including classes for types and sizes of models which have been overtaken and/or outclassed by modern developments or are perhaps too small to be considered for 'serious' competition work, such as 20" and 25" Rubber, Embryo Endurance and Cloud Tramp, many of which can be flown at any time on smaller local sites without the necessity of travel to more formal contests at larger areas.

Flights may be made outdoors between April 1st. 2006 and March 31st. 2007 inclusive; it is not required that all flights in any event be made upon the same day but each is to be pre-nominated as 'official'. The general format (with exceptions as noted) is for three or more flights to the specified maximum;

after three (or more) maximums further flights will be made to a score increasing by increments until the model fails to reach the duration target for that flight. The final score will be the total of all flights, recorded in seconds; the purpose of this scoring system is to reduce the possibility of models being lost in an 'unlimited flyoff' and as flights may be made at any time within the contest period it does not entail unduly arduous flying sessions to complete same. In classes where maximum sizes are established, the span shall be measured as per plan, not as 'projected span'.

'Vintage/Oldtimer' classes are for designs authenticated to have been flying outdoors prior to December 31st. 1950, 'Classic' from Jan 1/51 to December 31st 1960 even though plan publication may be of a later date in any kit, commercial magazine, SAM publication, club newsletter, etc Multiple entries with different models may be made in all events but flights in one event may not be 'doubled up' with any other class for which a given model is eligible – separate flights, please.

The 20" Rubber class is to encourage the flying of all such models designed for outdoor use and not usually considered competitive against larger designs. There is no restriction on publication or production date and all designs 'published' in/on freely available sources i.e. newsletters, websites, etc are acceptable provided such source and/or details are made available to others.

Scale models are now integrated into a 'Precision' event which allows equal opportunity for all models regardless of class, size, performance, etc. Lowest total error secures 1st. place, etc.

To maximise flying opportunities there is much scope for rubber models and gliders to be flown in multiple events and you are encouraged to take stopwatch, pencil and notepad with you each time you go to your local field, or to a contest, as an added incentive to your flying enjoyment. Bear in mind, also, that any number of individual models may be flown in any event for which they are eligible.

A full report will be forwarded to each entrant by mail or e-mail as appropriate. To assist in the compilation of same a brief account of weather, site, flying anecdotes, photographs, etc. would be appreciated when scores are submitted. Please ensure that all scores are forwarded to arrive by April 15th 2007 as I have limited time thereafter to collate, print and distribute results; earlier submissions would be most gratefully received! I welcome any comments regarding amendment to any event rules that might make same more attractive, or suggestions for other classes that might be considered of general interest, should any future Contest be held in 2007/8, etc.

Please advise if you have an Email address; transmission of entries/scores/reports/results to me by this means helps to reduce overall costs, eases communications and enables wider distribution of submitted photos. Please return your entries to:-

Jim Moseley, 19 Banner Crescent, Ajax, Ontario L1S 3S8, Canada email: jjmoseley@look.ca

Tony Roberts, 12 The Ridgeway, Caversham, Reading RG4 8NX, Berkshire, England

Sven-Olov Linden, Hovstavagen 15, 703-63 Orebro, Sweden

Neil McDougall, 60 Heke Street, Wellington 6004, New Zealand

George Car , 4 John Street, Kooringal, Wagga Wagga, NSW 2650, Australia

Mario Perrone, Via Val di Lanzo, 107/A 00141 Roma, Italy

Events:-

20" Rubber - For any published outdoor designs not exceeding 20"/51cm span . Three flights to 60 second maximum followed by 30 second increments thereafter.

25" Classic "Two-Bits" - A variation on the popular FAC class. Models up to 25"/63cm span, published to December 31st 1960. Larger models may be scaled down to size, with similar structure. Propeller type to be as per plan. Three flights to 60 second maximum followed by 30 second increments thereafter.

30" Vintage/Oldtimer - For designs pre-1951, not exceeding 30"/76cm. Three flights to a 90 second maximum followed by 30 second increments thereafter.

42" Vintage/Oldtimer - For designs pre-1951, with spans greater than 30"/76cm but not exceeding 42"/107cm. Three flights to a 120 second maximum followed by 30 second increments thereafter.

P30 Rubber - Standard P30 rules. Three flights to 120 second maximum followed by 60 second increments thereafter.

Freewheel Rubber - Any published design with a freewheeling propeller is eligible, wing span not exceeding 36"/101cm. Three flights to 90 second maximum followed by 30 second increments**.**

Unlimited Rubber -any rubber model with wingspan not exceeding 42"/107cm. No auto surfaces. Three flights to a 120 second maximum, followed by 60 second increments thereafter.

