Free Flight news FFn

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DIARY

July 8 *Saturday* Church Fenton	Pleasuredrome. See UK Competition News, page 82. Contact: Ralph Sparrow
July 8-9 Salisbury Plain	BMFA FF Trimming. Must be on security list. See FFn 0604. Call Peter Tribe on 01225 862748 on the Friday to confirm.
July 13-16 Odesa, Ukraine	Black Sea Cup of Belarus. F1A, F1B, F1C, F1G, F1H, F1J. World Cup. Contact: Victor Stamov, t: +380 44 402 7932, fia@voliacable.com, stamov@hotmail.com web: http://www.odessa-cup.farlep.net
July 15 (Saturday) Church Fenton	Cleemac/Knavesmire memorial. Events: 1) mini-vint - R, P 15 sec run, G 75m line; 2) comb P30 + CdH (80g, 100g, or vint); 3) comb E30 + CO2; 4) comb G – vint, classic, A1 – all 75m line; 5) comb P – SLOP, Nost, Brit P – glows 9s, diesels 10s; 6) kit scale duration Veron, KK, etc, max span 30" K-factored. 10am-5.30pm. Most classes 3x2min, less if very windy. £2 per class, re-entry allowed at £4. BoM applies. CD/contact: Tony Rushby 01472 814864
July 15-16 Salisbury Plain	BMFA FF Trimming. Must be on security list. See FFn 0604. Call Bernard Aslett on 01793 852427 on the Friday to confirm.
July 16 Barkston Heath	Grantham Grand Prix. See FFn 0605. Mini Vint, Comb P incl elec, comb G, comb HLG+CLG Bill Fall Trophy (no BOM for juniors). Possible progressive F/Os. Contact: Phil Ball 01332 665361 phil.ball@ntlworld.com
July 16 Cardington	BMFA Indoor. 35cm and Ministick. See FFn 0606, must be on email list, contact Laurie Barr: lauriebarr@btinternet.com
July 16-23 Odesa, Ukraine	FAI European Aeromodelling Championship F1A, F1B, F1C.
July 22-23 Cardington	BMFA Indoor. F1D team trials, 3 flights each day. See July 16 entry>
July 23 North Luffenham	BMFA Summer Mini & Midland Classic. F1H, F1G, F1J/BMFA½A, P30, E30, CO_2, Mini vintage, HLG, Catapult Glider. + *Non Senior Championship events: classic G, classic R, classic P, Brit P*. Contact: Tony Hall 01543 686917.
July 25 Lucenec, Slovak Republic	Novohrad Cup. F1A,F1B,F1C. World Cup. Contact: S Hubert, t+421 47 433 0213, butorova@stonline.sk www.zmos.org
July 28-30 Beauvoir-sur-Niort, France	Azay le Brule Inter. F1A, F1B, F1C, F1G, F1H, F1J, F1K. Contact: André Trachez, t +33 608573550 andre.trachez@laposte.net
July 29 Church Fenton	Morley event.
July 30 Newcastle Town Moor	Tynemouth Mini Rally. See FFn 0603. Contact: Brian Martin 0191 4161096 or email brian_martin_uk@hotmail.com
August 3-5 Thouars, France	Poitou. F1A, F1B, F1C, F1G, F1H, F1J, F1K. World Cup event. See FFn 0605.
August 6 Cardington	BMFA Indoor. F1D and F1L. See July 16 entry.

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

BRITISH TEAMS FOR THE EURO CHAMPS

By Michael Warren. With our thanks, as ever, to the members of this year's British teams who have provided us with information…

First, some thoughts from **Stafford Screen:** I will be taking five geared models with me to the European Championships. They will be the same models that I took to Argentina, numbers 46, 47, 50, 51 and 52. Two of these models have had their flying surfaces re-covered due to damage sustained in the first four rounds at last year's World Championships. What I considered my best model (No 50) was tree`d in the extended first round max and 51 was also out of service due to a soiled engine and damaged surfaces after landing on ploughed stubble.

However, though they are the same models, there have been some minor changes. Before Maxmen 2005 all my models had forward folding props. These were banned, and in consequence I replaced them with the original props. One of the early problems was that they occasionally folded badly and unsettled the glide as many of the flyers who built the first generation of geared models will recall. I referred to this in FFn last year. All my Verbitsky geared motors (on 46, 50, 51 and 52) now have outrigger props which seem to perform consistently well at the expense of 8/9 gms of extra weight. Model 47 has a Hummer geared engine with a new Galbreath injection moulded nylon/carbon narrow blade prop which does not seem to unsettle the glide. Or is that it my imagination? Either way, it's certainly a cost effective and simple solution to the problem.

I am very reluctant to fly these models on UK airfields because of runway damage on the prop and gearbox. Unfortunately geared motors do not stop with the consistency of direct drive motors. I have discarded 30 props and numerous components in the pursuit of a perfect solution.

I have not ventured into folding wings because I just do not have sufficient time and enthusiasm with the nearest trimming site being 120 miles away, coupled with English weather and the reducing numbers of competitors.

From **Peter Watson:** I returned from the Argentina 2005 World Champs fairly keen to build a folding wing F1C. Four bare wing panels were fairly quickly built, with a Stamov A2 section, but the project then staggered to a halt. I could not think of a way to hinge, power, and release the panels, that I felt confident would work, and was simple enough for me to build. I get some comfort from the fact that far greater minds than mine have struggled with the same problems.

The four geared models that I took to Argentina will be going to Odessa. These comprise of three clones of Verbitski's design, plus one small original design No. 34, which is drawn in May 2005 Free Flight News. I have always felt more comfortable flying this small model, rather than the bigger six-panel wing models, in anything other than calm conditions. Perhaps it is just a matter of familiarity?

I have built a new geared model, No. 35, which will also be going to Odessa. It was to be a geared-drive clone of my Nos. 22/23/26 design that was drawn in August 2000 Free Flight News, having a slightly bigger span than No. 34. After carefully making a set of wing spars I discovered that they were slightly too deep for the relevant wing section. I only had cambered building boards for the 22/23/26 lower surface, but calculated that I could graft a Verbitski upper surface on to this lower surface to accommodate the extra depth of the spars. The model was completed and trimmed at Lost Hills in February. I had hoped to try it in the contest, but on a test flight the night before, it DTd about 4ft off the ground, resulting in slight wing tip damage. So I do not yet know if the new and accidental wing section is any good. A couple of nice calm evenings on Salisbury Plain would perhaps give the answer.

John Cuthbert: I am still undecided as to how many models I will take to the Champs this year. I would normally take five Verbitski type models as in previous Champs, but this year has been complicated by the addition of a folder and two 2.2 metre span models which I have built myself. (Yes, guys, I can still do it.) The folder has a polyhedral wing with Makarov glider section. It still needs some work but I do hope to take it. The two smaller models have been flown quite extensively this year, mainly in BMFA open events, and have proved to be very effective in turbulent, thermal conditions. I may decide to take all eight geared models (and pay the excess baggage) and make my decisions in the Ukraine based on the weather conditions we find out there. I suspect that because the flying site is quite close to the sea there will be a lot of air movement and little still air. I have just returned from a two-week trip to Sweden where I flew in two seven-round World Cup events and maxed out in both, so I feel my form is pretty good. Like Matthew I am very much looking forward to the Champs and feel particularly proud of being in the British teams alongside my son. I also feel we have a strong team overall, with lots of experience and some youth and it's good to have some supporters with the team this year. Hope we bring back some medals...

Brian Martin: After finishing 4th (again) in the Trials I settled down to a quiet modelling winter, bought a few bits and pieces to try out some ideas for future models, and started refurbishing the F1Bs flown in the 2005 season. Then Martin Dilly phoned and asked if I was doing anything in July as a very good flier had dropped out of the Ukraine 2006 Euro Champs team. So…

I will be taking six models to the Champs:

Nos. 25 and 28 are 1570 mm span Vivchar models.
No. 26 is a 1550mm span Stefanchuk DPR model. (All the other models have VP.)
No. 27 is a 1700mm span Stefanchuk model.
No. 29 is a 1520 mm span Andruikov model.
No. 30 is a 1800mm span Andruikov model.

I intend to use No. 26 in the Black Sea Cup of Belarus World Cup competition before the Champs to acclimatise myself and the rubber to the local conditions. The rubber to be used is July `02 1/8" Tan II and several batches of March and April `05 Super Sport. In stretch tests, encouragingly, the Super Sport has been found to be nearly as good as the Tan II.

I would like to thank the Northern Area for the use of Church Fenton airfield on Wednesday trimming evenings. The wind died to zero at quite a few of these sessions allowing me to trim model No 30 (the 1800mm Andriukov) and find the settings for a wide glide circle in calm air.

Ukraine is the home of the modern F1B and I look forward to competing there and seeing the best fliers in Europe.

Bob Cheesley tells us that he 'will be taking four or possibly five Andruikov models to the Champs. My preparation has been mainly to ensure that all the systems are working and reliable, and desperately trying to establish where the CG should be on both the short and long models. Everybody seems to use a different position and no plans show it. I had forgotten the amazing amount of time (and paperwork) a team place involves. And then there are the motors. I have dug out every last box of Tan II - even some Tan I – and have made up and tested motors from each box to find some that perform well. Do I make them into 26 or 28 strands? So many decisions! But I am really looking forward to the Champs - when else do you get two weeks flying with some of the best guys in the world?'

Some notes from **John Carter**: Since I decided to go the route of purchasing models I have increased the fleet size. I take the view if you have gone the bought models route, and it works for you, then keep to the system. I feel that I am getting better results at contests and the models I use are suited to my style of flying

They are all M&K, some mechanical and some electronic, in both short and long format. I have a new long model on order but it will not be available until October. Never mind, it should be ready for 2007. My preparations are simple – FLY and then fly some more. I am doing in the region of 14 world cup events this year and have flown in seven to date. This type of contest is nearest to the format and conditions you will get at a World or Euro Champs. FAI is about being consistent and, with glider, being able to tow and evaluate the air, so towing practice is essential. You must practice – and I mean practice not just trimming – so that you and the models are working together as well as possible.

