Free Flight news

FFn

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DIARY

September 8-10 Sisak, Croatia	Siscia Cup. F1A, F1B, F1C. World Cup. Contact: Zoran Zechner, t: +385 4453 1165, e: zoran.zechner@sisackivodovod.hr web: http://www.amks.hr
September 8-10 Beja, Portugal	Von Hafe Cup. F1A, F1B, F1C World Cup. Contact: Anibal Paiva, tel +351 9624 61036, fax +351 2233 93749, email: anibalpaiva@netcabo.pt
September 9-10 Barkston Heath	BMFA Team Selection 1. F1A, F1B, F1C. Contact: Mike Woodhouse 01603 457754.
September 9-10 Salisbury Plain	BMFA FF Trimming. Must be on security list. See FFn 0604. Call Peter Tribe on 01225 862748 on the Friday to confirm.
September 9-10 Cardington	BMFA Indoor. Nationals. See FFn 0606 and 0608, must be on email list, contact Laurie Barr: lauriebarr@btinternet.com
September 14-17 Orel, Russia	Aviaprom Cup. F1A, F1B, F1C. World Cup. Contact: Mikhail Kochkarev, 88-8 Volokolamskoe Sh, 125424 Moscow, Russia,t:+70951584905,kochkarev@pol.ru
September 15-16 Liptovsky Mikulas, Slovak Republic	15: Liptov Cup, 16: Mayor Cup. F1E. World Cup events. Peter Nosko, tel: +421 92 361 3283, fax: +421 44 552 00264, email: nosko@naex.sk
September 17 Area venues	BMFA 6th Area. O/R Team (Farrow/Plugge), F1A (SMAE), F1J/BMFA½A, SLOP (Plugge), P30.
September 22-23 Comune di Capannori (Lucca), Italy	2nd Favli World Cup. F1A, F1B, F1C. World Cup. Sandro Schirru, Via Cavour 5, 10095 Grugliasco, Italy, t: +39 117801788, fax: +39 335 6293992, e: fai616@yahoo.it
September 22-24 Pazardzik, Bulgaria	Bulgaria Cup. F1A, F1B, F1C. World Cup. Valentin Savov, Bratia Benderevi str. 5, Gorna Oriahovitza, Bulgaria, tel: +359 888 408 940, email: modelist@dir.bg web: http://www.f1abc.com
September 23-24 Sculthorpe	BMFA Team Selection 2. F1A, F1B, F1C. Contact: Mike Woodhouse 01603 457754.
September 23-24 Raçibórz, Poland	2 F1E World Cup Contests. (1) Marek Lysakowski, tel: +48 32 419 2741, e: mlysakowski@poczta.onet.pl (2) Roman Sowa, tel: +48 32 230 38 43, gbit@digi.pl
September 24 Port Meadow, Oxford	Oxford MFC Septemberfest. See FFn 0605. L/W vint R, M/W vint R, CdH, vint CdH, vint G, classic G (both A2 max), vint HLG incl catapult. Start 10am, BMFA membership required. No streamers. Contact Laurence Marks 01993 700051.
September 24 Cardington	BMFA Indoor. F1L and ministick. See entry for September 9-10.
Sept 30-Oct 1 Salisbury Plain	BMFA FF Trimming. See entry for September 9-10
Sept 30- Oct 1 Tourtenay,France	F1E World Cup events. 30th: Poitou Charentes, 1st: Poitou
October 2-7 Slanic Prahova	FAI World Championship F1D, Romania.
October 6-8 Tass, Hungary	21st Puszta Cup. F1A, F1B, F1C, F1J, F1P, F1Q. World Cup. Gyorgy Pinkert, tel: +36 1 221 4071, e: info@cavalloni.hu
October 7-8 Ankara Golbasi Turkey	Anatolian Free Flight Cup. F1A, F1B. World Cup. Osman Sevgi, tel: +90532 4171104, email: osman.sevgi@veezy.com

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

JUNIOR WORLD FREE FLIGHT CHAMPIONSHIPS F1A, F1B, F1P, COCHSTEDT, GERMANY, AUGUST 21 TO 26

Report by Ian Kaynes

When this Championships were awarded to Germany the plan had been to hold them on the farm fields at Borne near Egeln which had been used for World Cup events. A few weeks before the event the organisers announced that the flying site had been changed to a nearby airfield. This had been a Russian military airfield in East Germany and had since been converted to a civil airport named Magdeburg-Cochstedt with a new terminal building and control tower. However, there are no commercial flights, not surprisingly since it is in sparsely populated countryside The airport terminal buildings were available as office space and meeting rooms for the Champs, but from the flying point of view the change was a mixed benefit. There was a 3.5km long runway and parallel taxiway for parking and retrieving if the wind direction was east or west. However, any crosswind suffered from the problem of it being a narrow field surrounded by a security fence.

During the Salzland Cup World Cup event, held directly before the champs, the wind on F1A day had been southerly and models were recovered from the open fields to the north of the airport with no problem. Ladders had been provided to allow access over the fence. However, most of the south side the airport was bordered by a large maize field and a wheat field.

A total of 19 countries arrived. North Korea had expressed interest but did not arrive. The schedule anticipated that everyone had come to the World Cup event, since the nominal arrival day was also included model processing, opening ceremony and team managers meeting. At the meeting it was emphasised that the 20 second attempt rule applied in full without the DT exclusion (applied as a local rule in advance of the general rule change in January 2007). Team managers were told that the weather forecast for Tuesday, F1A day, was for wind up to 5 m/sec and no rain before evening. The organisers and jury confirmed that they would be prepared to stop flying and continue on the reserve day if conditions were difficult for the juniors.

At first Tuesday morning was bright with a gentle breeze almost along the runway. At this time it was confirmed that the max for round 1 would be 3:30 but almost immediately low cloud spread over, visibility deteriorated and the wind swung to north west at 5 m/sec, so that the max was revised to 3:00.

A Finnish model launched from upwind soon showed the way with a max, but the wind was increasing and in one gust the capable German flyer Max Herwig had his line break. At the end of the first round 28 out of the 48 flyers had dropped time. The gap between rounds was extended from 5 minutes to 10 minutes to allow a little more time for retrieval from the maize field. The start of round 2 had a period with wind averaging 8 m/sec, later dropping back to about 7 and allowing 29 to max in the round, but leaving only 10 full scores.

The gap after round 2 was set at 30 minutes and then after round 3, when the number maxing fell back again to 20, a long lunch break was announced - from 11.50 to 14.00 - to help teams to retrieve models after the tough morning. However, at about 13.30 it started to rain heavily. It was still raining at the scheduled start time, and this, allied to the poor visibility and the continued wind, lead to the decision to stop flying for the day and continue on the reserve day. This might have been rather extreme, in that the rain stopped and an hour later it could have been possible to fly one round. However, more that that would not have been feasible because the wind then increased to over the 9 m/sec limit.

The wind was still strong on Wednesday morning and the organiser choose to delay the start of F1B from 8.00 to 10.00 because better weather was forecast for the afternoon. This seemed dubious in that the wind was 7 m/sec at 8.00 and increased towards the start time. When preparing for the start the pole allocations were read out and this produced consternation because they were different from the printed positions. It was found that an initial list had been prepared not by draw but in alphabetic order and this had been printed and distributed. The problem was realised later but a new list was not given out. Since everyone had established stooges, etc, to suit the published list, it was chosen to use this alphabetic order and the round started 10 minutes late.

Daniel Billam was one of those in the first bunch showing that there was reasonable air, although the model DTed from surprisingly low after a promising start. Two of the girls who were flying, Monkia Sowa (POL) and Inga Weishert (GER) dropped time after poor launches.

Round 2 benefited from having the wind more nearly along the runway and in the gap before round 3 a few drops of rain fell. During the first 25 minutes of the round only a few people flew, going singly and enforcing the resolve of the others not to fly in that air. Small groups went, one lead by Taylor Gunder (USA) but the air was not helpful and Taylor was down 21 seconds short. His team mate Paul Shailor didn't climb high but managed to max, and so also did Billam.

There was a half-hour lunch break before round 4 and now the wind was definitely less at about 4 m/sec and regular thermals were easier to find, reflected in 22 maxing but now with only 4 full scores. Round 5 was similar but the wind shifted to more north-west and a local group of trees could block the view if it swung further. Thus the line was moved along the airfield - from where the wind was blowing directly into the maize field. This move was soon reversed before flying started since the farmer phoned to complain about models landing in his beetroot field on the far side of the maize. It appeared there had been no advance contact with the farmers. The line was set up at the western edge of the airfield from where the wind was blowing to an open ploughed field bordered by a row of trees.

When round 6 finally got underway the weather was warmer and the wind lighter - amazingly the forecast was proving accurate today! The easier conditions are reflected in the increased number of maxes in the last two rounds. Soon after the start of round 7 proceedings were interrupted by a light aircraft making a very low pass downwind along the runway, luckily with no models in the air at the time. The round was stopped briefly. At the start of the round there were just three full scores. Bartlomiej Skibici of Poland was first to reserve his place in the flyoff, despite launching very low and right so that the model gained little height before the VIT came in. Daniel Billam broke a motor while putting on hand turns at the pole. He had soon rewound and, along with Paul Shailor (USA), there was a long wait. Eventually a bird appeared soaring just to the north of the line, after some time it was judged near enough and a few people went, followed by everyone else when it appeared good. After about two minutes and with the models in the distance downwind, there was a shout at the British and Israeli poles - the models had collided, one dived in while the other continued. Billam's timekeepers both stopped their watches, while at the Israeli pole one stopped and one continued to time the model which was still flying. It was a pity that both timekeepers had stopped timing at Billam's pole because it was then reported back by the downwind crew (Daniel's father and his brother Adam) that the British model had been the one which continued to glide and then DT.

Next action in the round was a yell from the young German flyer Phillip Seiffert. He had been loading his half-tube with wound motor into the model on its stooge when the motor broke. Since he is so short he had the tube almost at head height and part of the broken motor wrapped itself round his long hair over his right ear. Jean Luc Drapeau was nearby and quickly started to cut away the motor strand by strand but it was obviously very painful for several minutes until this was completed. After a quarter of an hour recovery time he was then winding again and to applause launched for a max.

Meanwhile Billam took his repeat flight for the collision but the DPR failed and the model dived back to the ground, breaking the prop when it started after impact. He quickly prepared a third model and was ready to fly with 5 minutes left in the round. He launched almost immediately and maxed in neutral air, DTing from about 20m. After that Kevin Lamers (NED) suffered a zero when he could not get away within the round time, remarkable since there were only two flyers in the Dutch team and the same had happened in round 2.

It was found that Paul Shailor had dropped half a minute and so there was just Daniel Billam and Bartlomej Skibicki with full scores. Despite Paul's drop the USA took the team prize, followed by France, who had Paul Contineau in third place individual after dropping a few seconds on two flights. Oskar Findahl was third, after dropping 10 sec on his second flight.

The five minute round flyoff was held at 19.45 in a very gentle breeze. The flyers were quite a contrast in size, since the Pole was a small 12 year old lad. He had spent much of the time before the flyoff doing his arm movements for imaginary launches and this must have paid off, because he got away well in the flyoff. He launched first and the Polish contingent rushed out to flap their model. 10 sec later Daniel followed, with his model pursued by a large group of German flappers - plus 8 year-old Luca Aringer running after them. Both models climbed well to a similar height and both maxed. They DTed quite low in front of the tree, with the Polish model probably having been a couple of metres higher when it DTed. The next flyoff was set for the following morning for a 10 minute max starting at 7.30 before F1P at 8.00.