Embryo Endurance - Monoplanes not over 50 sq.in wing area (70 sq.in. biplanes with 45 sq.in maximum for largest wing) Stabiliser area not to exceed 50% wing area. Fuselage volume to include minimum space 1.25"x 1.5" x3". Wing and tail surfaces built up, covered both sides with Japanese tissue or equivalent. Landing gear in conventional configuration with ¾" diameter wheels, or larger, which must turn on axle. Unassisted ROG from a card table top permits bonus points as follows: * 5 pts for raised cabin (minimum 30 degree windshield slant) or windscreen with open cockpit and headrest. 3 pts for 3-dimensional wheel pants 1 pt. for 3-dimensional exhaust pipes. Highest flight total plus bonus points wins. (* NOTE! Handlaunch is also permitted but in this instance all bonus points are forfeit.) Three flights to 120 second maximum, plus one unlimited flyoff flight if required.

Cloud Tramp - Any version of the Cloud Tramp design as published. 8" prop (plastic OK), any type of prop bearing. Five flights, no maximum; longest and shortest will be discarded and balance totaled for score**.**

Scale Precision - Any type or size of rubber-powered outdoor scale from any freely available plan – whether kit, commercially published or online. Make a timed flight; that score represents a target time for three further 'officials', the total error from same determines placing,. Example: Target time 40 seconds. Flight times 36; 41; 38 = 7 error.

Small Towline Any glider to a maximum span of 40"/101cm. Straight tow only. Three flights to 60 second maximum followed by 30 second increments. Towline 100'/30metres (I do not expect people to make up special lines for this event and 40 regular paces should be close enough; a couple of feet, one way or the other, is not likely to make any effective

difference) Equivalent length high-start launch systems permissible

Vintage/Classic Glider Designs published to December 31/1960 with span not exceeding 65"/127cm . Three flights to 90 second maximum followed by 30 second increments. Maximum towline length 164'/50 metres; high-start launch systems permissible if unstretched length does not exceed 164'/50 metres. Straight tow only.

Unlimited Glider Any glider, straight tow only with no moving surfaces other than autorudder. Maximum towline length 164'/50 metres; Equivalent high start launch systems permissible. Three flights to 120 second maximum followed by 60 second increments.

Catapult/Handlaunch Glider (small) For any glider with wingspan no greater than 12"/30.5 cm. Six flights, 60 second maximum (flights under ten seconds need not be reported). If six maximums scored, 30 second increments thereafter. Catapult - a 9" loop of ¼" flat rubber attached to a 6" handle. No minimum 'attempt' flights – multiple entries permissible.

Catapult/Handlaunch Glider (large) For any glider larger than 12"/30.5cms. Rules as above.

WORLDWIDE POSTAL COMPETITION 2005/6 RESULTS

Report by Jim Moseley

It is gratifying to have participants from no less than ten countries and I would particularly welcome those who have joined us from South Africa and Brazil this year. In the latter instance the entries come from a group who are primarily R/C flyers, who have recently taken up Cloud Tramps and Catapult gliders with great enthusiasm and who, I am sure, will make a significant impression upon the score sheets of the next Postal.

Almost every year I include 'new' event classes – sometimes at the suggestion of flyers, sometimes a class which I feel might be worth exploring - and judge their continuance by the level of support that they receive. I really thought that there was a likelihood that 'Scale Precision' might prove worthwhile in that rubber-powered scale models are extremely popular throughout the world, and the event offered a reasonably level field for models of all sizes, type and flight ability. However, it was somewhat disappointing to have only three entries but I've decided to let the event run a further year with a hope that others might yet be encouraged to take part.

On the other hand the 'Cabin Precision' was almost a non-starter and, whilst I thank young Jack Stover for returning scores, this event will be discontinued.

I was also undecided about the future of 'Small Towline' and 'Freewheel Rubber'; the former was introduced to see if it might attract some of the smaller and less competitive gliders that have been kitted or published over the course of many decades … the latter to offer an event for models that might be supposed to be at a disadvantage in an 'all-inclusive' event against those with folding propellers. Entries in these events were modest but I'm leaving them on the schedule, also that for Embryo's. Even if only a few people are enjoying themselves flying lesser-supported classes, then that's sufficient reason to maintain them.

Some outstanding flying is evident in many of the classes – particularly note the winning flight totals in 'Large Catapult', 'Cloud Tramp', '20" Rubber' and 25" 'Classic Two-Bits'. Cloud Tramps remain very popular and there has been a significant upsurge in KeilKraft 'Senators' arising from the separate Postal event solely for this design. It is also a little surprising to see a substantial number of flight scores which had not been taken to a final completion, thus leading to a number of 'tied' placings; an opportunity taken make another flight (or more) could possibly have made significant changes in the final listings.