It is also important to keep on top of maintenance. Although I have a substantial fleet I keep to flying the same models – five in total, one long mechanical, two long electronic and two short models. On the BOM front those that say buying models brings instant success are so, so wrong. These models are only of additional benefit to you if you can perform well yourself. They are good because they are well made but things do break and go wrong, and in addition to the flying skills you still need the skills you learnt when building your own models. I feel the best way to improve in F1A is to practice and fly contests, and that's what I've tried to do. It will be good if we can improve on our 2005 bronze team award. I think that we have a good team and I send everybody best wishes.

Mike Fantham has updated his 2005 comments:

The models are as below.

Model	Span mm	Weight gm	Tail sq dm	Wing wiggler	Box /spars	Electro /mech	Est. dead air time secs
#15	2157	438	4.5	None	K/C	Mech	220
#16	2352	434	4.0	2 posn	C/C	Mech	250
#17	2157	413	4.5	3 posn	K/C	Mech	230
#18	2300	413	3.5	3 posn	C/C	1 servo	275
#19	2145	413	4.1	3 posn	C/C	1 servo	250?

The models have Micafilm covered wings, except #15 which is Saltzer Polyester tissue/dope. All models have Mylar covered tails and all are bunters.

#15 Robin II+, the '93 winner – back to being 'the white model' and given a major rebuild after being badly damaged by cows in August 2004. The model is entirely new behind the wing trailing edge, except for the metal parts, and has had 40% of the wing ribs replaced. The D-boxes survived with only minor damage. It is now 14 grams lighter than when new! It checked out OK in California but it's probably the one I will not include in 'the four'.

#16. Robin III, the '95 model. Wing section as #15. This was my dead air model until 18 was finished. I have now re-trimmed it for a tighter turn and it is looking very good. possibly better than it ever did! I plan to use this as a reserve in rounds/wind – it seems very happy turning 30 sec circles in spite of its span.

#17. Robin II+/M&K, #15 type wing, tail and fin (finished February 2003) on a June 2004 M&K mechanical fuselage (assembled from bought components). This was my first choice rounds/wind model but #19 is also used.

#18. Stamov Long, my first bought model. This is a one servo electronic bunter. I covered the wings in my own scheme, added a beacon and ballasted for CG and total weight . Finished Mar 2004. I had been flying this with too big a circle, 75-85 secs. I now have it set at 60-70 secs and it looks very good. This is the dead air model.

#19. M&K 'short', my second 'bought model'. This is a one servo electronic bunter. I covered the wings in my own scheme, fitted a Stamov timer, added a beacon, ballasted and got the CG right. First flight Feb 2005 in CA. Used for last five maxes at the Max Men, after I had dropped. This has been a spare rounds model but it may move up the order. The glide is better than my #15, 16, 17 models.

I chose to fit a Stamov timer in my new M&K 'short' model, not because I have any strong feelings about the relative merits of the two timers but because I just didn't want to learn a different programming system and I got the Stamov 'long' model first. I had to move the M&K's servo forward about 30mm to do this. It was a useful exercise. I learned how to set up the system from scratch by making new control cable front ends and calibrating the servo/timer to the model.

All the models glide to the right. My own models all use my 'twisted wing with wash out added' warp layout. The wing is built on a single Maxwell undersurface form. This has a twist of 0.25 degrees per 750 mm. The tip profile leads to equal wash-out being superimposed on the overall tip-to-tip twist. The resulting warps are approximately:

left tip 2 mm wash-out
left centre 0.5 mm wash-out
right centre 0.5 mm wash-in
right tip 1.5 mm wash out

The bought models both have flat centres and differential tip wash-out, more wash-out on the left tip than the right.

I tow on the 'Russian rod' line. I find this durable and easy to handle. I suspect there is more performance to be had with a thinner line in the calm – I have two Rene Limberger Pink Spectra lines made up which I could use in dead air if I can get enough practice with them first. I have a basic worry about these woven/braided lines being unreliable due to fraying so I would still use 'the rod' during the thermal rounds.

I went to California in February to get some practise. I flew all the models, and flew in two contests using #17, 18 and 19. I dropped 13 seconds in the Isaacson and nine in the Max Men 12 rounder – finishing 7th in the latter. I did a total of 70 flights in California but have only done another 25 since returning to the UK. This is partly due to having 'discovered' F3K – the radio controlled discus launched glider class. I can fly this in the local park and I did a 15 minute flight one lunch time – landed due to the need to go back to work!

I have been hampered by a hamstring strain for the past month but the physio is working and I am on track for full fitness by the Champs.

This is the same set of models that I took to Argentina last year with the addition of a decent back-up in the box. This event will mark 31 years since my first appearance for GBR – Bulgaria 1975. If I have a good day I can make the top 10. If I have another exceptional day…

Matthew Cuthbert: This will be my first Championships at a senior level although I have flown in two Junior Champs and many World Cup events so the format won't be entirely new to me.

I will be taking five F1As to the champs. All are my usual Igor Yablonovsky models. There are three short bunt models for the thermal rounds. These are equipped with mechanical timers and full bunt systems. I've also got two long span fly-off models, one mechanical and the other equipped with a new electronic M&K fuselage. This was purchased with a view to achieving a higher launch altitude and therefore increased still air time. Contrary to popular belief these items do not come fully trimmed and need skill to programme and trim correctly.

I have not done a great deal of flying lately due to commitments to my job as a professional golfer, although I am very much looking forward to the Champs and will try my hardest for the team.

NEWS FROM BMFA FF TECH COMMITTEE

Time for Change

For some while now the FFTC have been aware of the need for a major overhaul of the UK domestic free flight scene. A number of important issues have been raised in recent seasons which we felt could not be treated in isolation. Rather there was a need for a comprehensive plan which would deal with all the 'problems' in a co-ordinated way. The major items that we identified were: The state of Open classes, the Builder of the model rule (BOM), the structure of the contest calendar and the need for recruitment.

After taking account of a considerable volume of views and ideas, a plan has been formulated to provide answers to the problems. To some minds this plan will seem outrageously radical, to others it will not be enough. Nonetheless, though it 'will' change the face of UK contest free flight, it still fits with our basic ideal of "evolution rather than revolution". Above all we felt that it ***had*** to be instigated to reverse the unfortunate, but undeniable, downward slide that UK contest free flight finds itself on.

The major items that the plan will implement are:

1. The change of Open class rules from being unrestricted to restricted and contests organised along the lines of the successful 'combined' formulae used by a number of clubs in recent seasons.
2. The removal of the BOM rule for all 'outdoor' free flight contest classes (other than scale)
3. The restructuring of the contest calendar to provide a more balanced and varied programme.
4. The appointment of a recruitment officer to the FFTC.

The exact details of the changes to class rules and calendar will be published as soon as possible to give plenty of time for preparation in readiness for next season – the changes will be proposed to technical council to take effect from Jan 1st 2007. We cannot publish the exact details of the changes immediately as consequent alterations to other parts of the rule book are required as well. We want to make the implementation of the changes as smooth and quick as possible but without causing extra problems by missing the necessary 'housekeeping' updates.

Though, as previously suggested, these changes will not please everybody we believe that they are long overdue and necessary for the long term survival of UK free flight. Hopefully most fliers will agree with us and enjoy the move forward.

Rules Changes

As if all the above was not enough a further reminder for rule change proposals for 2007 (other than indicated in the previous changes). Submission to Technical Council is required by 25th September 2006. We (the FFTC) already have a number for consideration and are now at the stage where we need to start circulating them for discussion. If you still have proposals for consideration let us have them 'now'. Write or e-mail to Chris Strachan the FFTC secretary at 56 Way Lane, Waterbeach, Cambridge, CB5 9NQ, chris.strachan@btinternet.com .

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EUROPEAN CHAMPIONSHIPS F1E, TURDA, ROMANIA, JUNE 17-24

Report by Ian Kaynes

The venue was for the 2006 European Championships for F1E was the well known venue at Turda in Romania. We were confident that this was a good site following previous competitions there, most notably the 2003 World Champs.

For the first time since 1998 a British team flew in this F1E Championships, Doug Bartle, Steve Philpott and myself. We flew from Heathrow to Bucharest on British Airways - boxes and bags arriving safely and efficiently as usual - and drove to Turda via an overnight stop en route in Brasov. Some of the most major roads were somewhat better than we expected from previous visits, but then we took a segment of main road 30 miles long with surface so bad it took over 1½ hours.

On arrival at the hotel near the main flying site, we found that it was not accessible because of rain washing away parts of the approach track. An alternative site had been located, not far away in direct distance across the hills, but requiring a 21km journey in to Turda and then back out on a minor road which soon became a rough dirt track before reaching the village of Calarasi and beyond to the hills. The flying site was found to be worth the journey, with horseshoe of hills facing south into a long valley and a large west facing slope into another valley.

This was the site for Saturday practice and also for the Popa Cringu World Cup event on Sunday. This began with a gentle breeze blowing up the main valley and the 5 minute maxes were quite easy. Later in the morning the wind became variable with crosswinds apparent at launch site but with little effect on models in the valley. Ominous clouds built up at times but only a few spots of rain fell on the launch line.

After lunch round 4 had a more significant crosswind making it quite difficult to set the correct course. The launch line was moved to the west-facing slope for a very easy round since the wind was westerly straight on to this slope. Retrieval was much harder going with longer grass, fewer direct paths, and a stream running down the bottom of the valley. More storm clouds were approaching, but the round had been completed without problems. Steve Philpott took a long time to recover his model and while downwind had been caught by the storm with lightning strikes not far away.

Elsewhere in the county, a shepherd and a lot of his sheep were killed by lightning, while in northeast Romania a village was destroyed by an enormous hail storm. The organisers were fully aware of the risk of lightning and planned to stop contest flying if a storm approached, and briefed and competitors downwind to keep low.

Just two people had made five maxes - Frenchmen Chaussebourg and Chabot - and also there was a tie for third and fourth places. The flyoff was held next morning on the local site at the tank exercise area, with the benefit of a hard surface track to the hill. The launch area was set up on the slope facing across the plain towards Turda, with crops on the flat ground below. Chabot was first to launch, didn't look promising and was followed by Chaussebourg with an even less auspicious start. This actually brushed the grass before keeping flying and gaining height over the very gradual slope.