During the evening there was a team managers meeting to discuss the possibility of flying some F1A rounds on Thursday evening after F1P - the weather was forecast to be good for Thursday and not so nice on Friday, the reserve day which had originally been indicated for continuing F1A. It was explained that the F1P contest would not be compromised - it would be run with full round times on the usual schedule except for no evening flyoff - but the Russian and Ukrainian team managers were not keen because it would mean changing classes and retreiving personal. An adequate gap was promised and Veronika Vivchar, who was translating for the two managers, persuaded them to agree. It remained to tell the teams who were not present - Veronika helped again by telling two teams staying at the same place as the Ukrainians. The only missing nation was Slovenia who had left for home and thus would not be flying whichever day the F1A was held.

On Thursday morning the wind was a light southerly, across the runway and on to the open fields to the north. After the signal both immediaetely started winding of course. Like the evening before, Daniel finished winding one motor in a tube, put this to one side and then wound and loaded another. Skibicki was winding slower and both were ready at about the same time. Skibicki launched almost immediately and was followed within a few seconds by Billam. Both flew good patterns, with the British model appearing to be a little higher at the end of the run. They glided down well within view in the more or less dead air. As they dropped down towards the fence from our view it seemed that Billam was now more clearly higher. He continued to glide after the Polish model had landed and it was then apparent that we had a new British World Champion. The margin was just 18 seconds, with Daniel's Vivchar model having beaten the Polish model which appeared to be a modified earlier Andrjukov model. Daniel had been promised a motorbike if he won, but let's hope that doesn't cause him to abandon F1B flying…

Attention then shifted to F1P, with the usual small group of junior power flying countries: Germany, Poland, Russia, Ukraine and USA. This was the first World Championships for F1P alone, at Moncontour it had been combined F1J and F1P. There was a generally favourable reaction from the people seeing F1P for the first time - the models are easily manageable by juniors, climb pattern is mainly benign and the transition from power to glide can be a quick flick immediately damping into a steady glide. However, the 10 sec run can take them very high and despite the 1.5m span limit they then glide very well.

There were distinct national approaches. The Russians and Ukrainians were both using models in the modern idiom with tube fuselages but by contrast most of the American models were in the style of classic power models with box fuselages, a style which fits well with the enforced low aspect ratio wings and possibly large tailplanes. The German models were like the well-developed Seren model published in the December 2005 FFn. The Poles had standardised on a model with a long nose balancing out a long tail moment and small tail. From a distance they looked rather like HLGs, in practice they seemed to lack stability or consistency, often going left and sometimes crashing.

Although the weather was still as good as it had been for the F1B flyoff, it was soon apparent that errant climbs or poor air could bring an F1P down in less than a max. Two Ukrainians and one American dropped in round 1, Poland got two sub-maxes in round 2, then in round 3 Germany lost two, the previously clear Ukrainian Pavlo Kildau dropped and also Brian Pacelli (USA) dropped another 2 seconds alongside the 5 he had dropped in round 1. Brian had flown a short run (6 seconds) which was just as well because the model was going flat at the time it cut. It was noticeable that several people were using less than the full 10 seconds because of the potential for going all over the sky as the model continues to accelerate in the last seconds. Towards the end of round 3 Przemyslaw Wisniewski (POL) planted his model in the ground near the taxiway - after a short run going off pattern it continued to dive in after the motor had cut. His second attempt was a dramatic bunt straight from launch that landed only 25m upwind. To change from climb to dive so quickly it must have been launched with the tailplane grossly out of position. That was then the end of his flying for the day.

There was short delay at the end of round 3 to allow a light aircraft to land. Although the airfield had been booked for the Championships the operators still gave priority to an aircraft that wanted to use the airport. It landed at the far end of the runway and we could continue with only ten minutes lost.

There was a large thermal at the start of round 4. Matthias Seren was off-pattern and recovered low but still maxed. Pacelli dropped half a minute, to reduce the USA team score further below the still-maxing Russians. Then in round 5 Alexander Korovin dropped over a minute and the USA took the lead in team. Alexander dropped again in round 6 and so did his Russian team mate Artur Danielyan. Pacelli had another short run which dived after the motor cut but recovered low to and looked that it might hold the lift long enough to max, but actually glided in at 2:28. The other Americans continued to max consistently, and it was good to see how competently all three of the team were flying. Starting and launching completely on their own. This was in contrast to some other teams - notably Ukraine whose team manager was warned on one occasion when he was helping his flyer to adjust the motor, but it was OK in that case since he was actually stopping the motor instead of leaving it to the junior who looked as though he might have stopped it with his hand.

There were five full scores at the start of round 7. First to fail was Nazarov, the one Russian with maxes: unusually he was slightly off pattern on the climb and then glided in for 2:29. All three Americans maxed, making certain of the team prize and putting Cody Secor and Anthony Ferrario into the flyoff. Air picking had again been aided by Bob Piserchio watching the temperature and anemometer. The third and final member of the flyoff was Robert Sawka for Poland, since Matthis Seren had surprisingly dropped his last flight - disappointing the home supporters and also ruling out the possibility of Germany overtaking Russia into second team place.

Focus them moved to F1A and, since there had been no problem retreiving the F1P models, the first round (round 4)

was set to start at 16.00, 35 minutes after F1P finished. If all went well this would give time for all four rounds before the latest flying time which would be about 20.10. This would have the major merit of leaving just the flyoff for the morning; if any rounds were flown in the morning it would leave a major problem of when to hold a flyoff. However, the optimistic plan was sunk even before the start time by the news that there would be a delay for the light aircraft to take-off. It would again use the other end of the runway but we would not be allowed to have any flying at that time. We waited and waited with no sign of activity at the aircraft. Eventually the news came that he had decided to stay the night since the weather was bad at his destination.

Round 4 got underway at 16.15 with a rather stronger southerly breeze. This was taking models in thermals towards some trees but not reaching them and landing in open fields. During the round it was noticeable that dark clouds were building up to the west of the field. It was however a surprise when Gerd Wobbeking announced that the start of round 5 would be delayed because of the approaching storm. The jury disagreed and the round started seven minutes later - there might be some rain but they did not look like menacing thunder clouds and we thought there should be time for at least part of the round. There were two clear thermals then a long dead spell. Kyle Jones (USA) towed and found some helpful air, followed by a few people. Halfway through the round the wind shifted from south east to westerly and increased. One bunch of models went away drifting exactly along the runway, while the retrievers were still in the fields to the north. Rain then started. One person flew and made a decent flight in the rain, then everyone took shelter. Tornadoes had been seen to the south of the field..

Proceedings were then stopped for the day and we hoped that everyone had completed a flight in round 6. This was confirmed and a team managers meeting held to hear plans for the remainder of the contest. The jury and organisers agreed that the best approach was to terminate F1A after the six rounds which had been flown and hold F1A and F1P flyoffs early on Friday morning. The Russian team manager disagreed with this approach and wanted to have the seventh round flown. We explained that if that was done the flyoff would be compromised by being held later in the morning with lift present and in any case the flights flown had provided a good test of the competitors and reduced the field from 48 down to 7. The other team managers agreed. F1P was scheduled for 7.30 and F1A at some time afterwards. Ukraine proposed 7.00 but plans had been set in place for a 7.30 start and little would be gained by an earlier start.

When we gathered at 7.30 on Friday morning we found surprisingly pleasant conditions. The rain which had fallen for most of the night had stopped and the clouds were beginning to clear and there was a very light southerly breeze. After the start signal was given there was a four minute wait. All three flyers then started at about the same time. Ferrario was first to launch closely followed by Secor getting more height and then Sawka off to one side in a slightly wayward pattern that lost height in the transition. That was the way it stayed as the models glided down, the Pole landing first then it was between the two Americans. Secor had kept his height advantage over Ferrario, but the latter was gliding down towards open country while Secor was heading for the trees close to the terminal building. He was seen to glide past one tree then disappeared behind the other for longer than 10 seconds and was clocked off, although it was seen again later going back on the other side of the turn. Thankfully, the result was not determined by going out of sight behind the trees - even having lost at least 20 seconds flight time Secor was still the winner, with a margin of 15 seconds on his recorded time over Ferrario's 4:56 time.

Now it was time for the F1A flyoff which had been announced for 8.00, which gave enough time to sort out the pole positions which had been drawn by team managers taking numbered pieces of paper and not recorded anywhere! Daniella Seren continued her good work as chief timekeeper by matching the cards to the people. The line-up included two Slovakian flyers Aleksei Samsonov and Gabriela Domokova, and Luca Aringer (Austria), Milan Jinda (Czech Republic), Teemu Taponen (Finland), Anris Plume (Latvia), Sergey Protopov (Ukraine), and Tylor Secor (USA). Immediately on the signal, Jinda started towing and moved along the runway to the east, followed into the air by Taponen and then Plume. The Ukrainians arrived three minutes after the start of the round but just ran out the line and waited. In this they joined two others still waiting on the ground Luca Aringer (who was flying under directions of his father/) and Gabriela Domokova. Tylor Secor had gone to the west and launched about the same time that Luca towed straight up and off, both with good bunts. Others also launched from their widespread positions and last to fly (a couple of minutes later) was the Ukrainian, getting a very impressive height gain on launch. It was obvious there were some very similar decent flights gliding down from good launches and the times would be needed to tell the difference. The only directly noticeable thing was that Protopov's model was disturbed when it was very low and seemed to loose some height. It was later explained that it had hit a cable. When the times came in it was found that we had a girl World Champion - Gabriela Domokova had clocked 4:32 which was 21 seconds ahead of Protopov in second place. The bronze medal went to Anrijs Plume of Latvia, ahead of Tylor Secor and Luca Aringer. I had not noticed Domokova's flying during the day, but it was reported that she had been flying under directions of her team, like the flyoff picking the air from the ground.

It was now all over except for the formality of processing the winning models - or so we hoped. In fact there was a problem with the second place F1P model of Anthony Ferrario. The rules for F1P require a maximum projected wing span of 1.5m and the Sporting Code defines wingspan as the greatest distance between the extremities of the wing. The model was clearly within 1.5m when measured on the upper surface at a mid-chord location and this had been done during a spot check on the model during the day. However, the tips were squared off with ribs perpendicular to the panel and so the upper surface span measurement was less than the lower surface. Initial measurements of the lower surface gave more than 1.5m, but it just passed when the band joining the wing halves was added at the centre, increasing the dihedral slightly. In future a standard 1.5m measure with two verticals should be used to allow a simple go or no-go check, such as is used for testing the span of indoor models.

The prizegiving was on Friday evening. It had originally been planned to be outside the terminal building but the organisers heeded the weather forecast for rain in the evening and moved it inside. However, it remained pleasant weather all day and in fact the indoor location proved to awkward for photographing the podium because it was at the west end of the building and the sun was shining in behind the podium. Many others could not see the presentations clearly in the narrow room. It was good to have the British national anthem as one of the two to provide variety against the dominant Star-Spangled Banner for the USA's clean sweep of team events plus one individual. They also collected the Challenge Cup.

The prizegiving was followed by the banquet and a long queue for food. Tickets were not checked but there still appeared to be enough food for everyone. Water was provided to drink and any alcoholic drinks had to be purchased - avoiding the problem that arose with the plentiful wine at the Moncontour banquet.

The general conclusion was that the site was not ideal, in some ways it had been more difficult than open farm fields except for parking on mud. It was a pity to hear that one team had solved an access problem but cutting a door shaped hole in the

wire fence. Also part of the maize field had been badly trampled by one group looking for a model. The weather had been notably poor for August. Apart from the variable wind and rain, it had been cold - lots of people were complaining they had not brought enough warm clothing. The temperature was emphasised by the 14°C I saw while driving back to Berlin airport at midday the following day!