I hope to accompany this report with details of the 15th. WorldWide, failing which they will follow very shortly, and I hope that you will not only fly with us once again but also attempt to encourage others to take part. It may be that this might be the final Postal. 'Fifteen' could be an appropriate number of years to bring it to a close (many more than were ever envisaged when I originated it!) but much depends upon the support received; no firm decision has been made and I'm open to encouragement!

Thank you, again, for your support and enthusiasm … not least for the many positive comments that I receive with your scores, which show me that the competition achieves it's primary purpose – for people, sometimes isolated from others, to have fun flying together. If you forwarded scores on behalf of others – with no individual Email or postal addresses supplied – then I ask you to please ensure that they receive a copy of this report. I look forward to hearing from you with scores for the 2006/7 competitions. Bring a friend!

Catapult / Handlaunch Glider (12") 14 flew

1	J Finn	USA	328		Mayday
2	H Obhi	GBR	262		Oompah o/d (HL)
3	J Finn	USA	246		Golden Applehoney
4	S Poterala	USA	244		?
5	J Finn	USA	240		Mayday 2 (CL)
6	S Pearson	GBR	230		Whisper

Catapult / Handlaunch Glider (+12") 18 flew

1	L Hines	USA	360	+90+50	Sweepette 20-7
2	N McDougall	NZL	313		1938 Mayne
3	H Obhi	GBR	299		Jellybean o/d (HL)
4	P Tolhurst	GBR	298		Argus 2
5	L Hines	USA	292		Sweepette 22
6	L Sayer	CAN	291		DanMan Mk3 #1

P30 Rubber 15 flew

1	P Skjulstad	NOR	360	+120	O/D
2	V Nereng	NOR	360	+115	O/D
3	A Løsness	NOR	360	+107	O/D
4	R Clemens	USA	355		Majestyk
5	L Sayer	CAN	339		Majestyk
6	O Torgersen	NOR	338		Marie 1

Cloud Tramp 39 flew

1	J Pengilley	USA	554	
2	M Thomas	CAN	353	
3	L Sayer	CAN	288	
4	R Rowe	RSA	286	
5	J Sayer	CAN	248	
6	M Myers	USA	241	

20" Rubber 11 flew

1	D Aronstein	USA	390	150	145	H.P. Sportster
2	J Finn	USA	390	134		Featherlight
3	M Thomas	CAN	270	117		Sparrowhawk
4	J Finn	USA	260			TailWinder 2
5=	N McDougall	NZL	168			H.P. Sportster
5=	J Finn	USA	168			Fleet Canuck

25" Classic "Two-Bits" 13 flew

1	M Thomas	CAN	390	150	180	King Harry
2	J Moseley	CAN	390	150		Hump 2
3	G Hunter	CAN	390	118		FA Moth
4	J Moseley	CAN	387			Mini-Hobbies
5=	M Thomas`	CAN	270			Piper Cub Ezybuilt
5=	N McDougall	NZL	270			FA Moth

30" Vintage/OT Rubber 6 flew

1	D Aronstein	USA	270	83	M/Farthing diamond
2	K Bates	GBR	270	80	Collector
3	O Torgersen	NOR	266		"Cabin"

42" Vintage/OT Rubber 26 flew

1	J Moseley	CAN	690	210	Senator #2
2=	R Erpelding	CAN	690		Gollywock I
2=	R Erpelding	CAN	690		Wren
2=	J Moseley	CAN	690		Wren
2=	J Moseley	CAN	690		Vargowock
2=	K Bates	GBR	690		Smith Mulvihill

Freewheel Rubber 7 flew

1=	D Aronstein	USA	270	120	H.P Sportster
1=	J Moseley	CAN	270	120	Senator #1
3	A Taylor	NZL	270	110	Senator

Embryo Endurance 5 flew

1	J Finn	USA	504	Featherlight
2	J Finn	USA	312	Maxout IVRG
3	M Burns	CAN	311	Embryomatic

Unlimited Rubber 7 flew

1	A Taylor	NZL	360	180	236	776	Urchin
2	N McDougall	NZL	360	169		529	Yardstick
3	J Moseley	CAN	360				Ellipsis 150

Scale Precision 3 fl *target* *error*

1	J Finn	USA	*30*	28	43	31	*7*	Polikarpov I-17
2	D Vescovi	ITA	*53*	58	52	55	*8*	Davis DA-2A

Tomboy/Cabin Precision 1 flew ***error***

1	J Stover	AUS	*81*	74	92	101	*38*	Madcap

Small Towline 3 flew

1	M Sagnotti	ITA	126	M9
2	B Whitehead	GBR	96	Dragonfly (1943)

Vintage/Classic Glider 10 flew

1	K Bates	GBR	232	Josh Marshall
2	S White	GBR	222	Lulu
3	F Musella	ITA	220	Lulu
4	R Barlow	CAN	193	Lulu
5	A Graves	NZL	187	Lulu
6	N McDougall	NZL	183	Aiglet