Practice flying the next day was back at Calarasi, after the Brits made an abortive visit to the mud at the original site as used in 2003 (inexplicit description of which site the organisers planned to use causing us to discover the sticky mud that ruled out the old site!) On arrival there a light wind was blowing on to the horseshoe and remained there during the morning.

After seeing the site and bunt launches, both Doug Bartle and Steve Philpott had used the previous day to rig up bunt launch mechanisms on one glider each. Steve's trimmed out easily to a smooth gentle gain of height, while Doug's appeared rather more critical on not being launched too steeply. I already had

one bunt model but it was not my first choice because of a few incidents including unexpected turns at the top of bunt.

Lunch was again served on the field and soon afterwards the wind began to strengthen. Within a short time it increased to 11 m/sec and models on the ground were being blown around. With a storm approaching we packed and left but even with just a few drops of rain the first part of the track was slippery on the sideways sloping surface. Further down towards the village of Bogota there was torrential rain. This rain on the tracks would appear to have ruled out the site for the European Championships on the following day, but at least the weather was dry again for the opening ceremony which was a simple ceremony held outside the city hall in Turda.

On the morning of the Champs it appeared that the plan was to use the tank training area. This area of hills close to Turda and overlooking Bogota village which had been used for the World Cup event held on a wet day after the 2003 World Champs. The particular advantage of the site is a short and hard surfaced access road from the main road, impervious to being made treacherous by rain – and there had been a forecast for 110mm of rain! However, when we turned off the main road everyone was waiting while the Romanian F1E flyers explored new sites. We were eventually invited to follow them up a grass field to a hill with slopes facing north and south - both of which overlooked the main road. To anyone else it was obviously unsuitable, even apart form the risk of having all the cars stuck on the field if it rained. The organisers and jury president then drove along another couple of kilometres of tracks on the hill tops, and it was to considerable relief that they returned with the decision to go back to the main track and use the normal area. Quite a remarkable start to a championships day – trying to look for a new flying site!

When installed there, the start line was established in the same direction as used for the Popa Cringu contest flyoff, but nearer the top of the slope. Initially the drift was very light on to the slope and the majority of competitors maxed in the first three rounds (5 minute maxes were set for every round). With the light winds many maxes were landing in the cornfield but, in contrast to the World Cup event with rounds extended to 75 minutes, the rounds were retained at one hour duration and a 5 minute gap between rounds (the bare minimum required if a flight was being timed at the very end of the round). This was particularly difficult for teams with few helpers, such as the British team with just three flyers and no helpers. Doug Bartle maxed the first round and was back in time for following rounds, whereas Steve Philpott and myself ended up sharing the last 15 minutes of each of these rounds. I should have broken out of this by flying a second model before recovering the first round flight, but instead determined to retrieve my "best model" from the corn. In fact an abortive visit to the cornfield meant I had to return and fly another model in any case, before it was found that the first model had been returned to control!

After lunch there was a significant crosswind and a number of models maxed by drifting backwards and sideways to a long ridge to the left rear of the launch line. This included Doug Bartle, still with a full score. The crosswind conditions completed the undoing of the other two British team members: Flying in the last few minutes of the round again, I glided into the slope for an attempt then made a hurried reflight for which I had not reset the steering setting which had moved on landing, so steering the model back beside the hill. Steve Philpott glided down in the closing moments of the round.

The wind was back more on to the slope for the final round. After a long wait Doug flew. The air did not look good initially – not much height gained from the immediate ridge – and soon we were looking down on the model with a long time needed on the clock. It held on very well and eventually made the max, one of a total of just nine who had completed the five maxes.

At first the starting line on top of the hill was truncated to just the required 9 places and a seven minute max announced for the flyoff. Then the organisers moved downhill and established a new start line near the bottom of the hill. This was on a gentle slope and not every high above the plain, with some windward facing slopes away to the left and one to the right but in front of the start line. The first models away, including a good launch by current World Champion Kubit, were drifting across to the left. Chaussebourg got away low straight ahead (but not quite as low as his World Cup contest flyoff). Then Popescu launched, surprisingly without the bunt launch that was being used by most people to gain a valuable few feet above the gentle slope. His model meandered around at very low altitude just in from the line and eventually found a little lift. At this time I stopped watching it to see Doug fly – first launching too steeply for the bunt and making an attempt, then next time still quite steep but just clearing the ground with a couple of stalls but not getting away and landing after a disappointing 20 sec. Two others had similar problems and landed in less than one minute, but the surprise now was to look back to Popescu's model. It had worked its way forward and to the right and was now soaring strongly over that ridge, just holding position into the wind. It continued and achieved the 7 minute max by quite a margin (he had set 8 minutes on the DT) and was a clear winner ahead of Kubit and Chaussebourg. Team places went to Czech Republic, Poland and Italy. If Drapeau and Chabot had maxed in the last round the French would have just claimed the top spot – to follow their gold at the World Champs last year.

The following day was the reserve day, not needed because the weather had been good all day and not one drop of rain had fallen. A visit to the local salt mine was scheduled but cancelled because the mine had a power failure. Friday was then the second World Cup event of the week. Back to the same area, but with poor visibility towards Turda and an approaching storm. Torrential rain eventually stopped to give flyable weather with light and variable wind. After practising on one slope the start was switched back to the one used for the Euro Champs. The first two rounds were similar to the champs, possibly harder to max in the prevailing conditions, compounded by the lottery element of having a five minute period to fly after waiting in a long queue for timekeepers. The start line was moved to the more enclosed valley for the third round and there was a deceptively strong crosswind which carried models closer to the hills on the right than most people had expected. There were few maxes in the round and so at lunch time there were just two full scores.

At the end of the lunch break, just when everyone was going out to the line, a very strong wind developed and a storm could be seen apparently approaching. Everyone took shelter but it was soon apparent that the dark clouds had no thunder activity and were skirting along the next valley. Eventually the organisers decided that they would terminate the comp after the three rounds and just hold a flyoff. A rather disappointing finish when the stronger wind would have offered a different test compared to the morning calm. The flyoff was a shambles in that the organisers went down the hill almost to the bottom of the valley without telling the German competitor Pavel Gross. Of course the change of site was known to Victor Paireli (the Moldovan flying for Romania). Gross arrived just after the start signal and was obviously more rushed in his preparations than Paireli. However, both of them made short flights – with stalls from the bunt launches and then gliding down on to the opposite slope. Paireli had at least steered his model slightly to one side and it just cleared one minute before landing, to win by virtue of the less poor of the two flights.

I admit that I have made no reference to the Junior event which was held alongside the senior championships. With everyone flying together there was not an obvious distinction, and you can see as much of the story as I can tell by looking at the results. During the event, there had been no opportunity to see how anyone was placed since there was no scoreboard display. The prize-giving and banquet was held in the local Hotel Stejeris, but with a very cramped presentation area with a narrow podium assembled from beer crates.

F1E European Championships Senior Individual

1	Marian Popescu	ROM	1500	500.00	+420				
2	Stanislaw Kubit	POL	1500	500.00	+331				
3	Pierre Chaussebourg	FRA	1500	500.00	+315				
4	Fritz Mang	AUT	1500	500.00	+167				
5	Peter Nosko	SVK	1500	500.00	+139				
6	Jaromir Orel	CZE	1500	500.00	+121				
7	Amedeo Berto	ITA	1500	500.00	+41				
8	Claudio Bognolo	ITA	1500	500.00	+38				
9	Douglas Bartle	GBR	1500	500.00	+20				
10	Florian Draghici	ROM	300	300	300	300	296	1496	498.67
11	Frantisek Kratena	CZE	290	300	300	300	300	1490	496.67
12	Piotr Szymanski	POL	300	300	300	300	281	1481	493.67
13	Vojtech Zima	CZE	300	300	300	300	243	1443	481.00
14	Milan Mravec	SVK	300	197	300	300	300	1397	465.67
15	Zoltan Demeter	HUN	300	300	300	185	300	1385	461.67
16	Balasz Sarussi-Kiss	HUN	192	300	300	277	300	1369	456.33
17	Heinz Bleuer	SUI	300	253	300	208	300	1361	453.66
18	Giuseppe Berto	ITA	300	300	300	159	300	1359	453.00
19	Jean-Luc Drapeau	FRA	300	300	300	300	154	1354	451.33
20	Manfred Rennecke	GER	300	300	134	300	300	1334	444.67
21	Franciszek Kanczok	POL	300	300	300	101	300	1301	433.67
22	Laszlo Kovacs	HUN	256	150	300	281	300	1287	429.00
23	Pavol Polonec	SVK	300	300	195	288	176	1259	419.67
24	Edith Mang	AUT	266	150	238	300	300	1254	418.00
25	Victor Paireli	ROM	300	51	300	300	300	1251	417.00
26	Daniel Petcu	E/C	169	300	168	300	300	1237	412.33
27	Rene Pfister	SUI	300	22	300	300	300	1222	407.33
28	Helmut Kraft	AUT	300	300	300	300	5	1205	401.67
29	Jean-Marie Chabot	FRA	236	300	300	300	59	1195	398.34
30	Werner Ackermann	GER	94	177	300	300	300	1171	390.33
31	Kurt Bleuer	SUI	236	267	238	60	300	1101	367.00
32	Klaus Hoefer	GER	300	300	165	124	81	970	323.33
33	Stephen Philpott	GBR	180	278	224	60	204	946	315.34
34	Ian Kaynes	GBR	300	167	230	42	106	845	281.67
Number of maximums			25	24	26	23	24		
Number of full scores			25	20	17	14	9		

F1E European Championships Senior Team

	Country	Abbrev	Total	Team member places		
1	Czech Republic	CZE	1477.67	6	11	13
2	Italy	ITA	1453.00	7	8	18
3	Poland	POL	1427.34	2	12	21
4	Romania	ROM	1415.67	1	10	25
5	Slovakia	SVK	1385.34	5	14	23
6	France	FRA	1349.67	3	19	29
7	Hungary	HUN	1347.00	15	16	22
8	Austria	AUT	1319.67	4	24	28
9	Switzerland	SUI	1227.99	17	27	31
10	Germany	GER	1158.33	20	30	32
11	Great Britain	GBR	1097.01	9	33	34