F1A

1	Gabriela Domokova	SVK	1080	+272	5	Luca Aringer	AUT	1080	+223			
2	Sergey Protopopov	UKR	1080	+251	6	Teemu Taponen	FIN	1080	+203			
3	Anrijs Plume	LAT	1080	+235	7	Milan Jinda	CZE	1080	+185			
4	Tylor Secor	USA	1080	+229								
8	Aleksei Samsonov	UKR	180	170	180	180	180	180	1070			
9	Kyle Jones	USA	174	180	180	170	180	180	1064			
10	Marc Rossen	NED	180	152	180	180	180	180	1052			
10	Martin Bohus	SVK	180	180	180	180	180	152	1052			
12	Brian Bauer	USA	141	180	180	180	180	180	1041			
13	Aurimas Bernotas	LTU	180	168	145	163	180	180	1016			
14	Aviv Balassiano	ISR	134	180	161	180	180	180	1015			
15	Przemyslaw Gumienny	POL	180	146	180	180	180	143	1009			
16	Pavlo Marakhovskyy	UKR	101	180	180	180	180	180	1001			
17	Adar Frenkel	ISR	162	110	180	180	180	180	992			
18	Boris Bernard	FRA	103	180	180	180	166	180	989			
19	Camille Marquois	FRA	180	180	86	180	180	180	986			
20	Anton Zhelobaev	RUS	180	180	123	139	180	180	982			
21	Loic Bochet	FRA	180	76	180	180	180	180	976			
22	Tomasz Drozdzinski	POL	147	180	108	180	180	180	975			
23	Johannes Seren	GER	180	90	163	180	180	180	973			
24	Martin Meisalu	EST	160	180	74	180	180	180	954			
25	Anton Zaseka	RUS	139	180	91	180	180	180	950			
26	Daniel Findahl	SWE	47	180	180	180	180	180	947			
27	Max Herwig	GER	180	96	128	180	180	180	944			
27	Mihaly Eros	HUN	146	180	78	180	180	180	944			
29	Mikael Henriksson	FIN	61	180	150	180	180	180	931			
30	Janis Zarins	LAT	83	180	125	180	180	180	928			
31	Oskar Bolko	POL	163	105	107	180	180	180	915			
32	Egor Parkhaev	RUS	130	180	44	180	180	180	894			
33	Eli Gerber	ISR	109	180	88	180	180	150	887			
34	Topi Penttila	FIN	180	85	144	180	172	88	849			
35	Albin Nilsson	SWE	171	97	39	180	180	180	847			
36	Petr Svoboda	CZE	105	83	109	180	180	180	837			
37	Tereza Vosejpkova	CZE	105	180	60	180	161	145	831			
38	Richard Kulcsar	HUN	152	79	180	180	67	169	827			
39	Jozef Rogovsky	SVK	94	0	180	180	180	170	804			
40	Marcel Wachtler	GER	90	156	178	147	54	117	742			
41	Janar Sell	EST	75	106	0	180	180	180	721			
42	Niels Wijnhoven	W/C	180	88	86	59	142	150	705			
43	Daan Kurvers	NED	180	0	44	82	131	0	437			
44	Gaspar Subic	SLO	144	180	105	0	0	0	429			
45	David Krasznai	HUN	88	180	137	0	0	0	405			
46	Rok Siftar	SLO	61	180	72	0	0	0	313			
47	Jernej Grom	SLO	82	180	46	0	0	0	308			
48	Toms Dreika	LAT	3	0	0	0	0	0	3			
Number of maximums			20	29	20	37	36	33				
Number of full scores			20	10	8	8	8	7				

F1A Team Results

	Country	Abbrev	Total	Round-by-round team place						Team member places		
1	USA	USA	3185	1	1	1	1	1	1	4	9	12
2	Ukraine	UKR	3151	4	2	2	2	2	2	2	8	16
3	France	FRA	2951	3	5	4	4	5	3	18	19	21
4	Slovakia	SVK	2936	5	11	3	3	3	4	1	10	39
5	Poland	POL	2899	2	4	6	6	6	5	15	22	31
6	Israel	ISR	2894	9	6	7	7	7	6	14	17	33
7	Finland	FIN	2860	8	7	5	5	4	7	6	29	34
8	Russia	RUS	2826	7	3	9	9	8	8	20	25	32
9	Czech Republic	CZE	2748	10	8	11	10	9	9	7	36	37
10	Germany	GER	2659	6	12	8	8	10	10	23	27	40
11	Hungary	HUN	2176	11	10	10	11	11	11	27	38	45
12	Latvia	LAT	2011	14	13	13	12	12	12	3	30	48
13	Sweden	SWE	1794	16	16	15	13	13	13	26	35	
14	Estonia	EST	1675	15	14	16	16	14	14	24	41	
15	Netherlands	NED	1489	12	15	14	15	15	15	10	43	
16	Austria	AUT	1080	17	17	17	17	17	16	5		
17	Slovenia	SLO	1050	13	9	12	14	16	17	44	46	47
18	Lithuania	LTU	1016	17	18	18	18	18	18	13		

F1B

1	Daniel Billam	GBR	1260	+300	+242					
2	Bartlomiej Skibicki	POL	1260	+300	+224					
3	Paul Coutineau	FRA	180	180	174	180	178	180	180	1252
4	Oskar Findahl	SWE	180	170	180	180	180	180	180	1250
5	Taylor Gunder	USA	180	180	159	180	180	180	180	1239
6	Evan Simon	USA	180	180	156	180	180	180	180	1236
7	Benjamin Marquois	FRA	180	180	180	155	180	180	180	1235
8	Stanislav Absolon	CZE	180	154	180	180	180	180	180	1234
9	Paul Shailor	USA	180	180	180	180	180	180	149	1229
10	Sergey Serebryanik	RUS	180	180	180	180	142	180	180	1222
11	Philipp Seifert	GER	180	180	138	180	180	180	180	1218
11	Richard Ulderink	NED	148	180	170	180	180	180	180	1218
13	Shauli Rajwan	ISR	180	180	162	153	180	180	180	1215
14	Kacper Osyda	POL	180	136	180	178	180	180	180	1214
15	Tomas Mackus	LTU	150	154	180	180	180	180	180	1204
16	Denys Kobzan	UKR	180	136	180	180	152	180	180	1188
17	Mykhaylo Kalenyuk	UKR	180	138	180	180	180	169	154	1181
18	Alexey Lychagin	RUS	167	157	168	180	145	180	180	1177
19	Oleksandr Kulakovskyy	UKR	157	180	93	177	180	180	180	1147
20	Stephen Jallet	FRA	180	110	180	180	135	180	180	1145
21	Martin Kubicek	CZE	180	138	180	180	123	180	160	1141
22	Thomas Seren	GER	180	82	180	180	154	180	180	1136
23	Jan Simlik	CZE	180	180	86	105	180	180	180	1091
24	Monika Sowa	POL	127	147	133	180	180	126	180	1073
25	Hadar Golan	ISR	110	148	180	95	179	180	180	1072
26	Alexander Lapets	RUS	180	103	180	144	123	120	180	1030
27	Romans Demcenko	LAT	106	180	70	180	132	180	180	1028
28	Benediktas Rukas	LTU	141	133	180	180	150	21	141	946
29	Kevin Lamers	NED	180	0	180	180	180	180	0	900
30	Inga Weisheit	GER	105	180	180	106	90	144	64	869
Number of maximums			21	15	19	22	18	25	24	
Number of full scores			21	11	5	4	3	3	2	

F1B Team Results

	Country	Abbrev	Total	Round-by-round team place							Team member places		
1	USA	USA	3704	1	1	1	1	1	1	1	5	6	9
2	France	FRA	3632	1	3	2	2	2	2	2	3	7	20
3	Poland	POL	3547	6	6	5	4	3	3	3	2	14	24
4	Ukraine	UKR	3516	5	4	6	5	4	4	4	16	17	19
5	Czech Republic	CZE	3466	1	2	4	6	6	5	5	8	21	23
6	Russia	RUS	3429	4	5	3	3	5	6	6	10	18	26
7	Germany	GER	3223	7	7	7	7	7	7	7	11	22	30
8	Israel	ISR	2287	10	8	8	10	10	9	8	13	25	
9	Lithuania	LTU	2150	9	9	9	8	8	10	9	15	28	
10	Netherlands	NED	2118	8	10	10	9	9	8	10	11	29	
11	Great Britain	GBR	1260	11	11	11	11	11	11	11	1		
12	Sweden	SWE	1250	11	12	12	12	12	12	12	4		
13	Latvia	LAT	1028	13	13	13	13	13	13	13	27		

F1P

1	Cody Secor	USA	1260	+311						
2	Anthony Ferrario	USA	1260	+296						
3	Robert Sawka	POL	1260	+249						
4	Matthias Seren	GER	180	180	180	180	180	180	165	1245
5	Altxander Nazarov	RUS	180	180	180	180	180	180	149	1229
6	Artur Danielyan	RUS	180	180	180	180	180	145	180	1225
7	Dmytro Sadomov	UKR	159	180	180	180	180	149	180	1208
8	Brian Pacelli	USA	175	180	178	152	180	146	180	1191
9	Johannes Seren	GER	180	180	150	180	137	180	180	1187
10	Christian Fux	GER	180	180	104	169	180	180	180	1173
11	Alexander Korovin	RUS	180	180	180	180	108	155	180	1163
12	Oleksiy Sakhno	UKR	161	180	180	87	180	180	180	1148
13	Pavlo Kildau	UKR	180	180	132	180	158	180	106	1116
14	Adam Tanasiewicz	POL	180	166	180	180	180	77	138	1101
15	Przemyslaw Wisniewski	POL	180	126	3	0	0	0	0	309
Number of maximums			12	13	10	11	11	9	10	
Number of full scores			12	10	7	7	6	5	3	

F1P Team Results

	Country	Abbrev	Total	Round-by-round team place							Team member places		
1	USA	USA	3711	4	3	2	2	1	1	1	1	2	8
2	Russia	RUS	3617	1	1	1	1	2	2	2	5	6	11
3	Germany	GER	3605	1	1	4	3	3	3	3	4	9	10
4	Ukraine	UKR	3472	5	4	3	4	4	4	4	7	12	13
5	Poland	POL	2670	1	5	5	5	5	5	5	3	14	15

Challenge Cup

	Country	F1A	F1B	F1C	total
1	USA	3185	3704	3711	10600
2	Ukraine	3151	3516	3472	10139
3	Russia	2826	3429	3617	9872
4	Germany	2659	3223	3605	9487
5	Poland	2899	3547	2670	9116

A rounds flight launched by Daniel Billam, F1B Junior World Champion

PS It is reported that the Billam's camper van had an accident while returning home: no injuries, but Daniel's winners diploma was destroyed.

NEWS FROM BMFA FF TECH COMMITTEE

Free Flight Change 2007

After revealing the 'plan' for revamping UK free flight organisation in the last issue of this news we received a number of comments and recommendations on the proposed rule changes. Most of this comment concerned the detail of the changes. We have now considered these suggestions and decided that some amendments to the rules changes are required. These are listed below under the same headings and in the same order as originally shown. You will need to refer to the last issue to see the wording of those changes that remain as proposed:

Objective 1 **To keep up to date on international class developments**

As proposed

Objective 2 **To remove the Builder of the model rule**

As proposed

Objective 3 **To introduce Combined Events and make the class changes to balance performance**

As proposed except:

3.1.9.3 As proposed, but references to 'Unrestricted' changed to 'BMFA'

3.7 *Delete* "**Unrestricted**" *from title and add to end of first sentence*: ---- regulations (1.2) and those specified below.