Unlimited Glider 6 flew

1	R Barlow	CAN	314	Lulu
2	S White	GBR	310	Druid
3	N McDougall	NZL	255	Mad's Dream

FF LOSSES

John O'Donnell has passed on news of the following recent losses:

Mavis Giggle (wife of Peter). Those with long memories may remember her winning Open Glider at the Nationals, as Miss Pepper, back in 1958. This was just one year after her husband-to-be had won the same event. Both were regular fliers at that time. Peter is still active enough to appear at some aeromodelling meetings.

Bill Murray, long time member of his local Bolton Club, and eventually active on the Indoor scene , flying both scale and duration at both Norwind and Manchester Velodrome meetings. Although not a regular winner, he always had the potential to be a contest "threat" with beautifully finished models and support equipment to match.

Peter Foulkes was a leading member of the Cheadle Club in its heyday, back in the 1950s. Later active in a wider field, he became Chairman of the North West Area at one time. He subsequently moved down South to live near Cheltenham - handy for his recent, if occasional, trips to the Oxford meetings at Port Meadow.

CORRESPONDENCE

From John O'Donnell:

The Correspondence in the May issue of FFn suggests that the BoM question be resolved by a "vote by those actively involved" or by "all interested parties". Moreover, Phil Ball proposes a survey at the Nationals (to collect votes) and even offers to organise it.

These ideas might seem plausible, even sensible, but surveys are difficult to do properly and need to be treated with considerable caution. Let me mention the oft expressed notion that "only those who fly an event should be involved in any rule changes that effect that event". Remember those who fly an event do so because they like it as it is - and hence will oppose any change, and always vote for the Status Quo. The people who need to be asked are those who might well be expected to participate but don't. They are the ones who will say what (they think) is wrong.

If you need convincing, just consider running a survey to find out the problems with the local bus service. Would you confine your questions to those people who are bus passengers ?

There are other fundamental requirements to be met before a survey can be trusted - but FFn may not be the place for a lecture on the subject !!

Personally I do not favour running a survey on BoM - or anything else. As I have said before I believe that "Management should manage". That is what they are there for, not to count dubious votes and retire behind an illusion of democracy. I am not saying that the FFTC should be oblivious to the modellers' views, but I am saying that decisions are the prerogative (and duty) of the FFTC,

I hope I like what they decide !!

From Martin Dilly:

Just in case my opinion on the BoM rule needs reiterating, I should make the following points. In case there is any doubt, my vote is to abolish it for all outdoor FF classes apart from scale.

1) Abolishing BoM will not require anybody who competes under the present rules to do anything whatsoever different from what he is doing today. Those who wish to build their own aircraft can continue to do so, and I will be among them.

2) Why on earth should we be dictating to potential and indeed existing flyers that they must build their own, simply because we always have? Of course non-builders will miss some of the enjoyment that we builders have, but that's their loss, not ours. I think we should be helping to remove barriers to people sampling free flight, rather than maintaining them.

3) Whether we slightly older flyers like it or not, young people (and some older ones as well, as witness the popularity of R/C ARTFs) are not prepared to spend a long time building models, but some of them certainly enjoy flying them, and can do so very competently. We should be encouraging them to take part in all classes, rather then making FF even harder to access than it already is.

4) The small but vociferous minority who wish to retain BoM are perfectly able to compete successfully against other flyers whether those flyers have built or bought the aircraft they use. Surely they are not concerned that they are unable to build to the required standard, are they? I certainly hope that the FFTC is not concerned that they might abandon free flight when BoM finally disappears!

5) As the UK is one of a tiny number of countries who still fly Open classes it is highly unlikely that someone in the wilds of Ukraine will start producing them; the potential market is insignificant. As for the Vintage classes, the structures do not lend themselves to mass-production, so there's no worry on that account. However, wouldn't it be nice if the models built by those no longer with us could still be flown by their surviving colleagues?

BEWARE THAT GORSE SCRATCH AT WOODBURY

From a Telegraph web page item during May, sent by Robin Beckford.