F1E European Championships Junior Individual

1	Krzysztof Jezewski	POL	300	300	300	300	300	1500	500.00
2	Dominika Drmlova	SVK	300	291	300	300	300	1491	497.00
3	Patricia Valastiakova	SVK	279	300	300	300	300	1479	493.00
4	Lukas Ondrak	CZE	300	300	300	242	300	1442	480.67
5	Dominik Andrist	SUI	300	300	300	241	300	1441	480.33
6	Andrei Moisescu	ROM	220	256	300	300	300	1376	458.66
7	Jakub Drmla	SVK	215	300	300	242	300	1357	452.34
8	Zbigniew Benisz	POL	300	300	300	300	108	1308	436.00
9	Giulia Sartori	ITA	187	200	300	297	300	1284	428.00
10	Gunar Dresler	GER	163	300	269	300	137	1169	389.67
11	Razvan Corodea	ROM	300	187	70	300	300	1157	385.66
12	Christian Andrist	SUI	300	300	107	130	300	1137	379.00
13	Vlad Cristea	ROM	175	300	181	300	139	1095	364.99
14	Lars Dresler	GER	247	217	185	300	85	1034	344.66
15	Josef Filip	CZE	300	143	115	138	300	996	332.00
16	Peter Barna	HUN	128	49	170	300	300	947	315.67
17	Karol Benisz	POL	194	200	125	124	300	943	314.34
18	Rasmus Dresler	GER	182	149	162	212	78	783	261.01
19	Krisztina Sarussi-Kiss	HUN	35	170	46	279	237	767	255.67
20	Dorottya Sarussi-Kiss	HUN	188	279	37	8	3	515	171.67

F1E European Championships Junior Team

	Country	Abbrev	Total
1	Slovakia	SVK	1442.34
2	Poland	POL	1250.34
3	Romania	ROM	1209.31
4	Germany	GER	995.34
5	Switzerland	SUI	859.33
6	Czech Republic	CZE	812.67
7	Hungary	HUN	743.01
8	Italy	ITA	428.00

MEMORIAL POPA CRANGU, TURDA, ROMANIA, JUN 17-18

F1E 52 flew

1	P Chaussebourg	FRA	500.00	+166
2	J Chabot	FRA	500.00	+103
3	P Bere	ROM	493.33	+148
4	V Cristea (J)	ROM	493.33	+84
5	S Kubit	POL	491.00	
5	F Draghici	ROM	491.00	
7	J Drapeau	FRA	485.32	
8	P Gross	GER	479.00	
9	H Bleuer	SUI	475.00	
9	F Kanczok	POL	475.00	

F1E-Junior 16 flew

1	V Cristea	ROM	493.33	+84
2	R Corodea	ROM	467.00	
3	I Petcu	ROM	466.66	

TURDA CUP, TURDA, ROMANIA, JUN 22-23

F1E 64 flew

1	V Paireli	ROM	300.00	+63
2	P Gross	GER	300.00	+46
3	D Baldea	ROM	288.00	
4	A Secan (J)	ROM	281.33	
5	M Popescu	ROM	280.00	
6	V Zima	CZE	273.33	
7	N Heiss	AUT	272.66	
8	J Drapeau	FRA	270.33	
9	P Polonec	SVK	268.00	

F1E-Junior 20 flew

1	A Secan	ROM	281.33	
2	Z Benisz	POL	266.00	
3	C Petre	ROM	264.33	

COPPA PRIMAVERA, Gallio, Italy, May 5-6

F1E 22 flew

1	G Berto	ITA	483.67	
2	M Popescu	ROM	483.00	
3	M Tomazzoni	ITA	475.67	
4	S Ionita	ROM	474.00	
5	C Mitrea (J)	ROM	467.00	
6	M Agosti	ITA	458.67	
7	G Maggi	ITA	441.33	
8	P Chaussebourg	FRA	440.67	

F1E-Junior 1 flew

1	C Mitrea	ROM	467.00	

COPPA MONT SISEMOL, Gallio, Italy, May 6-7

F1E 26 flew

1	C Bognolo	ITA	500.00	+277
2	M Popescu	ROM	500.00	+167
3	E Mang	AUT	500.00	+140
4	G Berto	ITA	500.00	+130
5	P Chaussebourg	FRA	500.00	+117
6	N Heiss	AUT	500.00	+116
7	A Ghiotto	ITA	500.00	+92
8	A Berto	ITA	499.67	

F1E-Junior 2 flew

1	C Mitrea	ROM	441.67	

KHARKIV CUP, Kharkiv, Ukraine, Jun 9-11

F1A 22 flew

1	V Beschasny	UKR	1288	
2	R Lavrinov	UKR	1281	
3	Y Grushkovski	UKR	1255	
4	A Zaseka (J)	RUS	1250	
5	I Yablonovsky	UKR	1243	
6	Y Donchenko	UKR	1230	

F1A-Junior 5 flew

1	A Zaseka	RUS	1250	
2	P Marakhovskyy	UKR	1182	

F1B 14 flew

1	M Kalenyuk (J)	UKR	1260	+420	
2	I Vivchar	UKR	1260	+316	
3	S Molchanov	UKR	1260	+313	
4	N Kovalenko	UKR	1260	+304	
5	A Kulakovsky (J)	UKR	1260	+258	

F1C 13 flew

1	V Semenyaga	UKR	1260	+420	+50
2	I Andriushenko	UKR	1260	+420	
3	V Tregubenko	UKR	1260		
3	D Stahanov	UKR	1260		

SWEDISH CUP, Rinkaby, Sweden, Jun 16-17

F1A 46 flew

1	J Zarins (J)	LAT	1260	+300	+420	+360
2	O Grigals (J)	LAT	1260	+300	+420	+315
3	M Van Dijk	NED	1260	+300	+397	+401
4	I Kreetz	NED	1260	+300	+397	+396
5	I Steffensen	NOR	1260	+300	+352	
6	J Carter	GBR	1260	+300	+260	
7	B Colledge	GBR	1260	+300	+237	
8	R Hellgren	SWE	1260	+300	+223	
9	V Nereng	NOR	1260	+300	+186	
10	A Persson	SWE	1260	+300	+162	
11	D Varhos	SWE	1260	+300	+96	
12	B Nyhegn	DEN	1260	+274		
13	P Findahl	SWE	1260	+261		
14	G Aringer	AUT	1260	+218		

F1A-Junior 5 flew

1	J Zarins	LAT	1260	+300	+420	+360
2	O Grigals	LAT	1260	+300	+420	+315

F1B 24 flew

1	H Van Hoorn	NED	1260	+420
2	B Eimar	SWE	1260	+412
3	R Mackus	LTU	1260	+345
4	V Rosonoks	LAT	1260	+312
5	A Gey	GER	1260	+279
6	A Zeri	NED	1260	+218
7	R Lucassen	NED	1260	+203
8	O Findahl (J)	SWE	1260	+194

F1C 11 flew

1	J Roots	EST	1260	+420
2	J Cuthbert	GBR	1260	+405
3	M Voits	LAT	1260	+326
4	H Nyhegn	DEN	1260	+236
5	P De Boer	NED	1260	+191

DJORDJE ZIGIC, ZRENJANIN, SERBIA AND MONTENEGRO, JUNE 17

F1A 8 flew 5 full scores (no juniors)

1	A Szarelyhidi	HUN	1320	+300	+296
2	M Tica	SCG	1320	+300	+253
3	N Nikolay	AUS	1320	+286	

F1B 7 flew, 3 full scores

1	I Kolic	SCG	1320	+300	+420
2	B Lacimic	SCG	1320	+300	+286
3	T Valchev	BUL	1320	+153	

F1C 5 flew

1	L Patocs	HUN	1320	+300	+387
2	D Zulic	SLO	1320	+300	+342

FAI WORLD CUP LATEST POSITIONS

F1A

1	R Koglot	SLO	153
2	R Wallace	NZL	140
3	M Lihtamo	FIN	120
4	R Hellgren	SWE	101
5	P Mitchell	AUS	100
6	P Findahl	SWE	97
7	T Weimer	GER	97
8	B van Nest	USA	95
9	G Aringer	AUT	94
10	H Nyhegn	DEN	90

F1B

1	B Silz	GER	157
2	I Kolic	SCG	143
3	A Zeri	NED	134
4	M Seifert	GER	133
5	M Woolner	GBR	131
6	I Vivchar	UKR	125
7	Y Waltonen	FIN	113
8	V Rosonoks	LAT	99
9	R Mackus	LTU	98
10	T Bond	AUS	94

F1C

1	R Summersby	AUS	150
2	D Zulic	SLO	146
3	J Roots	EST	144
4	J Cuthbert	GBR	131
5	R Truppe	AUT	124
6	V Sychov	UKR	121

F1A-Junior

1	J Zarins	LAT	145
2	D Findahl	SWE	145
3	G Domokova	SVK	101
4	W Herwig	GER	84
5	O Grigals	LAT	80
6	M Niiranen	FIN	58

F1E

1	P Chaussebourg	FRA	105
2	S Kubit	POL	104
3	E Mang	AUT	102
4	W Dziuba	POL	98
5	I Crha	CZE	91
6	V Zima	CZE	89

F1E-Junior

1	P Valastiakova	SVK	104
2	J Matisek	SVK	91
3	D Tatar	ROM	71

BMFA NATIONALS, BARKSTON HEATH, MAY 27-29

Saturday, 27th May

Open Glider – Thurston Trophy 43 flew

1	S Darmon	Birmingham	7.30	4.02
2	C Foster	Morley	7.30	2.21
3	J Bailey	Biggles	7.30	0.25
4	C Edge	Scotia Free Flight	7.06	
5	T Nicholson	NWFFG	7.04	
6	J Arnott	Scotia Free Flight	7.03	
7	J Cooper	Biggles	6.30	
8	A Jack	Tynemouth	6.29	
9	A Cameron	Crawley	6.18	
10	J Oulds	Crawley	6.17	
11	P Williams	Richmond	5.58	
12	P Cameron	Crawley	5.54	
13	P Tribe	Bristol & West	5.52	
14	G Stringer	East Grinstead	5.50	
15	M Dilly	Croydon	5.36	