3.7.1 *Change title to* **Towline Glider Class (BMFA Glider)** *and add text:*

Two types of model are permitted:

(i) Models fitted with bunt launching and/or circle tow devices

(ii) Models not fitted with devices to allow bunt launching or circle towing; auto-rudder is permitted.

3.7.2 *Change title to* **Rubber Class (BMFA Rubber)**

Also change text to: The amount of rubber used shall be restricted to 50 grams (lubricated).

3.7.3 *Change title to* **Power Class (BMFA Power)**

Also change second sentence to The maximum engine run allowed from the moment of release of the model will be:

(i) For models fitted with mechanisms to enable bunt transition from power on to glide: 5 seconds

(ii) For models not fitted with bunt transition mechanisms but fitted with other moving trim surfaces: 7 seconds.

(iii) For models not fitted with any moving trim surfaces other than DT: 10 seconds

N.B. category (iii) above are not SLOP models. SLOP models and contests have different rules. However, if a competitor wishes to fly a SLOP model in a BMFA Power class contest he/she will receive the 10 seconds run allowance of category (iii). (Note that in 2006 the run allowance would only have been 7 seconds.)

In addition

3.1.10 *In section (b) para 4 change to read:*

All BMFA free flight competitions, as defined in section (c), are eligible except for team selection competitions for F1A, F1B and F1C. At each competition a competitor may enter and fly in as many classes as desired but from each single-day competition only a maximum of two points scores shall be eligible towards the season's total score. At multiple-day competitions each day shall be treated as a single day competition.

Objective 4 **To introduce a Classic Class and rationalise the rules with Vintage**

As proposed except:

3.18.3 (c) *replace with:* Conversion from a one piece to a multi piece wing, multi piece fuselage or detachable fin and vice-versa are permissible but associated changes must not significantly change the external geometry of the model. Plywood dihedral braces and local bandaging are permissible.

3.18.3 (e) *No Change*

3.18.3 (j) *modify to read*: Power models may use any type of engine and propeller, other than folding propellers, and mechanical engine brakes cannot be used.

3.1.5.1 (a) *Replace first sentence with* The towline length for Vintage, Mini Vintage and Tailless gliders shall be

100m (328ft) maximum, for BMFA gliders (ii) and Classic gliders 75m (246ft) maximum. For all other classes it shall be 50m (164ft).

Objective 5 To correct errors or omissions

As proposed.

In brief these changes/reversions/additions are: The change of titling of the modified Open Classes to 'BMFA' Classes. Also within these Classes there are now two additional categories – a non-bunt or circle-tow Glider (with 75 metre line allowance) and a non-bunt but VIT/AR equipped Power model (7 second run allowance). The Senior Championship now excludes the F1A, F1B and F1C team selection events – this is to correct the imbalance resulting from increased opportunities to fly these classes in the new 'Combined' events. Concerns about the Vintage/Classic Class rules becoming too draconian have been addressed by 'allowing' conversions from one to two-piece wings and fuselages and vice-versa. Additionally in Vintage/Classic we have retained the rule permitting the change of nose lengths to accommodate modern engines. Remember that if you do not have a 2006 rule book, to see the effect of these changes, you can obtain one free from the BMFA office by asking for a "Concessionary Copy – re 2007 rule changes". In addition amendment supplements are now being prepared and of course the full 2007 book will be available early in the new year. Further help will be available from the FFTC web site www.vengi.demon.co.uk/ . Pages, showing the original 2006 rules with the changes immediately adjacent, are in preparation.

Also as part of the 'plan' we have substantially rearranged the 'calendar'. This now incorporates a number of 'Combined' events *as well* as events for the modified Open Classes (now called 'BMFA' Classes). Also some events have been moved to different times of the year. Please note that in the Calendar itself Combined Class events are now referred to as CG, CR and CP – for Glider, Rubber and Power; BMFA Class events, in the same way, as BG, BR and BP.

We are aware that the rule and terminology changes, as well as the many different types of event, may cause some confusion to start with. However, it shouldn't be too long before it all becomes clear and the advantages are realised… A copy of the 2007 calendar is appended here – take time now to plan your season and enjoy both the 'traditional' events and the new opportunities.

BMFA CONTEST CALENDAR 2007

Non Senior Championship events are shown in ***Bold Italic***

4 March Area Venues.	1st Area. C/P (White), F1A (K&MAA/Plugge), F1G, Vintage (Plugge), HLG/CLG.
25 March Area Venues.	2nd Area. C/G, F1B (Weston/Plugge), Mini Vintage (Plugge), F1J/BMFA1/2A, P30.
6 April (Good Friday) Church Fenton	Northern Gala. B/G (CMA), B/R (Caton), B/P (Hamley), O/E, SLOP (Falcons), F1G, F1H, F1J/BMFA1/2A, Mini-vintage, HLG, CLG. Contact and CD:Denis Davitt, 0113 2675433.
22 April Area Venues	3rd Area. C/R (Gamage), F1C/F1Q (Halfax/Plugge), F1H, SLOP (Plugge), Tailless.
May 6-7 (7th is May day bank holiday) Salisbury Plain.	London Area Gala & Club Champs. 6th: C/R, C/G, C/P, (Club Champ's), Vintage, P30, CO_2, CLG. 7th: F1G, F1H, F1J/BMFA1/2, SLOP, Mini Vintage, E30, HLG. Contact & CD: Martin Dilly 0208 777 5533.
May 12-13 Salisbury Plain.	Stonehenge Cup. F1A, F1B, F1C (Dick Johnson Memorial), F1Q. World Cup Event. Contact: Mike Woodhouse 01603 457754. CD……
May 20 Near Sheffield	1st F1E (Team Selection).F1E. Contact & CD: Steve Philpott 0121 354448.
May 26-28 Barkston Heath	National Championships. B/G (Thurston), B/R (Model Aircraft), B/P (Shelley), O/E, Tailless (Lady Shelley), Womens BG/BR/BP (SAA), Junior BG/BR/BP (Frog Junior), F1A (Ronytube), F1B (Fred Boxall), F1C (Eddie Cosh), F1Q, Vintage (Jubilee), SLOP (Peter Harris), HLG (Nats), P30, Vol au Vent (J) (junior kit glider) ***&(S), Bowden,*** F1H (BA), F1G (308), F1J/BMFA1/2A (Hales), Mini-vintage (junior kit rubber), CLG, CO_2 (Sparklets), E30, Vintage Glider. Combined Classic, plus Junior championships (Heather) and overall class champs. ***Non Senior Championship: 25" Vintage Rubber, Scramble, Kit Scale Duration, SAM35 Wakefield, Brit Power.*** Contact: Mike Woodhouse 01603 457754.
June 3 Near Sheffield	2nd F1E (Team Selection). F1E. Contact & CD: Steve Philpott 0121 354448.
June 10 Near Sheffield	3rd F1E (Team Selection).F1E. Contact & CD: Steve Philpott 0121 354448.
June 17 Area Venues	4th Area. C/P Team (Keil/Plugge), F1B (Gutteridge), F1H (Plugge), Mini vintage, Classic glider.
July 1 Near Sheffield	4th F1E (Team Selection). F1E. Contact & CD: Steve Philpott 0121 354448.
August 11-12 Sculthorpe	East Anglian Gala. 11th Vintage Rubber, Vintage Power, Vintage Glider, SLOP, P30, ***Kit Scale Duration.*** 12th Classic Rubber, Classic Power, Classic Glider, Mini Vintage, Tailless, ***Bowden II***. Contact: Mike Woodhouse 01603 457754.
August 31 (Friday) Little Rissington	Southern Gala. B/G (Pilcher), B/R (Flight), B/P (Short), OE, F1H (Ripmax), F1G, F1J/BMFA1/2A (Quickstart), Mini-vintage, E30, CO_2, HLG, CLG. Contact & CD: Dave Greaves 01285 652730.
September 2 Near Sheffield	5th F1E (Team Selection). F1E (SMC Trophy). Contact & CD: Steve Philpott 0121 354448.
September 8-9 Barkston Heath	Team Selection 1. F1A (Nordic), F1B (Mick Duce), F1C (Pete Buskell).Contact: Mike Woodhouse 01603 457754.
September 16 Area venues	5th Area. C/R Team (Farrow/Plugge), F1A (SMAE), F1J/BMFA1/2A (Plugge), SLOP (Frog Senior), E30/CO2.
Sept 22-23 Salisbury Plain	Team Selection 2. F1A, F1B, F1C. Contact: Mike Woodhouse 01603 457754.
October 7 Area venues	6th Area. C/G Team (Model Engineer /Plugge), F1C/F1Q(Astral), F1G (Plugge), Classic Rubber/Power, Mini Vintage.
October 13-14 Sculthorpe	Team Selection 3. F1A, F1B, F1C. Contact: Mike Woodhouse 01603 457754.
November 4 Barkston Heath	Midland Gala. SLOP, F1H, F1G, F1J/BMFA1/2A, Mini-vintage, HLG, CLG, P30, CO_2 , E30. Contact: Mike Woodhouse 01603 457754.

BEAUVOIR SUR NIORT, FRANCE, JULY 28-30

Report by Andrew Crisp

There appeared to be a lesser entry in this year's event, organised as usual by the Club Aeromodiliste d'Azay le Brule. Perhaps, because of the proximity of the Ukrainian held Euro Champs, the Dutch, and others, were conspicuous by their absence.

As has often been stated, this contest has its peculiar charm. One has not only to battle the flying site, the vagaries of the weather, which was basically hot and calm punctuated by violent thunderstorms, but also the idiosyncratic organisation, which seemed desperate not to offend the competitors by asking them to fly in anything more than a modest breeze! Communication with the entry as to what was happening appeared to filter through, as if by magic.

The picturesque farmland where the flying takes place seems to generate enormous thermals. John Bailey had a CdH fly away successfully retrieved from a dense wood 10 miles downwind by a combined Biggles/Birmingham party. First timer Peter Tolhurst was not so lucky, loosing a CO2 job, in the process of winning the event, and in F1G, where he was fifth. Ah, those Tomy timers!

The comps took place over two days. The minis were 3 flights per day. F1A, B and C were scheduled for 14, but only went to 5 plus flyoffs through weather stoppages!

The standard of F1A and B flying among the French on home soil always seems, to me, very impressive. And yet, with one or two notable exceptions, they fail to live up to expectations in World and Eurochamps. Strange!

To give a run down on what used to be called model development is difficult these days, what with the preponderance of bought models from Eastern Europe, but some out-of-the-rut approaches were noted. Popular Georges Matherat continues to campaign his "mono pâle" Wake, where the blade folds over the top of the wing. The counterweight is spring loaded to move backwards in a hard landing. The wing was foam skinned with Kevlar (or glass cloth) and the fin, uniquely placed behind the stab, had been reduced in area this year, to improve thermal sensitivity.

Wile not suggesting that there is anything really to be gained by a single-blade prop, apart from ease of construction, it was interesting to note that Pierre Marrot of the famous PAM club also featured one on his F1G. Here the counterweight folded back for the glide as with the blade.

Marrot was to take second in the F1J with his Vasily Bescassny produced "Thermal Floater", which indeed glided very well, after a modest climb. However, a poor launch in the flyoff meant he couldn't live with the superior performance of John Bailey's Fast Lane / Fast Show (?). John finally won this event with a flyoff of almost 5 minutes, after several years of near misses.