A dog walker who was believed to have scratched her arm on a gorse bush died less than two weeks later from the flesh-eating bacterium necrotising fasciitis. After returning from walking her six-year-old pug Ming on moorland, Erica Cranmer, 74, developed a pain in her arm and flu-like symptoms, her husband said. Her condition deteriorated and her wound became infected. She died in hospital after developing the bug.

Mrs Crammer complained of severe pain in her right arm on March 21 and was admitted to Exmouth Hospital the same day. Doctors diagnosed necrotising fasciitis as she slipped into unconsciousness. Later that day she was moved to a specialist unit at the Royal Devon and Exeter Hospital for an operation. She made a brief recovery but died on March 29.

The disease, which can be caused by several different types of bacteria, is one of the fastest-spreading infections. In severe cases death can occur within hours.

She was the second person to die in less than two years after being scratched by gorse on Woodbury Common in Exmouth, Devon. Richard Campbell-Smith, 18, a Royal Marine cadet, died from Panton-Valentine Leukocidin, similar to MRSA, which infected a cut he received during training in November 2004.

Woodbury Common is used to train Royal Marines from nearby Lympstone. An inquest into the death of Richard Campbell-Smith found that he died from infection by Panton-Valentine Leukocidin, a toxin which attacks white blood cells. Ministry of Defence doctors have also identified a mysterious rash picked up by Royal Marines after training on the common. The skin infection, known as Woodbury Rash and suffered by generations of Royal Marines, has now been identified as a Group A streptoccal infection.

EPSOM FREE FLIGHT USERS' GROUP

From Martin Dilly:

As you are probably aware, there continue to be concerns over the operation of the Epsom Downs Model Aircraft Club, which is basically a recently-formed R/C club to which the Conservators at the moment require all model flyers on the Downs to belong.

The two main worries are that EDMAC's constitution started in December by restricting its committee to those living within 15 miles of the Downs, and has now changed that to 10 miles, thus ruling out many of the free flight community from which the club is still happy to take £5 per annum. Perhaps of even more concern is that flyers of all types of model have been grouped together, with no differentiation made between free flight aircraft and the R/C types that have given rise to the recent furore after the Dartford death, not to mention the previous four in the UK over 20 years or so, nor the two at a model display in Hungary in mid-May. Waiting till the next major R/C accident before trying then to explain that FF models have been flown at Epsom for getting on for a century without any known injuries and should be considered separately, looks like a lost cause. The local authority will be too busy trying to appease angry MPs and voters to listen.

The advice from the BMFA is that we now need to form a free flight users' group to put the case for a separate voice for FF at Epsom and so by the time you read this the Epsom Free Flight Users' Group will be in existence as a BMFA-affiliated club, secretary to be notified. It is important to include all who fly at Epsom or indeed who might want to occasionally, as numbers will count, so please meanwhile get in touch with either Robin Willes on 020 8393 9762 or Martin Dilly on 020 8777 5533 in order to join. No club fee will be involved, but you must, of course, all be BMFA members either via the club through which you affiliate, or as a Country Member.

ASHDOWN FOREST

From Neil Allen (out going SE area comp sec):

After successful negotiations the SE area now have the use of Ashdown forest under the same conditions as in previous years. Our thanks to Roger Bellingham, BMFA flying site adviser, for his assistance.

BMFA INDOOR AT CARDINGTON

The dates for 2006 from Laurie Barr:

May 21	F1M & Limited Pennyplane
June 4	F1D & No Cal
June 18	35 cm & F1L
July 2	F1M & Limited Pennyplane
July 16	35 cm & Ministick
July 22-23	F1D team Trials, 3 flights each day, best 2 count for score
August 6	F1D &F1L
August 12-13	reserve date for team trials
August 27	General flying
September 9-10	Indoor Duration Nationals
September 24	F1L & MiniStick
October 15	General flying

Please remember, they are all subject to the weather, and I will notify you all, if I think it will be un-flyable, and I hope the BBC weather men become more accurate!

If any BMFA member reading this, wants to come to Cardington, and is not on my e-mail list, you MUST send your e-mail address, so that I can advise if any meeting will be cancelled, at short notice.

This site is weather sensitive, and there are padlocked doors to be negotiated. lauriebarr@btinternet.com

FFN

July FFn will include the British Nationals results, just missed this month as a result of necessary schedule, and also a report and results of the F1E European Championships.

To pay for FFn subscriptions at the FFn web site, Paypal now accepts card payments without having to sign up for a Paypal account (after entering details prompted of whether to save details to create a Paypal account or not). The link is:

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