Open Rubber – Model Aircraft Trophy 37 flew

27 full scores, 25 flyoff times

1	J Deeming	Bristol & West	7.30	8.02
2	P Ball	Grantham	7.30	7.27
3	M Croome	Bristol & West	7.30	7.04
4	C Foster	Morley	7.30	6.33
5	E Challis	Bristol & West	7.30	6.14
6	A Billam (J)	Grantham	7.30	4.40
7	G Ferer	Timperley	7.30	4.33
8	J Arnott	Scotia Free Flight	7.30	4.17
9	M Parker	Crookham	7.30	3.44
10	U Wannop	Paisley	7.30	3.25
11	P Woodhouse	Morley	7.30	3.23
12	J Andrews	CM	7.30	3.22
13	C Chapman	Bristol & West	7.30	3.15
14	E Flynn (W)	NWFFG	7.30	3.01
15	J O'Donnell	Timperley	7.30	2.42

Open Power – Sir John Shelley 11 flew, 8 full scores

1	P Watson	Birmingham	7.30	8.02
2	N Allen	East Grinstead	7.30	7.24
3	J Cuthbert	Falcons	7.30	4.32
4	D Cox	Crookham	7.30	4.02
5	T Payne	Biggles	7.30	3.22
6	S Screen	Birmingham	7.30	3.14

Open Electric 7 flew

1	J Godden	Morley	7.30	3.27
2	T Grey	MFFG	7.30	2.33
3	P Barford	CM	7.29	
4	P Lang	MFFG	6.23	
5	J Flynn	NWFFG	6.05	
6	D Davitt	Morley	2.30	

Tailless – Lady Shelley 7 flew

1	S Willis	Croydon	7.30	
2	C Chapman	Bristol & West	7.24	
3	D Dent	Grantham	6.35	
4	J Kay	Grantham	4.48	
5	V Willson	Grantham	4.41	
6	R Mosley	Morley	2.30	

Women's Cup 3 flew

1	E Flynn	NWFFG	7.30	3.01
2	K Best	Birmingham	7.30	2.18
3	G Gibson	Tynemouth	7.30	-

Catapult Glider – Saturday 22 flew

1	P Ball	Grantham	5.00
2	B Kimball	USA	4.25
3	S Brewer	Biggles	4.22
4	D Billam (J)	Grantham	4.08
5=	M Chapman	Nottingham	4.00
5=	M Benns	Peterborough	4.00
7	M Larsson	Sweden	3.58
8	P Tolhurst	Hayes	3.32
9	L Surtees	Australia	3.29

BMFA Junior Open - Frog Junior 2 flew

1	A Billam	Grantham	7.30	4.40
2	D Billam	Grantham	7.30	0.15

SAM 35 event – 4 oz Wakefield 8 flew

1	G Beal	NYFFG	7.30	-
2	A Longhurst	SAM 35	7.18	
3	R Alban	SAM 35	7.16	

SAM 35 event – 8 oz Wakefield 15 flew

1	G Ferer	Timperley	7.30	7.17
2	C Strachan	Biggles	7.30	5.52
3	M Turner	SAM 35	7.30	1.58

SAM 35 event – Under 25" Vintage Rubber 11 flew

1	D Davitt	Morley	4.30	-
2	J Foster	Morley	4.15	
3	M Sanderson	Cleemac	3.26	

British Power 13 flew

1	D Limbert	Morley	6.00	3.23
2	G Blair	Edinburgh	6.00	1.59
3	R Taylor	East Grinstead	6.00	1.31
4	S Fielding	Morley	5.55	
5	A Brown	Novocastra	5.39	
6	A Rushby	Cleemac	5.30	

Sunday , 28th May

F1A – Ronytube Trophy 27 flew

1	C Edge	Scotia Free Flight	11.00
2	K Best	Birmingham	10.56
3	B Taylor (J)	East Grinstead	10.40
4	A Cameron	Crawley	10.32
5	J Cooper	Biggles	10.14
6	C Williams	Richmond	9.43
7	A Crisp	Biggles	9.31
8	C Parry	Biggles	9.29
9	J Oulds	Crawley	9.20
10	J Howick	Vikings	9.07
11	R Twomey	Mauritius	9.05
12	J Arnott	Scotia Free Flight	8.50

F1C – Eddy Cosh Trophy 5 flew

1	P Watson	Birmingham	11.00	5.00
2	J Cuthbert	Falcons	11.00	4.16
3	F Rushby	Cleemac	9.57	
4	N Allen	East Grinstead	9.46	
5	G Fuller	Bristol & West	1.11	

F1B – Fred Boxall Trophy 11 flew

1	G Stringer	East Grinstead	11.00
2	R Jones	CM	10.47
3	N Cliff	Biggles	10.09
4	B Peers	Falcons	9.34
5	M Woodhouse	Vikings	9.32
6	J Flynn	NWFFG	8.54

F1Q 3 flew

1	T Grey	MFFG	10.12
2	P Lang	MFFG	7.52
3	J Flynn	NWFFG	1.11

P 30 13 flew

1	D Davitt	Morley	6.00
2	H Perkins	CM	5.52
3	J O'Donnell	Timperley	5.51
4	T Dilks	Croydon	4.40
5	A Dunsterville	CM	4.20
6	W Harrison	CM	3.43

Slow Open Power 16 flew

1	A Jack	Tynemouth	7.30	4.12
2	S Barnes	Morley	7.30	3.59
3	S Dixon	Birmingham	7.30	3.43
4	C Foster	Morley	6.17	
5	D Limbert	Morley	4.51	
6	I Wilkinson	Morley	4.34	

Hand Launched Glider – HLG Trophy 19 flew

1	M Benns	Peterborough	6.54
2	P Ball	Grantham	6.17
3	S Brewer	Biggles	5.59
4	M Chapman	Nottingham	5.56
5	A Hewitt	Nottingham	5.55
6	M Page	Peterborough	5.09
7	J Walker	Birmingham	5.05
8	M Larsson	Sweden	4.56
9	L Surtees	Australia	4.34

Vintage – Jubilee Cup 9 flew

1	C Strachan	Biggles	7.30	3.54
2	R Alban	SAM 35	7.30	3.18
3	R Wykes	Timperley	6.10	
4	D Beales	Croydon	5.52	
5	M Sanderson	Cleemac	5.33	
6	J White	Croydon	5.01	

Vol Au Vent Junior 9 flew

1	Kirsty Clark	Bridgeford School	3.28
2	Ubaid Nisar	Bridgeford School	2.03
3	Omah Eid	Bridgeford School	1.40

Vol Au Vent Senior 5 flew

1=	Kevin Clark	Saxilby	2.20
1=	Ken Taylor	East Grinstead	2.20
3	Ivan Clark	Saxilby	2.02

Bowden Trophy 19 flew

	Competitor	Club	Model	1	2	Score
1	J Smallwood	Hornsea	Tomboy	90	DNQ	90
2	D Kay	Colne	Gullie	DNQ	89	89
3	G Stubbs	Oundle	Spartan	DNQ	87	87
4	T Wilson	Peterboro'	KK Southerner	86	DNQ	86
5	R Hall	Morley	Changi	77	85	85
6	A Husband	Novocastra	Ehling Elf	71	85	85

Monday 29th May

Mini Vintage 29 flew

1	P.Ball	Grantham	6.00	7.05
2	E Challis	Bristol & West	6.00	5.20
3	J O'Donnell	Timperley	6.00	4.58
4	R Taylor	East Grinstead	6.00	4.07
5	G Warburton	Morley	6.00	3.54
6	M Sanderson	Cleemac	6.00	3.02
7	J Knight	Bristol & West	6.00	1.56
8	S Fielding	Morley	6.00	
9	C Chapman	Bristol & West	5.58	
10	N Allen	East Grinstead	5.54	
11	S Dixon	Birmingham	5.52	

F1H – British Airways Trophy 19 flew

1	P Tribe	Bristol & West	9.55
2	A Cameron	Croydon	9.48
3	J Cooper	Biggles	9.36
4	C Parry	Biggles	9.01
5	C Edge	Scotia Free Flight	8.53
6	R Heap	Biggles	8.50
7	I Clark	Saxilby	8.44
8	J Oulds	Crawley	7.50

F1G – 308 Trophy 17 flew

1	P Gibbons	Peterborough	10.00
2	R Vaughan	Crookham	9.56
3	I Davitt	Morley	9.37
4	M Marshall	Impington	9.31
5	N Allen	East Grinstead	9.26
6	G Stringer	East Grinstead	9.16
7	D Beales	Croydon	9.15

F1J / ½A – Hales Trophy 8 flew

1	P Watson	Birmingham	10.00	5.51
2	J Bailey	Biggles	10.00	2.46
3	C Hickmott	Morley	9.51	
4	C Foster	Morley	8.39	
5	A Chilton	Crookham	4.00	
6	F Rushby	Cleemac	2.00	

Vintage Glider 8 flew

1	T Dilks	Falcons	6.00
2	G Beal	NYFFG	5.52
3	B Taylor (J)	East Grinstead	5.32
4	J Northrop	Morley	5.26
5	B Lea	Grantham	4.51
6	K Best	Birmingham	2.44

E30 Electric 9 flew

1	R Brigginshaw	St Albans	6.00	8.02
2	T Grey	MFFG	6.00	7.03
3	C Strachan	Biggles	6.00	5.57
4	A Dunsterville	CM	6.00	3.02
5	H Perkins	CM	6.00	2.16
6	P Tolhurst	Hayes	5.31	

CO2 – Sparklets Trophy 9 flew

1	J O'Donnell	Timperley	6.00	0.12
2	G Woebbking	Hamburg	6.00	
3	J Ellison	Oldham	5.34	
4	I Davitt	Morley	4.34	
5	C Strachan	Biggles	4.31	
6	I Dowsett	SERF	4.00	

Combined Classic 16 flew

1	S Willis	Croydon	6.00	3.43
2	F Rushby	Cleemac	6.00	2.26
3	I Wilkinson	Morley	6.00	2.22
4	C Peters	Vikings	6.00	1.42
5=	R Alban	SAM 35	6.00	-
5=	N Quinn	Novacastra	6.00	-

Kit Scale 7 flew

	D Davitt	Morley	2.51
	J Godden	Morley	2.54
	K Bates	Cleemac	1.51

Senior Nationals Champions

Based on performances in the Open, FAI and Mini classes in Glider, Rubber and Power.