One must also mention Jarrez Grosel, who had driven from Ljubljana, Slovenia, and who took second in F1C with his Verbitski style model. Winner of this event was Alain Roux with a model which had an extraordinarily sharp motor cut off, and a beautifully consistent bunt transition. As well as a most aesthetically pleasing (and visible) external colour scheme, the tail ribs, apparent through the clear mylar covering, were sprayed different shades of day-glo!

After prize giving – baseball caps, T-shirts, and vast pots of local honey – held as usual in front of the windmill, there was the luncheon where Peggy and Fred Chilton celebrated yet another wedding anniversary!

F1G 17 flew

1	G Buisson	720
2	E Lee-A-Hing	718
3	G Matherat	700
4	F Neraudeau	689
5	P Tolhurst	683

F1K 1 flew

1	P Tolhurst	454

F1B 10 flew, 7 full scores

1	B Marquois	900	+238
2	G Buisson	900	+237
3	P Coutineau	900	+230
4	F Ducassou	900	+223
5	G Matherat	900	+222

F1C 2 flew

1	J Grosel	900	+180

F1H 7 flew

1	P Chaussebourg	710
2	A Crisp	700
3	G Brochard	635

F1J 4 flew

1	J Bailey	720+290
2	P Marrot	720 +48
3	T Schwend	720

F1A 25 flew

1	J-L Harsouet	900+238
2	B Pouzet	900+185
3	J-P Challine	900+130
4	B Bernard	900 +22
5	E Bernard	895
6	P Drapeau	885

POITOU '06

With thanks to Mike Cook for his report on the minis event, and to Martin Dilly on the F1ABC and to Andrew Crisp on both. First, Mike…

Held on the usual vast plain of farmland near St Clair, this year's 'Deux Minutes' took place in 10 to 15 mph winds and mainly light overcast conditions. In previous days the heatwave in France, as in Britain, had broken to leave us with variable but dry weather for the Poitou weekend.

In recent years, F1H and G have seen increasing numbers of bought or kitted models from the Ukrainian and Russian stables of Gorban, Stamov, M&K and the like being flown here. F1J did not seem similarly affected, but was notable this year for the presence of several juniors getting some practice in prior to the championships in Germany.

F1H was decided without a fly-off and won by GB's John Cooper with the only perfect score followed closely by John Carter. F1G produced four full scores and was decided by the first 4-minute fly-off. The winner was GB's Don Thomson, flying a very traditional Coupe similar in appearance to a Garter Knight.

F1J has, in my opinion, far too much performance. The state-of-the-art models comprise very potent engines coupled with lightweight carbon airframes. They climb vertically – arrow straight – and to great height. When in trim, two minutes does not present any difficulty for such machinery, however if the launch isn't quite right… Seven of the twelve participants maxed out. The first fly-off (four minutes) reduced the numbers to four although Alan Jack's model failed to DT and signalled the end of his competition. The six minute fly-off provided a result. First away was German junior Seren with a competent climb and transition. He was followed by Bailey and Watson with their high climbing models. What should have been a British first and second was not to be, however. Both Brits made uncustomary poor launches and those arrow-straight climbs were performed at 45 degrees leaving Seren the victor.

This year prize giving took place on field following the fly-offs and large urns were presented to the top five in each class.

And from Andrew on the mini:

Coupe d'Hiver saw a popular win for Croydon's Don Thompson. He beat some fairly sophisticated machinery from the likes of John Clapp and Eric Lee-A-Hing with his straightforward stick and tissue approach. A good old woodscrew stop and fixed right/right trim were used to score 3.23 in the four man flyoff. F1H saw further British success with a first and second for Johns Cooper and Carter, both flying bunting models.

The apple cart was upset, so to speak, in F1J. A healthy 7 made full houses, reducing to 3 after the first, 4 minute, flyoff. Going for six, the air in the 10 minute slot seemed uninspiring. It would surely be Pete Watson or John Bailey, but they did not reckon on the air picking ability of the Seren family. Junior Johannes, flying an F1P model, as featured in FFn, stooged around in low lift after a very short motor run to record 3.44. Despite climbs to enormous heights the other two could not match this and had to settle for second and third. Why the short run for Johannes? Evidently the new model was not properly trimmed and the power pattern started to go haywire after 4.5 sec!

At this point I must mention families. The Serens from Germany and the Marquois clan from France were everywhere and flying virtually everything. Mothers, fathers and kids all flew (and retrieved) with great enthusiasm. With the juniors there seemed to be none of the "extension of the father's arm" stuff. They appeared to operate on their own with a confidence which had obviously come from a great deal of trimming and training. As a timekeeper on Wakefield day six Marquois came to my pole!

Over to Martin…

The weather for the 2006 Poitou was thankfully less hot than in some recent years, with occasional welcome overcast, though by midday the breeze got up and the usual Poitou pattern was apparent, with strong lift but often of a very small diameter. The registration had moved from the old camp site at Moncontour, now seemingly under new management and sporting a Checkpoint Charlie-type barrier and a turnstile and with a ski-tow type of aerial cable above the lake, with water-skiers being dragged about under it. The new venue was at Pas de Jeu, a couple of miles past Oiron and benefiting from a fine *salle communale*, where the prizegiving took place.

One thing notably missing was the Russians and Ukrainians selling materials and 'goodies' This was the case at the European Championships too – could the sellers of finished models be discouraging others from selling materials to those who still build their own? *(IK: discussing this topic with, Igor Vivchar at Odessa, he said that it was no longer necessary to operate a market since the customers knew their suppliers and ordered what they needed, implicitly complete models or spares for previously purchased models)*

F1C and F1B were on Day 1 and British participation in the latter seemed a bit down. In fact it was almost equalled by a single French family, the ubiquitous Marquois (Marquoises?), who provided no less than five F1B flyers and one F1A, with mother Léa topping the Coupe des Dames list and assorted sons and daughters appearing elsewhere in the results. One missing Brit 'regular' was Stafford Screen, who usually travels with Birmingham club-mate Peter Watson.

From downwind on retrieving detail it was hard to get much idea of the round-by-round action on the first day. Ukrainian F1C flyer Volodimir Sychov's model with a fully-moulded carbon wing had some superb transitions, but had a couple of flight around the minute mark, ending up low in the results, with wife Svetlana ahead of him in the results as sole female F1C flyer. Has there been another since the blonde Cuban back in the 1970s? Daniel Billam dropped twenty seconds on the four minute first round but ended up top Brit in F1B; it was good to see Joe and Ed Flynn in action again and Peter Watson's wife, Kathy, attending her first Poitou, obviously had a good effect on him as he was the only one to make the max in the seven minute fly-off, over two minutes ahead of the next man, Alain Roux, who was also a very busy contest organiser. Peter flew a geared model and avoided the mis-set timer that cost him a probable podium place in Ukraine.

Glider flyers often found that what felt like a good patch of air on one circle had completely vanished when it was checked again a few seconds later. One who towed for a long time on several rounds was John Carter, but the magic max eluded him on a couple of occasions. Stuart Darmon was on good form until the final round; earlier he had a flyaway that was found far downwind by some French flyers. Birmingham colleague Kris Best took third in the F1A Dames section, scoring four maxes in the process. Bill Colledge was towing in round 6 when a very strong whirlwind arrived, in the middle of which he launched; the model must have been easily 500 feet up after ten seconds and went on to max. Andy Crisp's low aspect ratio model made the 3 minute first round and followed with four more maxes, while John Cooper and Doug Bartle joined Darmon with final round drops. While Gerd Aringer was flying F1C as well as F1A, his son, Luca, who appeared to be about five, settled for just the glider class, scoring a respectable four maxes, presumably under close instruction from dad. Final top man after the nine minute round was Tony van Eldik, a popular win by a flyer who has been steadily moving up in World Cup results over the past few years.

Next year will be the thirtieth Journées Internationale de Vol Libre en Poitou, so make sure that in August you're in the right part of a country where the hotels show Britain how it should be done (a fraction of the price, fabulous food and they're even pleased to see you!), there's marvellous scenery, good roads and minimal traffic.

And again from Andrew:

The 5 minute round of F1B was superfluous. All made it, but by the next, 7 minute, round the air had steadied considerably. Quality will out, and Bernd Silz, who is having a very good season, took first place, with Dutch flyers Feijth and Zeri following closely.

It is interesting to consider model visibility. Day-glo and/or red is supposed to be a good thing to be seen in the air, yet Silz's Wake was predominately silver mylar and black, as indeed are the gliders of Vincent Croguennec, yet they seem to be seen well enough to place consistently high.

As usual F1C promised a lot but with only 5 seconds of motor run, it is quite easy to drop if something is not quite right – launch angle, transition, air picking, etc. Thus we saw the likes of Ken Faux, Neil Allen and Mario Rocca making the odd slip to keep them out of the flyoff. Incidentally Mario flew in the CdH comp as well – Italionate egg box structures, of course – perhaps as a respite from the pressures of power flying.

Only three made the flyoffs. The 5 minute round was easy, but only Pete Watson, also having a superb year (British Nats et al) made the seven. Alain Roux made a decent flight of 4.42 for second, but third placer Aringer came in under power for 10 sec, and could not get his reserve away in the ten minute period.

In F1A three made it to the nine minute round. How did they get them back so quickly, and in that lift? Ultimate winner was the seasoned Dutchman Antoon Van Eldik, still flying models with 3-piece wings, where the centre panel screws on to the fuselage. Second placer, Gerd Aringer, recovered from a recent leg operation, appeared not to fly his much publicised flapped glider, but used a regular model, with carbon skinned underfin. Third man Francois Moreau was also in that position in the recent Eurochamps and in last year's World Champs!

A lot of work goes into making Poitou the success that it is, but one must surely single out the effort put in by Alain Roux. Not only does he fly to the highest standard, he manages to find time to supervise the flight line, set up the banquet and prize giving, and even cleanout the showers!

F1A 82 flew

1	V Anton	NED	1290	+300	+420	+323
2	G Aringer	AUT	1290	+300	+420	+302
3	F Moreau	FRA	1290	+300	+420	+246
4	F Aberlenc	FRA	1290	+300	+341	
5	C Marquois (J)	FRA	1290	+300	+338	
6	A Jack	GBR	1290	+300	+331	
7	L Jean	FRA	1290	+300	+320	
8	M Cook	GBR	1290	+300	+282	
9	V Croguennec	FRA	1290	+300	+246	
10	J Schellhase	GER	1290	+277		
11	D Oldfield	GBR	1290	+200		
12	I Kreetz	NED	1279			
13	T Nicholson	GBR	1277			
14	J Valo	FIN	1268			
15	B Bochet	FRA	1258			
16	L Bochet (J)	FRA	1255			
17	J Cooper	GBR	1239			
18	D Trumpf	SUI	1236			
19	W Colledge	GBR	1234			
20	F Dujardin	FRA	1232			
21	D Bartle	GBR	1223			

F1A-Junior 9 flew

1	C Marquois	FRA	1290	+300	+338
2	L Bochet	FRA	1255		
3	B Bernard	FRA	1220		
4	L Aringer	AUT	1180		

F1B 36 flew

1	B Silz	GER	1320	+300	+288
2	W Feijth	NED	1320	+300	+270
3	A Zeri	NED	1320	+300	+251
4	B Piserchio	USA	1320	+300	+226
5	H Schoder	SUI	1320	+300	+222
6	C Jean	FRA	1320	+300	+199
7	S Jallet (J)	FRA	1320	+300	+167
8	P Coutineau (J)	FRA	1315		
9	Y Waltonen	FIN	1305		
10	D Billam (J)	GBR	1300		
11	T Seren (J)	GER	1298		
12	B Marquois (J)	FRA	1296		
13	J Clapp	USA	1292		
14	M Woodhouse	GBR	1289		
15	T Van Eede	NED	1278		

F1C 16 flew

1	P Watson	GBR	1320	+300	+420
2	A Roux	FRA	1320	+300	+282
3	G Aringer	AUT	1320	+300	+10
4	J Groselj	SLO	1308		
5	M Reverault	FRA	1288		
6	K Faux	GBR	1286		

F1G

1	D Thomson	GBR	600	+203
2	M Picol	FRA	600	+157
3	J Clapp	USA	600	+96

F1H

1	J Cooper	GBR	600
2	J Carter	GBR	597
3	L Gaudin	FRA	84

F1J

1	J Seren (J)	GER	600	+240	+224
2	P Watson	GBR	600	+240	+214
3	J Bailey	GBR	600	+240	+175

VÖRÖS JENÖ MEMORIAL CONTEST, TASS, HUNGARY, JULY 8

F1A-Junior 14 flew

1	G Domokova	SVK	1260
2	M Bohus	SVK	1246

F1A 51 flew, 10 full scores

1	A Szekelyhidi	HUN	1260	+278
2	T Weimer	GER	1260	+277
3	F Kerner	HUN	1260	+248
4	V Jeno	HUN	1260	+242
5	I Bezak	SVK	1260	+240
6	M Wachtler	GER	1260	+237
7	I Treger	SVK	1260	+212
8	G Domokova (J)	SVK	1260	+211
9	P Findahl	SWE	1260	+202

F1B 11 flew, 5 full scores

1	I Kolic	SCG	1260	+300
2	O Findahl	SWE	1260	+280
3	J Krasznai	HUN	1260	+260
4	V Romanchenko	UKR	1260	+253

F1C 8 flew 5 full scores

1	B Bauer	HUN	1260	+300	+368
2	C Wachtler	GER	1260	+300	+345
3	R Truppe	AUT	1260	+300	+320

SUMMER CUP, Stalowa, Poland, Aug 11-13

F1A 24 flew

1	W Siodmok	POL	660	+300	+180
2	N Suwala	POL	660	+300	+143
3	R Fedishyn	UKR	660	+300	
4	K Huber	POL	660	+285	
5	J Zachariasz	POL	660	+200	
6	D Stezalski	POL	660	+191	

F1A-Junior 6 flew

1	O Bolko	POL	605
2	T Drozdzinski	POL	590

F1B 11 flew, 4 full scores

1	E Cofalik	POL	1080	+300	+408
2	V Vivchar	UKR	1080	+300	+280
3	W Kochanczyk	POL	1080	+276	
4	H Kucharski	POL	1080	+210	

F1C 10 flew

1	J Wlodarczyk	POL	780	+300	+420
2	P Krawczyk	POL	780	+300	+330
3	A Rataj	POL	780	+287	

SALZLAND CUP, Cochstedt,Germany, Aug 19

F1A 118 flew, 16 full scores

1	M Herwig (J)	GER	1260	204
2	M Eros (J)	HUN	1260	203
3	E Parkhaev (J)	RUS	1260	181
4	T Weimer	GER	1260	171
5	P Findahl	SWE	1260	170
6	D Sauter	GER	1260	161

F1B 56 flew, 8 full scores

1	T Wiesiolek	GER	960	350
2	B Silz	GER	960	347
3	H van Hoorn	NED	960	287
4	V Rosonoks	LAT	960	268
5	R Piserchio	USA	960	263
6	W Feijth	NED	960	213

F1C 20 flew, 6 full scores

1	R Truppe	AUT	960	286
2	C-P Wächtler	GER	960	262
3	P de Boer	NED	960	244
4	D Messnest	GER	960	233
5	A Danielyan	RUS	960	152

F1P 5 flew, all juniors

1	A Danielyan	RUS	960	152
2	A Nazarov	RUS	960	85
3	J Seren	GER	745	

SIXTEEN TO SIXTY

From Dave Hipperson

Due to a radical change to be implemented by the BMFA from January 2007, removing rule 3.1.1 b and effectively reducing the status of the miniature flying machines we use to compete in Contest Duration Free flight to the level of mere sports equipment, my involvement can be considered to have ceased as from 6.30 pm on Saturday 2nd September 2006.

My interest and love of the concept of Contest Free flight Aeromodelling is as fresh and alive as ever. However the 2007 rules will create something that is not what I chose to do all those years ago. The change is too fundamental. That doesn't make it wrong necessarily. It just makes it terribly different. So different in fact that that I no longer want to do it. However I cannot remember a time when your Free flight Technical Committee was comprised of people better suited to the challenge of this difficult administration. They are all contest flyers and have thought hard about this crucial change they have brought about. I believe, as I said many months ago in this magasine, that they would do and now have done, what the majority of you wanted. Sadly it was not what I wanted! If it ever changes back then will someone be good enough to ask the Recruitment Officer to give me a ring and of course if any clubs run their Galas with 3.1.1 .b in place then I shall be there. In the mean time I hope you will excuse me when I use the rest of 2006 establishing pastures new.

Until the end of your season I shall continue to collate the Timperley League points and positions and will submit a final result at the end of the year. There will be no other collations partly because of the recent blurring of just what constitutes a BMFA event and what doesn't and also the proliferation of complex combination events. This has all but rendered the concept of leagues rather redundant. Pity because they thrive in all other sports - so maybe yours isn't a sport after all.

Because of my lack of involvement and hence lack of attendance it will be imperative that contest organisers or any other interested party' as long as they report accurately, send me the results (top six scores in all events) from the remaining non BMFA contests. It stands to reason that contests for which I do not have results cannot be included in the League final totals. Events currently in that category are Rod Audley's Glider Day at Middle Wallop back in the Spring. the Scottish Paisley Trophy Meeting, Sam's Euro Champs Wakefield events and the Scottish Nats full results.

Now after 44 years of winning your contests, 42 years of writing about you, and 40 years of constructing your more workable rules and inventing your two most popular contest classes it is time for me to say - Goodbye and Good Luck. The choice of termination date? You work it out - look up the old Model Aircrafts and Aeromodellers - there is a big clue in the title.

BRUMFLY, BARKSTON HEATH, JULY 1

Report by Dave Hipperson

There is little wonder that the Free Flight Technical Committee has proposed such radical and in some quarters, controversial, combination events for next season when on such a fine day as this so few of you turn up! The Birmingham Club ran a sensational contest last year - this year the weather was possibly even better - but entries were little over half.

An Easterly drift swinging about a little to the North during the later stages of the day but lift and sink seemed less extreme than last year. Once again an appropriate max for the Open events but although the standard was high entries were not. Only three flights to a two minute max attracted the most entries to Mini Vintage but it was still only eight. Interesting to see the higher standard of flying in Slow Open than pure Open Power.

Events not requiring flyoffs included the two hand launch glider categories here flown to seven flights but surely ripe for by combining. Mike Page (conventional model) and Andy Hewitt (tip launch model) making very high totals but the remainder of the scores were rather poor considering the excellent conditions.

Neil Allen started quickly in Mini Vintage and maxed out first but hit a hole on his last Open Power flight so wasn't in a position to challenge Pete Watson to a flyoff. Ralph Sparrow's useful total in CdH was in quite early then in the closing stages of the contest JO'D was in a position to beat him and away in lift on what should have been his last max when the model DTed at the end of the motor run! Gerry Ferer too was doing well and set for a place when his final flight in the very last seconds of the contest slipped out of the reasonable air he launched into and tumbled down in front of the control tower for 1:45.

The drift now backed annoyingly and with flyoffs imminent some moved around the drome to a better position. In the main the ones that didn't faired worst as their models became involved with the trees that run along the southerly edge of the field. A pity after such a level day's flying. Flyoffs were grouped. Open Glider with Mini Vintage and as can be seen from the high times in Glider they chose to move and got the best air. The Mini Vintage flights didn't and most ended up in the trees. Neil Allen used his trusty Dynamite and a steady reliable flight won the day. George Sharp's Senator also flew well but lost a lot of time flying behind the hangar close by. The Slow Open Power finale was excellent. Tony Welcer's very fast model edging out the increasingly consistent Dave Limbert on this occasion. They both flew in unhelpful air. Tony Welcer is becoming a real threat now with his well built models.

Finally F1J -1/2A and Open Rubber went together. Phil took Rubber with ease - counting down the days to when this level of excellence in a truly unlimited class can dominate no more. In the small power class John Bailey, still smarting from a defeat by Dave Hipperson on Woodbury Common some forty years earlier, got his revenge. Dave flying his conventional TD049 1/2A model to a good climb but in unhelpful air terminated in the trees whereas John moved and unleashed a perfect F1J flight to win by a huge margin.

The prize presentation was nearly up staged by the catering There is hardly anything better than a nice cold glass of sparking white wine at the end of a hot contest (or even a cold contest for that matter). The Birmingham organisation had the stuff on tap packed in ice and ready to drink! Snacks too. Most hospitable. Prizes were presented by Bill Colledge with help and interjections from a cast of club members including Ray Monks, Graham Walker, Kris Best and Stuart Darmon. Like last year they had got it beautifully right.

Open Glider

1	J Carter	9:00+9:33
2	P Ball	+4:01
3	S Darmon	+2:40
4	K Best	+2:02
5	T Dilks	1:56

AI Glider

1	J Cooper	10:00
2	M Chilton	8:54
3	B Lavis	7:45
4	N Parry	5:40

Slow Open Power 7 flew

1	A Welcer	9:00+4:49
2	D Limbert	+4:34
3	M Sibson	+4:01
4	D Clarkson	+1:23
5	S Dixon	8:55
6	T Dobson	7:09

Open Rubber

1	P Ball	9:00+8:42
2	G Ferer	+6:49
3	S Willis	+5:12
4	J Andrews	9:00
5	G Cornell	2:18

Coupe d'hiver

1	R Sparrow	9:52
2	J O'Donnell	9:22
3	N Cliff	8:57
4	G Ferer	8:45
5	M Evatt	8:11

Mini Vintage 8 flew

1	N Allen	6:00+3:09
2	J O'Donnell	+2:52
3	G Sharp	+2:23
4	J Wingate	+2:02
5	D Hipperson	+0:56
6	R Chilton	4:52

F1J - 1/2A Power

1	J Bailey	10:00+6:21
2	D Hipperson	+2:48
3	R Baggott	9:36
4	A Chilton	8:23
5	R Monks	0:23

Open Power

1	P Watson	9:00
2	N Allen	8:45
3	S Screen	7:55

Catapult Glider 7x1:00

1	J Barker	5:06
2	S Brewer	4:37
3	S Willis	2:07

HLG 7x1:00

1	M Page	6:18
2	A Hewitt	6:11
3	S Brewer	4:43
4	G Percival	2:24

Gala Champ (Jim Baguley Plate): Neil Allen

THE PLEASURE DROME, Church Fenton, July 8

Report by Dave Hipperson

Ralph Sparrow organiser and CD of this event varies the mix of classes each year. No two events have ever been anything like the same. This keeps the contest alive and fresh even if he does complicate it a bit more than he has to some times. This year with a favourable forecast he attracted more people than Brumfly but could have had even more cash through the till had he allowed second entries with different type models in the combined events. Nevertheless plenty of people flew if mainly in the rather low key smaller size classes.

History will probably recount this as the beginning of the hottest ever summer period in the UK. Certainly after the balmy conditions of the week before this seemed a few notches higher up the temperature scale even though the start was almost fresh and slightly breezy from the West. Furthermore the sky clouded over just before flyoff time and what was that - spots of rain! Could this be?