Glider		Rubber		Power	
1	C Edge	1	N Cliff	1	P Watson
2	A Cameron	2	G Stringer	2	F Rushby
3	J Cooper	3	C Chapman	3	J Cuthbert

Junior National Champion

Based on total points in qualifying events

1 Brindley Taylor
2 Daniel Billam
3 Adam Billam

BMFA FIFTH AREA CENTRALISED, JUNE 18

Open Power & Slow Open Power,Plugge 42 flew, 19 FO

1	P Watson	Birmingham	7.30	8.34
2	S Screen	Birmingham	7.30	6.26
3	N Allen	E Grinstead	7.30	6.21
4	D Limbert	Morley	7.30	6.18
5	T Payne	Biggles	7.30	5.26
6	A Welcher	Morley	7.30	5.25
7	P Ball	Grantham	7.30	5.20
8	M Sibson	Grantham	7.30	5.12
9	F Rushby	Cleemac	7.30	4.41
10	P Woodhouse	Morley	7.30	4.31
11	R Baggott	Birmingham	7.30	4.19
12	J Thompson	Crookham	7.30	4.02
13	E Jones	Morley	7.30	3.31
14	C Hickmott	Morley	7.30	3.24
15	T Hargreaves	Morley	7.30	2.50

Team Open Power & Slow Open Power, Keil Trophy 11 teams flew

1	Birmingham A	Watson, Screen, Baggott	22.30	19.19
2	Morley A	Limbert,Welcher,Woodhouse	22.30	16.14
3	Morley B	Jones, Hickmott, Hargreaves	22.30	9.45
4	Crookham B	Thompson, Cox, Hook	22.30	7.43
5	Grantham	Ball, Sibson, Billam	21.48	
6	Crookham A	Chilton, Chilton, Chilton	21.12	

A/1 Glider, Plugge 27 flew

1	J Cooper	Biggles	9.59	
2	A Gibbs	Bristol & West	9.46	
3	G Peck	Cleemac	9.28	
4	B Lavis	Biggles	9.21	
5	P Dickson	Morley	9.11	
6	G Hart	Vikings	8.51	
7	I Davitt	Morley	8.45	
8	D Cox	Crookham	8.40	
9	J Northrop	Morley	8.33	

Wakefield, Gutteridge Trophy 14 flew

1	M Woodhouse	Vikings	12.30	4.24
2	G Pink	Bristol & West	12.30	3.28
3	N Cliff	Biggles	12.30	
4	G Stringer	E Grinstead	11.46	
5	J Flynn	NWFFG	11.41	
6	K Taylor	E Grinstead	10.50	

CO2 6 flew

1	I Davitt	Morley	6.00	5.38
2	J O'Donnell	Timperley	6.00	4.40
3	P Tolhurst	Hayes	5.01	
4	E Horsey	BMAS	4.16	
5	K Bates	Cleemac	3.02	
6	G Peck	Cleemac	2.35	

Open Electric 2 flew

1	T Grey	MFFG	7.30	8.26
2	D Davitt	Morley	7.30	3.53

BMFA F1E

May 21 not flown – poor visibility

June 11 4 flew

1	T Faulkner	249.60
2	R Sutton	234.80
3	J Pope	205.00

BMFA SENIOR CHAMPIONSHIPS

1	P Ball	80.0	11	J Godden	24.0
2	I Davitt	57.0	12	C Strachan	23.0
3	P Watson	48.0	13	S Darmon	22.0
4	A Jack	47.5	13	F Rushby	22.0
5	J Cooper	37.0	15	C Chapman	21.0
6	J Cuthbert	32.0	15	D Davitt	21.0
7	J O'Donnell	31.0	17	G Ferer	19.0
8	T Grey	30.0	18	M Benns	18.5
9	C Foster	26.0	19	S Willis	18.0
10	D Hipperson	25.5	20	S Barnes	17.0

OXFORD RALLY, Port Meadow, June 10-11

Report by Andrew Crisp

This year was the 25th consecutive year that the Oxford FF Rally has taken place. This was celebrated not only with having, by and large, decent weather, but by Dave Brawn producing commemorative T-shirts which were awarded to the winners, as well as being generally on sale. In addition, there was a break in the proceedings on the Sunday morning when champagne and chocolate cake was dispensed.

In all, over 100 contestants flew, which shows that the rally has enough appeal to continue for a few more years!

Saturday was hot but very windy from the south, after a week of virtual calm. Nevertheless flying went ahead after a long walk down the meadow. Three short maxes were flown in rounds, followed by unlimited flyoffs at 9pm. Miraculously, the wind had dropped right away by then, and CdH the only class needing to flyoff, saw the two contestants hardly going any distance.

Stuart Darmon won convincingly with his new, mylar covered model beating John White flying a Davitt DIG design – a change from his usual large area, swept tip, long run approach.

A1 saw Joe Flynn win by a small margin with his very long spanned carbon job. Zoom launch, no bunt.

The expected domination by discus models in HLG/Cata had to wait until tomorrow. Catapult gliders took the first three places. Winner Bill Colledge made no maxes, but produced a consistent series of flights in the upper forty second bracket.

Sunday dawned calm with a promise of wind shifts and rainstorms. Thus I abandoned the usual launching line from the start, and set perhaps an over cautious 1.30 max for the day. In the event the wind stayed from the south west and never really got unmanageable. Still it meant that fewer than usual models left the field.

The biggest entry was in Mini vintage rubber where there were 11 full houses. For once the short launch slot idea worked and nobody went away in large lift. Winner, David Beales, produced 4.02 from his RAFF V which probably had little in the way of assistance.

Tailless saw more interest this year with six entries. The most interesting approach must have been than of Roy Tiller . He placed third flying a swept back version of Senator without tail. The winner, Spencer Willis, produced a fine 3.31 flyoff against Andrew Longhurst. Both flew "conventional" rubber jobs, Spencer's being considerably larger, at around 1500 mm span, and with a longer run.

The "old time" glider classes showed increased popularity and the Classic division showed 16 entries. There too was a flyoff, and Rex Woodruffe scored 2.42 with his Caprice against Chris Strachan's 1.59 with the rarely reproduced Woodford Special.

The discus takeover of the HLG/Cata event did not really take place, despite the presence of Benns, Ball and Page. Second and third places went to Mike Cook, with a Butterfly and better known for his F1A prowess, and Mark Francis. Mark Benns DID twirl himself to good effect leading the field with a fine 6.57 out of a possible seven minutes.

Perhaps, because of the weather and relatively easy retrieval, threw was good competition for the overall Gla Champ. Several entered at least three events, but Andrew Longhurst managed to squeeze in four (that's 16 comp flights in all, as well as two flyoffs!), thus scoring 23.30 and beating Ray Elliott's 18.26 into second place.

The meeting finished with a well supported proze-giving where the winners received water colours of Port Meadow, wine, and the aforementioned shirts.

Onwards to the 26th OMFC Rally I suppose…

Saturday results

A1 1.00+1.30+1.30

1	J Flynn	3.51
2	S Darmon	3.45
3	I Wilkinson	3.40

CdH 1.00+1.30+1.30

1	S Darmon	M+2.38
2	J White	M+2.13
3	K Best	3.54

HLG/Cata 5x1.00

1	W Colledge	3.58
2	P Tolhurst	3.55
3	S Brewer	3.30

Sunday results

A1 11 entries

1	J Cooper	7.30+2.49
2	B Lavis	7.30+1.38
3	M Dilly	7.05

CdH 18 entries

1	G Ferer	7.30+3.16
2	M Evatt	7.30+2.44
3	G Stringer	7.30+2.13

HLG/Cata 12 entries

1	M Benns	6.57
2	M Cook	5.36
3	M Francis	5.24

E30/P30 14 entries

1	T Grey	7.30+4.21
2	P Tolhurst	7.30+2.52
3	C Strachan	7.30+1.46

Vint Rubber 21 entries

1	D Beales	4.30+4.02	RAFF V
2	D Taylor	4.30+3.49	Buckeridge
3	P Michel	4.30+3.34	Jack North

Vint Glider 11 entries

1	E Ashcroft	4.30	Nord
2	G Breal	4.16	Dovoro
3	R Woodruffe	3.37	Lulu

Classic Glider 16 entries

1	R Woodruffe	4.30+2.42	Caprice
2	C Strachan	4.30+1.59	Woodford Special
3	G Beal	4.30+0.24	Optimist

Lady

1	E Flynn	7.20	CdH

Tailless 6 entries

1	S Willis	4.30+3.31
2	A Longhurst	4.30+1.36
3	R Tiller	4.18

Gala Champ

1	A Longhurst	23.30
2	R Elliott	18.26

BIGGLES LEAGUES 2006

From Brian Lavis

Competitions remaining: Scottish, Brumfly, Summer Rally, Tynemouth (F1H only), Southern, Crookham Autumn (?).

Crookham are still trying to get a field for the Autumn Rally. If date & venue are not published by the end July then the rally will not be included in the leagues for 2006. This will give necessary notice to fliers & enables a tidy conclusion & prizegiving at the Southern Gala.