Some light relief had been provided during the day by Richard Wykes flights in the combined power event with one of his increasingly large fleet of Flying Pencils. Colourful maxes from great heights despite only a 15 sec run. The last one being particularly impressive - a pin prick before it DTed! Flying Dixielanders Dave Hipperson discovered that multiple entries would only be allowed after a dropped flight. (The CD explained that this was specifically to preclude any Dave Hippersons or Frank Rushbys getting into the flyoff three times). Therefore after two opening maxes, so that he could enter again with another model for a bit more flying, he set about dropping a flight slightly. Not easy. A second or two off the motor run, stable air and a fuse DT accurately set for a change, kicked in perfectly and the model was down only 5 secs short of the max. Sadly the standard was to be so high that this entry was only to place him 7th. However he rattled off three more maxes with his next model and joined the flyoff with five others.

As expected Mini Vintage Rubber had the most entries and their flyoff was a very close thing as is so often the case. It was a super light Mylar covered Hepcat from Gordon Beal that took the pole position away from a revitalised John O'Donnell. John also managed second in Vintage Wakefield flying his New Look. The first time he has managed to fly two events in one day for some time.

The stand-out finale had to be the power flyoff in Nostalgia/Vintage. It is very rare in any flyoff let alone power that every qualifier makes a perfect flight but that is what we saw this evening. The leading exponents of the class were lined up for this as the sky clouded over and the drift fell light. Could be there was a good patch of air right on the hooter but no one chanced it. Nerves cracked after a few minutes and Wykes' Flying Pencil took the air followed by Ewan Jones's Gloworm then Hipperson's Dixy and Rushby's Creep from a little distance away. All the patterns were excellent and they were all as high as they could possibly get and gliding nicely. A little pause then close on the hooter Terry Dobson (his first ever power flyoff) using a neat and light Beatnik produced a wonderful climb to have it bettered by at least 50 feet by Dave Limbert's Dixielander flown virtually on the final hooter. Terry was in nice air, Dave's was even better and glided over everyone for well over 6 minutes.

Mini Vintage Rubber 9 flew

1	G Beal	6:00+3:52
2	J O'Donnell	6:00+3:44
3	J Foster	6:00+3:42
4	G Coulson	6:00
5	P Woodhouse	5:57
6	B Cleasby	5:44

Nostalgia/Vint Glider 8 fl

1	J Northrop	7:30+5:22
2	C Foster	7:30+4:52
3	J Godden	7:20
4	G Beal	6:38
5	I Warman	6:14
6	J Howick	4:23

Nostalgia/Vintage Power 8 flew

1	D Limbert	7:30+6:20	Dixielander
2	T Dobson	7:30+5:13	Beatnik
3	R Wykes	7:30+5:09	Flying Pencil
4	E Jones	7:30+4:53	Gloworm
5	F Rushby	7:30+4:30	Creep
6	D Hipperson	7:30+4:29	Dixielander

Keil Kraft-Veron scale durn

1	J Foster	2:45
2	J Godden	2:45
3	D Davitt	2:30
4=	M Sanderson	2:08
4=	A Train	2:08
6	D Thorp	1:58

Under 25"spn Rubber 9 fl

1	D Davitt	4:30+ 3:01
2	J Wingate	4:30+ 2:20
3	G Cutting	4:30+1:29
4	R Stokes	4:03
5	J Foster	3:41
6	R Dennis	3:19

Vintage Wakefield 4oz and 8oz comb 9 flew

1	M Howick	7:30
2	J O'Donnell	7:23
3=	D Davitt	7:15
3=	J Pool	7:15
5=	G Ferer	6:58
5=	J Foster	6:58

Vintage Coupe d'hiver

1	P Woodhouse	5:10
2	G Beal	4:18

CLEEMAC/KNAVESMIRE, Church Fenton, July 15

Report by Dave Hipperson

The heat went on! Back on Church Fenton again for the annual Cleemac/Knavesmire event and this time a calm very warm start with what drift there was from the South East. This is an awkward direction for Fenton and to complicate things whenever it comes form this side it usually swings about so that where ever you place the launch point you still drift towards the hangar buildings. The significance of this complex has been further aggravated by the fact that much of it is fenced off.

Cleemac/Knavesmire is another event that manages to vary its menu each year to stay in step with demand. It's nice to see this as it gives the feeling that the organisation are thinking about what they are trying to do. With the ever increasing age of the contestant base, contests tend to gravitate towards classes of the smaller type with shorter maxes. However today they were the thing to fly bearing in mind the difficult drift direction. Within an hour or two it rose to a breeze and the buildings really came into play. It was now hot, sunny with difficult lift. Quite a number of people suffered astonishingly short flights from good climbs. By the end a two minute flight was right to the edge of the buildings.

A dozen or so flew in a each of the main favourite events and they all needed flyoffs. Gordon Beal got the lift in his first flyoff P30/CdH but missed it (for a change) in Mini Vintage Rubber allowing Jack Foster and JOD to conquer. In the main the long flights were recovered easily as they cleared the buildings (in John, Jack and Gerry Ferer's case by a number of miles) whereas three minute efforts usually finished up amongst them.

Mike Quinn had had a difficult day in the power event, his best Slow Open model having been broken in half on the last flight when it struck the downwind buildings. His reserve also a PAW powered T34 was not quite on trim due to a wing warp problem and he was still adjusting and testing right up to the flyoff. When it came a couple of the more experienced power flyers using Nostalgia models seemed to be fooled by a wind shift and launched far enough left to destroy their climbs - the results will show you who they were! Frank Rushby's Creep got away nicely although his second entry over-ran and Dave Limbert, seeing the hangar hazards still very much a threat despite moving the launch point, opted for a Brit. Power model off a short run with an early DT to minimise the chance of loss. He got it down in front of the buildings OK but much shorter than it needed to have been. Ian Wilkinson was not so lucky but flew longer. Through all this came Mike Quinn who launched perfectly and on trim straight into good air and was still up 20 minutes later having won with an OOS flight of 7:30 from his standard AMI plan T34.

Another well thought out programme nicely executed by the host club. They deserved a more co-operative wind direction.

Classic/Vintage/A1 Glider combined 9 flew

1	P Dickson	6:00
2	C Foster	5:46
3=	G Peck	5:39
3=	A Kelly	5:39
5	R Sparrow	5:32
6	I Wilkinson	5:14

Slow Open/Nostalgia/Brit Power combined (13 flew)

1	M Qumnn	6:00+7:30	Slow Open (T34)
2	F Rushby	6:00+4:41	Nostalgia (Creep)
3	I Wilkinson	6:00+3:18	Slow Open
4	D Limbert	6:00+2:27	Brit Power
5	D Hipperson	6:00+1:21	Nostalgia (Dixy)
6	E Jones	6:00+1:19	Nostalgia (Gloworm)

Mini Vintage 13 flew

1	J O'Donnell	6:00+10:38
2	J Foster	6:00+7:54
3	G Beal	6:00+3:14
4	B Cleasby	6:00+1:56
5	M Sanderson	6:00
6	D Barber	5:55

P30/CDH Combined 12 fl

1	G Beal	6:00+9:45
2	G Ferer	6:00+6:30
3	J Flynn	6:00+2:25
4	D Davitt	6:00+0:23
5	P Woodhouse	4:57
6	J Godden	4:48

Handicap Scale Duration

1	D Davitt	3:00+0:67
2	K Bates	3:00+0:50
3	A Train	2:43
4	M Sanderson	2:28
5	J Godden	2:18
6	J Foster	1:00

E30/P30 Combined

1	T Grey	6:00+3:29
2	R Briggingshaw	6:00

GRANTHAM GRAND PRIX, Barkston Heath, July 16

Report by Dave Hipperson

For the final one of this group of excellent club run Summer Galas we were back on Barkston Heath again, the day after the Cleemac contest, to fly in Phil Ball's Grantham Grand Prix. Readers will remember that this contest was placed much later last season and copped some atrocious weather - only reprieved by a few hours of damp calm at the very end. This year no wind nor rain, instead virtually uninterrupted sunshine with a variable North East drift settling to East by lunch time and increasing but never exceeding 8 mph.

Contest Director Ball was ably assisted by local man Walt Hodkinson and with four sensibly selected events they drew good entries and flyoffs even in HLG/Catapult. This proved an immensely close finish with Mike Page's HLG piped by the equally popular Pete Tolhurst using a Catapult model.

Lift patches were hard to detect and as with European conditions, when the ground gets this dry and the sun blazes down relentlessly, lift and sink actually start to stabilise out. There can become long periods when almost nothing happens. Around about 4pm is usually the trickiest time and most people that flew then dropped a flight or two.

Temperatures were still in the 80s for the flyoffs starting at 6.30pm and the breeze although only 5-10 mph was dangerously close to straight into the sun. Anthony Ball got back very late from his last contest flight and was forced to fly quickly in the Glider flyoff and therefore had little hope of challenging the leaders. Apart from Spencer Willis's effort, early flights in the Mini Vintage flyoff found poor air. Sharp and Hipperson waited till the very end and sniffed in and out of slight assistance as they left the drome - both models getting high and going some distance.

The combined power finale was a double win for Trevor Payne using his usual huge 40 powered configurations but both he and runner up Dave Limbert flew less than their still air times as the sink had returned. Trevor was only allowed one prize - shame!

This prize giving was preceded by food and drink which added a very convivial atmosphere to already happy the proceedings. As at Brumfly these little touches feel good but do need planning and manpower. Indeed cakes had been available at control all day for both contestants and timekeepers. As last year this was a very well run event with the right classes on offer and rounded off beautifully with a dignified presentation respecting both the intelligence and effort shown by the contestants; something that could not be said of the BMFA Summer Mini the following week which I am not going to dignify with a report as it would spoil the nice taste left by these four Club contest. All involved in Brumfly, Pleasure Drome, Cleemac and Grantham GP should be congratulated. Thanks.