F1H

		Total	NG	Lon	Spr	Nat	Oxf
1	J Cooper	23	6	4	-	4	9
2	B Lavis	13	4	3	-	-	6
3	A Cameron	10	-	-	4	6	-
4	P Tribe	9	-	-	-	9	-
5=	C Parry	8	3	2	-	3	-
5=	N Parry	8	2	6	-	-	-
7	D Cox	6	-	-	6	-	-
8	M Dilly	4	-	-	-	-	4
9	I Wilkinson	3	-	-	-	-	3
10=	C Edge	2	-	-	-	2	-
10=	G Gilkes	2	-	-	-	-	2
10=	R Heap	2	-	-	-	1	1

F1J

		Total	NG	Lon	Nat
1	C Foster	13	4	6	3
2	J Bailey	12	6	-	6
3	P Watson	9	-	-	9
4	D Hipperson	7	3	4	-
5	C Hickmott	4	-	-	4
6	A Chilton	2	-	-	2
7	F Rushby	1	-	-	1

CONNIE PERRY

The universe of model aviation has an aging population and there has been much discussion lately about the prospect of our specialist, free flight activity surviving in the longer term. For those of us remaining, it's becoming commonplace to note the appearance of obituaries of flyers who have been participating in aeromodelling for many decades. It comes as a much greater shock to lose someone who is only in the mid-term of their life; who is an active and successful contestant; and a woman.

The death of Connie Perry, only 47 years old, in a road traffic accident, when, it is understood, a vehicle crossed the central reservation of a road and struck Connie's vehicle, adds further to the tragedy. The first thought springing to mind for those with an ironic mindset might be, "We're short enough of flyers; why did we have to lose Connie?" On quieter reflection, coming to terms with the devastating news is very difficult for anyone who knew her, and competed *with* her (not *against* her) on the flying sites across North America.

Connie Perry has been a fixture on the free flight flying field for many years. In company with RonnieThompson, the pair have been a highly successful 'team', travelling around the country from their Athens, Georgia base, enabling Ronnie to be a regular contender and winner in national class power flying competitions. Connie's specialty however, was rubber model flying. In what is regarded as the 'grand prix' class of Mulvihill (Open Rubber, in British terms – although in the AMA classification, there is one restriction – 300 square inches of wing area) Connie has been an enthusiastic competitor. When she found herself in the 'runner up' position in the AMA National Championship at Muncie in 2003, she was heard to remark that there was always "next year". Given that enlightened attitude, it was hardly surprising that, come the '05 Nats, she was there again, flying, competing – and finally winning the Mulvihill event with a perfect score of 2100 seconds – maxing out to the eight minute round, which no-one else managed to reach. That winning aircraft, though, was lost. Although it carried a beacon, it's retrieval proved impossible before the batteries ran down and the location 'disappeared'. During a subsequent conversation late last year, Connie was asked if a replacement was on its way. "The bits have been cut out" was the message! Other flyers in the event were looking forward to the opportunity of seeing the new ship in the air at Muncie this coming summer.

At recent events in the AMA's 2006 calendar, the topic of Connie's demise has been preoccupying the minds of her fellow flyers. One of her endearing characteristics was to wander about in the flying field grass in her bare feet, so perhaps a 'Bare Foot' memorial might be appropriate. Regardless of whether a tangible relic is necessary or not, the memory of such a singular person is likely to remain with those who knew her and competed with her. It will undoubtedly pass the test of time. PSM

BUILDER OF THE MODEL SURVEY AT THE 2006 NATIONALS

From Phil Ball

This Survey was conducted over the 3 days at this years Nationals in an attempt to find what the majority wanted to do with the Builder of the model rule. The questions were the same as the 1998 survey except for the questions relating to F1A, B & C as these were no longer relevant as the BOM had already been dropped for these classes.

A total of 132 papers were submitted against 151 in 1998, I had hoped more would have taken part especially as around 300 individuals had entered the Nationals Obviously this subject is not at the top of every body's list of modelling priorities so perhaps this is the most important statistic to come out of the survey.

A scan down the results indicates that feelings towards dropping the BOM have softened as there is now an almost even split to keep the rule or drop it compared to the overwhelming desire to keep the BOM in 1998.

The slightly different question concerning F1G, H & J indicates a desire to conform with the FAI and drop the BOM for these classes, this would have been even more overwhelming had some of those that wanted to totally drop the BOM not abstained form answering this question.

Its interesting to note that 75% still think it is important to build their own models yet only 45% want to keep the BOM and 79% would not be upset flying against contestants who purchased their model.

I asked contestants to highlight which categories they had entered over the last two years hoping that this would produce some interesting trends but this failed to materialise as most had entered a spread of events.

The results and the papers have now been sent to the FFTC, I don't know if it will have any effect on their decisions or whether they will even debate it.

I must say I enjoyed conducting the survey and would like to thank all you who took the time to participate.

Some additional comments written on the survey papers were: -

- Important for me to build my models but this is only a personal matter and I see no reason why everyone should do the same
- I think it would be better to retain the BOM for Vintage and Classic and drop it for the Modern classes
- Why not have a separate prize for the highest BOM entrant
- I just want more people to fly in contests.
- Aero modelling in my view consists of both building and flying, as an Aero modeller I don't want to compete against a mere flyer of bought models
- Scrapping the BOM Rule does not ban building the model just gives the choice
- I enjoy building models, what others do can be up to them.
- Although I wish to drop the BOM I believe its 20 years to late and therefore now irrelevant.
- It doesn't matter what's decided it wont make any difference
- We should try it for 2 years and find out.

And finally one person even said thanks for the chance to take part in the survey and contrary to strong rumours it wasn't John O'Donnell.

Results of the Builder of the Model Survey at the 2006 Free Flight Nationals

Drop the Builder of the Model Rule for all Classes

	1998		2006	
In favour	20	= 16%	62	= 49%
Not in favour	100	= 79%	57	= 45%
Undecided	7	= 5%	7	= 6%
	Total 127		Total 126	

Drop the Builder of the Model Rule for F1G, F1H, F1J

In favour	77	= 66%
Not in favour	32	= 27%
Undecided	8	= 7%
	Total 117	

Do you think building the model yourself is important

Yes	133	= 90%	93	= 75%
No	13	= 8%	27	= 21%
Undecided	3	= 2%	5	= 4%
	Total 149		Total 125	

Would dropping the B.O.M. result in more or less participation

More	54	= 36%	53	= 41%
Less	58	= 39%	19	= 14%
Undecided	37	= 25%	55	= 43%
	Total 149		Total 127	

Would it upset you to fly against a contestant flying a purchased model

Yes	67	= 45%	23	= 18%
No	78	= 52%	102	= 79%
Undecided	5	= 3%	4	= 3%
	Total 130		Total 129	

TIMERS F1Q MODELS

First from Jack Reid:

The FAI has recently introduced the F1Q specification for electric powered free flight models. There are few restrictions in this specification. If Nicad or NiMH batteries are used, then the maximum battery pack weight is 125 grams, or if Lithium batteries are used the maximum is 90 grams. The maximum motor run is 25 seconds, unless reduced by the competition CD.

And that's it. There are no restrictions on model size, weight, design or surface movement. Any kind of motor, with or without gearing, can be used. In many ways the F1Q specification resembles that of the F1G (Coupe) rubber class, that is, a class with few restrictions, resulting in a wide variety of design approaches being possible, which is great for experimentation in model development.

From a practical standpoint, the best power to weight ratio power source for an electric FF model is a brushless motor powered by lithium polymer cells. However, for FF use, a small problem becomes apparent. Brushless motors require a specially designed controller (ESC) to enable them to operate at all, and to control the speed of the motor. Even brushed motors require an ESC if motor speed is to be altered. For safety reasons, most ESCs require that the motor start in a low (or off) throttle position. Brushless motors are principally used in R/C models, where the radio receiver passes on throttle position commands from the pilot. Of course, there is no radio receiver in a FF model, so a replacement for it must be provided, to tell the ESC what to do in order to start, run and stop the motor during a flight.

I've watched to see if a dedicated timer/controller became available for F1Q use, but without success so far. Therefore, I contacted Sergio Zigras, a New Jersey based electronics designer, who has solved other control problems for both R/C and C/L modellers. In a series of emails, he and I worked out the requirements for what Sergio describes as the "ZTRON FF ESC Controller and Timer". He then produced a prototype timer for me to test, which I have done. It was very successful, but Sergio undertook some further improvements of the design and programming, and the result is now in production.

The timer, priced at $30.00, plus shipping, will be available, from the later part of June, from Bob Selman, a model equipment supplier most noted for his micro R/C components, but a source of components useful for any modeller. Details and ordering information will appear on his website (www.bsdmicrorc.com).

The production timer has all the features required for running and controlling electric motors for the F1Q class. It is now easier to program than the prototype, and has a wider range of control parameters. Moreover, it is versatile enough to be of use in other electric competition FF classes, or for use in sport models. The main features of the timer are:

1 ESC (Electronic Speed Control) control function, with motor run time programmable from 1 second to 63 seconds, in 1 second steps

2. Motor speed from full-off to full-on, and anywhere in between, in 63 programmable steps
3. Optional dethermalising servo control built in, programmable from 15 seconds to 15 minutes, in 15 second steps
4. Soft start for motor to avoid harm to gears, if used, and to comply with most safety starting requirements of commercial ESCs
5. The Timer/Controller works with both brushed and brushless motor ESCs
6. Programmed parameters are saved in non-volatile memory (parameters do not have to be entered for each flight, if no changes are needed)
7. A default mode is included in the programming, to set the F1Q 25 second maximum motor run, full speed motor operation and 3 minute D/T setting, all at a single setting
8. Built-in safety lock prevents unintentional restarting of the motor after a flight (a requirement of the FAI class specification)

All this comes in a tiny package, weighing about 2 grams. When the timer is installed in a model, a push button switch can be conveniently located under the modeller's thumb while the model is held ready for launch. To prepare for a flight, the battery would be connected and when ready to fly this push button would be pressed and held. Only then would the motor start and run up to its pre-programmed speed. At the moment of launch the push button is released, and the motor run timer starts. At the end of the programmed time the motor stops, but the timer keeps running. At the end of the following programmed period the timer signals the D/T servo to move from one end of its travel to the other, in order to release a D/T line. The timer then waits 2 seconds, returns the servo to its start position, and shuts down. The motor run time, motor speed and D/T time are very accurate and highly repeatable, being microprocessor controlled. The use of the servo operated D/T function is optional, and can be omitted if desired, for instance if there is another D/T control.

Finally, in case anyone is wondering, I have no vested interest in the timer. Reporting on it is just my way of helping to promote the F1Q class in particular, and electric-powered FF modelling in general.

And also the Black Magic F1Q timer from Roger Morell:

This is a summary of the functionality

There is version of the Black Magic 3 servo timer specifically intended for F1Q. One of the 3 servos must be an electric motor controller, optional with BEC capability. This 'servo' is controlled by the timer to start and stop the motor In addition if the motor controller has BEC {Battery Elimination Circuit} capability then the propulsion battery can be used to power the timer. What makes this timer different from the regular F1B/C 3 servo timer is the ability to take advantage of the BEC capability. Note that if this is not required and a separate battery can be used for the timer, then it may be possible to use a regular 2 or 3 servo timer.

Other than the above the F1Q requirements are satisfied by the existing Black magic capabilities. The steps may be set in increments of .01 of a second. The functioning of the motor management is as follows.

The start setting of the motor controller is set so the motor is stopped. The armed setting starts the motor and the motor stop will return the motor to a stopped position.

The sportsman prepares his model. When ready to fly he turns the timer on. The timer beeps out the d/t time, a standard Magic Timers capability. The sportsman holds the model in a launch attitude. The sportsman presses and holds the start button. The motor will start. The timer start button is configured so it must be held for .3 of a second before the start is signalled and the motor controller may require the motor to be turned on for a pre-determined time before the motor actually starts. The motor controller may put the motor through a slow start sequence. When the motor is at operating speed the sportsman releases the model. The action of lifting the hand from the timer start button caused the timer timing sequence to be initiated.

The motor is then stopped at the pre-determined time and the flight continues in glide mode. At the end of the flight the model will D/T. After D/T the timer is put in sleep mode. In this state the power switch as to be cycled or the reset button pressed before the timer can be armed again and the motor started. The method of doing this is not obvious to the casual observer and can be further protected by hiding these controls behind a hatch or the like.

Note that this is a 3 servo timer and one of the 3 is reserved for controlling the electric motor. The other two can be used for all other flight functions. These servos can move the flight surfaces directly or release levers like a mechanical timer or some combination. It is up to the individual sportsman to determine what will work best for his model

On some Black magic timers there is a servo power save feature. This optionally causes power to the servos be turned off after the servo has moved to save battery power. Seeing the propulsion battery has ample power and will be recharged between flights and positive control must be applied to the motor controller this feature is not a available on the F1Q timer. Information at magictimers@aeromodel.com

AGE NO BARRIER

By Michael Warren

A few weeks ago I wrote to the Technical Committee about (of course) the builder of the model rule and en route I suggested that 'nobody – well, maybe one or two oldsters here and there, but nobody else – is going to come fresh to free flight and start building models these days'. A week or so later the March 2006 NFFS Digest arrived and by a nice coincidence it contained an item called 'Working with Seniors' by Gary Baughman. What follows is a simmered down version of his interesting article…

'I am an avid free-flight modeller and a professional artist. I began volunteering and teaching art to seniors (50-plus) at an organisation called Enrichment of Life (ELM) about five years ago. [This might be a USA equivalent of the UK's University of the Third Age?] In December 2003 a colleagues and I put on a lunchtime programme for about 200 attendees, celebrating the 100th anniversary of the Wright Brothers' first heavier-than-air flight. We gave a history of the Wrights while we flew Peanut Scale, EZB and Limited Pennyplane models in the church gym that serves as a lunchroom. The ELM board asked me if I could develop a model airplane building/flying class. I said Yes…

'The project began in spring 2005, with a class of eight, including one female. We built a sort of Science Olympiad model as a start. I supplied plans, props, rubber and materials for a nominal charge. Students supplied the building boards, pins, knives, cement etc.

'These were simple models with solid motor sticks, 1/8-in sq leading and trailing edges, stripped ribs, tissue covering and Icara props. We flew the models for a 'show and tell' session in front of the lunchroom crowd. The lady's model flew best and she was so elated! The students begged me to continue the class…

'Next we built a conventional Embryo-like high-wing model, based on the Mr Malcolm plan from the 2004 Flying Models article. I provided the materials and charged each student $5. All had built models as kids with varying degrees of success. For most, the skills came back quickly… Trimming took a short time and soon all eight models were flying beyond the students' dreams. Flight time averaged about one minute.

'The youngest builder was 55, the oldest 79 with four bypasses. People with arthritic hips and zipped-up chests were running down the field gleefully chasing their models, apparently without pain. It was wonderful to see this happen. I invited all the students to attend one of our club's indoor contests. Several showed up and one flew his indoor model. I believe that, over time, we will gain some new members for our club and new converts to free flight.

'There are several things to remember when working with seniors. They work more slowly than kids, and plans must be clear and the parts sometimes larger to compensate for eyesight deficiencies. Dexterity may be limited due to various maladies and some students may have unsteady hands.

'On the other hand, attention spans are infinitely longer than with kids and there is no lack of enthusiasm for building. Skills progress rapidly and – not true with teenagers – you'll find that patience is the seniors' long suit. And there isn't any horsing around with these guys. They are all business.

'Of course there is commitment on your part. Provide materials, tools, patience and instruction. Plant the seeds and watch them grow. Build one of the models in advance and test it to see it flies well. Then take it to the class for display and reference. Be ready to demonstrate. Be positive, enthusiastic, gentle, kind, encouraging and – again – patient. Be a leader and the students will follow. The rewards will last you a lifetime.'

(And in the context of the BOM rule – well, nearly – it's interesting that according to a brief note in the April NFFS Digest, and we quote, the 'NFFS board has approved proxy flying of deceased modelers' airplanes in NFFS events'. It'll be curious to see the names of the dear departed re-appearing in the results…)

BMFA FF FORUM 2006 CALL FOR PAPERS

It is planned to hold this year's BMFA Free Flight Forum, on Nov. 26th at the Holiday Inn, Coventry, the day after the BMFA AGM and dinner. However, at present we have only three papers lined up, so to make this twenty-third Forum viable we need about nine more from you, Britain's active free-flighters. We welcome papers across the whole range of free-flight, whether FAI, Open or Vintage, theoretical or practical, scale or not, indoor or outdoor. If there's anything you've always wondered about in connection with free-flight, then do get in touch.

Even if you can't present a paper yourself, but know someone you think might have something worth sharing with the rest of us, or a topic that needs covering, then please contact Mike Evatt (mikeevatt@hotmail.com or 01327-842746) or Martin Dilly (martindilly@compuserve.com or 020 8777-5533) with your ideas.

NOTICEBOARD

FOR SALE - RECOVERY BOW. After many years of faithful service the famed Dilly recovery bow is for sale. It's a 24lb Slazenger lemonwood type and can be yours for £10. The current bowstring may not be quite what the top toxopholites favour, as it's tasteful orange polypropylene builder's line, but it works fine. Contact Martin Dilly on 020 8777 5533 or e-mail: martindilly@compuserve.com.

SALISBURY PLAIN TRIMMING-NOTICE

Peter Tribe will be away during July (Ukraine) and August (Poitoue) and not available to advise on availability of Salisbury Plain on the following dates:-

15/16th July, 5/6th August, 19/20th August.

On these particular weekends only, please contact Bernard Aslett on 01793 852427 for the latest information on availability.

UK COMPETITION NEWS

WELCOME TO THE PLEASURE DROME You are welcomed you to a fifth day of Vintage and Classic Pleasure at delightful RAF Church Fenton on Saturday July 8. Start 9.30am, finish 6.00pm, flyoffs start 15 minutes later. Events (some more serious than others) all pre '51 vintage to BMFA rules except where noted:

4oz/8oz Wakefield combined. Special award for highest placed English streamliner design in Wakefield classes. (2.30 max.)

Vintage Coupe up to 1957 (10gr motor) and Flight Cup (1oz motor) combined. (2.00 max)

Keilkraft and Veron kit scale. To Morley rules. (Progressive max). Fly 9.30am to 12.30pm.

Up to 25" rubber + Age Allowance. No propeller restrictions. (1.30 max). Fly 12.30 to 6.00pm.

Mini Vintage Rubber (2.00 max).

Vintage/Classic Glider (50m towline with doubled flight time, 100m towline on scratch.), (2.30 max).

Vintage/ Classic Power (2.30 max). Vintage15 sec motor run, Classic glow/diesel 11 secs motor run.

"Bowden" (for cabin models up to 1960 for I/C, Compressed Air and Electric motors. Precision contest in 3 rounds aiming for 45 seconds flights. No DT.)

COUPE EUROPA IN INTERNATIONAL LEAGUE

From Martin Dilly

This year's Coupe Europa will be held on December 3rd., starting at 10 a.m. at Middle Wallop, with a guarantee of no full-size aircraft movements that day by the Army flying club.

The F1G event for the Aeromodeller Trophy to FAI rules will be one of 12 international contests counting for the new Euro Challenge, organised by the Italian AGO Torino club running till Sept 2007. Vintage Coupe d'Hiver for the AAA Cup, will be flown to the builder of the model rule if still applicable then. There will be awards for top junior and lady competitors and national teams will compete for the Flitehook Europa Trophy, with the three top-scoring F1G flyers from each nation making up its team. Organisation will again be in the hands of Croydon & DMAC.

Entry - £7 (10 Euro) per class or £10 (15 Euro) for two classes. Pre-entry fees will be £5 (8 Euro) per class, or £8 (12 Euro) for two. Fees for pre-entered overseas flyers can be paid on the field. An indoor prizegiving with refreshments is planned. The Museum of Army Flying makes an admission charge at the gate, with non-flying family members free. Those not competing in the contests will be most welcome to use the airfield for trimming and the organisers will make a small token charge for this.

For further information and pre-entry forms please contact David Beales on +44 (0)20 8858 2714 or e-mail; addickab@aol.com or phone or fax Martin Dilly on +44 (0)20 8777 5533, e-mail; martindilly@compuserve.com , or at 20, Links Road, West Wickham BR4 0QW.

FFN

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Another means of international payment is bank transfer, the details will help if you choose this route. This is the preferred account for international payments, rather than the previously published IBAN details. If paying via the bank please also notify me of details of your payment.

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