Combined Glider 11 flew

1	J Bailey	7:30+4:47
2	S Darmon	7:30+3:16
3	A Ball	7:30+1:43
4	K Bates	7:27
5	T Dilks	7:20
6	J Cooper	6:52

Combined Power 15 flew

1	T Payne	7:30+4:55
2	T Payne	7:30+4:38
3	D Limbert	7:30+3:55
4	M Sibson	7:30+2:45
5	D Clarkson	7:30+1:16
6	S Barnes	7:30

Mini Vintage 8 flew

1	G Sharp	6:00+6:52	Senator
2	D Hipperson	6:00+5:09	Helides
3	S Willis	6:00+4:54	Scram
4	A Shepperd	6:00+2:37	Timide
5	G Hart	6:00+2:06	Senator
6	T Hall	6:00+1:44	

HLG/Catapult Glider Combined 8 flew

1	P Tolhurst	5:00+0:48	Catapult
2	M Page	5:00+0:47	HLG
3	S Brewer	4:39	
4	J Barker	4:30	
5	S Willis	3:36	
6	B Whitehead	2:57	

BMFA SUMMER MINI, N Luffenham, July 23

A/1 Glider 8 flew

1	M Chilton	CSA	10.00	4.13
2	I Davitt	Morley	10.00	1.20
3	J Cooper	Biggles	9.47	
4	R Heap	Biggles	9.45	
5	G Peck	Cleemac	9.14	
6	B Lavis	Biggles	9.07	

Coupe d'Hiver 9 flew

1	P King	Croydon	10.00	2.12
2	A Longhurst		10.00	
2	B Spooner	Croydon	10.00	
4	G Ferer	Timperley	9.53	
5	R Sparrow	Timperley	9.52	
6	N Cliff	Biggles	9.34	

F1J/BMFA 1/2A 7 flew

1	R Monks	Birmingham	10.00	4.28
2	R Baggott	Birmingham	10.00	3.16
3	B Aslett	Bristol & West	10.00	2.20
4	A Chilton	Crookham	9.50	
5	C Foster	Morley	9.19	
6	F Rushby	Cleemac	7.49	

P30 7 flew

1	D Beales	Croydon	6.00	3.55
2	P Ball	Grantham	6.00	2.48
3	T Dilks	Falcons	6.00	1.59
4	M Sanderson	Cleemac	6.00	1.27
5	A Longhurst		5.44	
6	G Peck	Cleemac	4.35	

E30 2 flew

1	R Brigginshaw	C/M	6.00	
2	P Lang	Maidstone	5.47	

CO2 5 flew

1	I Davitt	Morley	6.00	4.47
2	S Philpott	Birmingham	6.00	3.29
3	K Bates	Cleemac	6.00	1.26
4	P Gibbons	Peterborough	4.08	
5	D Hipperson	CVA	0.03	

Mini Vintage 14 flew, 10 F/O

1	R Audley	Bristol & West	6.00	8.22
2	M Sanderson	Cleemac	6.00	4.01
3	S Willis	Croydon	6.00	3.55
4	K Burt	Bristol & West	6.00	3.26
5	D Hipperson	CVA	6.00	3.15
6	A Beales	Croydon	6.00	2.26

Hand Launched Glider 6 flew

1	M Page	Peterborough	5.45	
2	P Ball	Grantham	5.08	
3	A Hewitt	Nottingham	4.24	
4	S Brewer	Biggles	4.14	
5	S Willis	Croydon	4.01	
6	G Percival	Grantham	2.54	

Catapult Glider 2 flew

1	S Brewer	Biggles	3.32
2	S Willis	Croydon	2.36

Plugge

1	Morley	1834	8	Cleemac	462
2	Bristol & West	948	9	Croydon	448
3	Crookham	827	10	E Grinstead	347
4	Biggles	711	11	Timperley	314
5	Birmingham	571	12	Tynemouth	260
6	CVA	506	13	Novocastria	222
7	Grantham	481	14	Falcons	185

BMFA F1E

June 4

1	D Bartle	500.00
1	R Sutton	500.00
1	I Kaynes	500.00
4	J Pope	293.00
5	B Horsley	142.00

July 2

1	I Kaynes	480.00
2	S Philpott	338.00
3	J Pope	263.00
4	R Sutton	245.00
5	T Faulkner	159.00
6	D Bartle	130.00

BMFA SUMMER GALA, Sculthorpe, Aug 12-13

Report by Michael Marshall

After two winter contests held at Sculthorpe in 2004 and 2005 it was reasonable to expect that a contest held mid summer in August, would result in good weather. Sadly this optimism was misplaced as the weather for the first day of the BMFA Summer Gala was atrocious. There were strong winds and heavy rain showers throughout the day and where temperatures had previously been 25 degrees C or more they plummeted to around 14 degrees. Understandably this had a negative effect on attendance with a small entry list. Despite the considerable interest in the programme before the event competitions only took place for Mini Vintage, Classic Rubber and Vintage. This was a day for the most determined of flyers.

The bad weather across most of the country, including warnings about high tides on the Norfolk coast, and torrential rain early Sunday morning were enough to discourage many would be competitors. Surprise, surprise, when at 8am the rain stopped and the rest of the day although windy was dry and sunny. Competitors made entries in P30, 25" Vintage Rubber, Kit Scale, Vintage Coupe d'Hiver and power models flying to the Bowden Trophy rules. The largest entries were for Vintage Glider and Vintage Wakefields. In glider Colin Foster was the only flyer to complete three maximums winning the Rollie Lelliot Trophy. In the 4 ounce Vintage Wakefield contest Spencer Willis won with three maximums flying a Leschner. Adam Beales in 8 ounce had to make a fly off against Mick Howick and Mike Kemp to win with a Surprise with a flight of 6 minutes 17 seconds. All maximums had been set at two minutes in consideration of the weather. The improved conditions on the Sunday were some compensation for the Saturday which had almost been a washout and probably deterred many from attending on the Sunday.

Mini Vintage 3 flew

1	C Strachan	4.00
2	I Davit	2.00
3	S Willis	0.03

Vintage 1 flew

1	I Davitt	0.03

Classic Rubber

1	S Willis	1.52

Kit Scale

1	C Strachan	2.41
2	A Train	1.16

Bowden Competition

1	T Wilson	
2	M Staples.	

4 oz Wakefield

1	S Willis	6.00
2	R Alban	5.52

8oz Wakefield

1	A Beales	6+6.17
2	M Howick	6+3.48
3	M Kemp	6+2.40
4	S Willis	5.50
5	R Alban	5.35

25" Vintage Rubber

1	C Strachan	3.59
2	A Train	2.39
3	M Staples	2.16

P30

1	D Beales	5.36
2	T King	3.57

Veron Skyhawk.
Veron Aeronca Champion.

Vintage CDH

1	D Beales	4.12
2	R Alban	3.35

Vintage Glider

1	C Foster	6.00
2	C Strachan	5.45
3	T King	5.34
4	J Howick	5.0
5	C Peters	4.58
6	B Halford	4.47

BMFA SENIOR CHAMPIONSHIPS

1	P Ball	92.0	11	C Strachan	26.0
2	I Davitt	72.0	12	J Godden	24.0
3	P Watson	48.0	13	F Rushby	23.0
4	A Jack	47.5	14	D Beales	22.0
5	J Cooper	41.0	14	S Darmon	22.0
6	J Cuthbert	32.0	14	G Ferer	22.0
7	J O'Donnell	31.0	14	S Willis	22.0
8	T Grey	30.0	18	C Chapman	21.0
9	D Hipperson	28.5	18	D Davitt	21.0
10	C Foster	28.0	20	M Benns	18.5

TYNEMOUTH MINI RALLY, NEWCASTLE TOWN MOOR, JULY 30

Report by Brian Martin

The day was warm (70+F), and dry, with a West wind blowing across the narrow direction of Newcastle Town Moor. Sheltered by the upwind ski slopes and trees, the wind at ground level was 10-15 mph, but approached 20mph at model height. The maximum was set at 1.15 allowing most models to D/T down inside the Moor boundary which was reached at 2.15. Only one model with a long DT went off the site, but luckily landed in an adjacent playing field.

In the combined Power event Ewan Jones made the only full house with an MVVS Brit Power model, and Mike Quinn with a TD 049 Zeus, and Alan Jack with an O/D 1/2A both dropped flights to finish second and third. Allan Brown had a TD .049 1/2A Train stolen after two maxes. It was seen down to the ground on the Moor but had disappeared by the time Allan got to it. A high price to pay for flying on a public site.

Chris Edge won F1H and also combined chuck glider flying both catapult and hand launch models. Ron Pollard and Alan Jack, using HLGs, were 2nd and 3rd separated by only 2 sec.

In the combined Mini Vintage/ F1G comp Brian Martin dropped time to finish in third place flying an F1G. Dick Stokes flying a Skyrocket and Jim Arnott flying a Scram both maxed out and flew a Tynemouth DT fly off to a one minute max. Jim`s model completed the one minute max but landed before DTing. Dick made the max and DTed for a total time of 1.04 to win.

BMFA1/2A/Brit Power 3x1.15

1	E Jones	Morley	3.45	MVVS Brit Power
2	M Quinn	Novos	3.33	TD .049 Zeus
3	A Jack	Tynemouth	3.13	TD .049 O/D
4	G Blair	SAA	2.33	Elfin 1.49 Gaucho, Eliminator
5	A Brown	Novos	2.30	TD .049 ½A Train

F1H 3x1.15

1	C Edge	SAA	2.04

Catapult/HL Glider 5x1.00

1	C Edge	SAA	3.19
2	R Pollard	Tynemouth	2.20
3	A Jack	Tynemouth	2.18

Mini Vintage/F1G 3x1.15

1	R Stokes	CM	3.45+1.04	Skyrocket
2	J Arnott	SAA	3.45+1.00	Scram
3	B Martin	Tynemouth	2.41	F1G
4	C Redpath	CM	1.18	

TIMPERLEY GALA, Barkston Heath, Aug 20

Report by Dave Clarkson

This traditionally the largest of the Club Galas was held in unsummery weather of strong wind from the South West of 15 mph in the morning meaning that the 2:30 max set for the Open and Combined events were travelling the full length of the airfield to almost the Roman road in the morning to well over in the afternoon almost to the woods. With harvested fields retrieving presented no problems by car. However the poor forecast meant poor entries and this is what resulted as the results that follow show. As in previous years this Gala was CDed by Dave Clarkson and the generous prizes provided by John O'Donnell. Personally I would like to thank all who turned up and flew in such trying conditions At least the forecast rain didn't happen.

Combined Power 9 flew

1	S Barnes	Morley	7.30	No Bunt Open
2	C Hickmott	Morley	7.18	Diesel SLOP
3	T Dobson	Timperley	7.02	Glow SLOP

Vintage 8 flew

1	R Wykes	Timperley	7.30	Power
2	D Taylor	East Grinstead	7.28	Rubber
3	A Beales	Croydon	7.18	Rubber

Coupe D'Hiver 5 flew

1	J O'Donnell	Timperley	6.00	+3.37
2	J Barker	Timperley	6.00	+2.13
3	G Ferer	Timperley	5.35	

Open Rubber 5 flew

1	D Beales	Croydon	7.30	+4.47
2	C Foster	Morley	7.30	+3.12
3	S Willis	Croydon	7.30	+2.17

Open Glider 5 flew

1	J Cooper	Biggles	5.35
2	J Carter	Falcons	4.11
3	R Heap	Biggles	1.13

LEAGUES

From Dave Hipperson. League points and positions of leaders as of and up to 25th August 2006:-

Timperley League

1	G Beal	9.9.9.9.6.4.2	48
2	C Strachan	9.9.6.6.6.3	39
3	J O'Donnell	9.6.6.6.6.4	37
4	S.Bames	9.9.9.6.2.1	36
5	P.Ball	9.6.6.6.4.2	33

The results of Rod Audley's Glider Day and Scottish Nats have not yet been computed into the above. When to hand they might make a small difference but not to the leaders.

Boutillier Coupe League

only the Southern Gala remaining

1	Gerry Ferer	9.4.3.3.2	21
2	Ralph Sparrow	9.3.2.1	15
3	John O'Donnell	6.6.	12
4=	Pete Gibbons	9	9
4=	PeteKing	9	9

Full results list will be published of both the above when they have concluded.

COUPE D'HIVER SOUTHERN LEAGUE 2006

From Roger Wilkes: The Southern Coupe League started well with the Crookham Gala that was well supported at Middle Wallop. Unfortunately bad weather affected entries at the London Gala and also at the Odiham Gala. Nevertheless twenty one contestants have scored points with the top four totals all being close at the halfway stage. There are three remaining contests this season for the new *Cinque Vol* trophy:

Sep 1 Southern Gala, Little Rissington

Oct 8 BMFA 7th Area (Ashdown, Beaulieu, Merryfield)

Dec 3 Coupe Europa, Middle Wallop

Events included are: CG Crookham Gala, LG London Gala, OS Odiham Spring Gala.

			CG	LG	OS	
1=	R Vaughn	Crookham	9	2	7	18
1=	R Wilkes	Crookham	8	10		18
3	P Hall	Crookham	4	6	5	15
4	D Greaves	CM	14			14
5	N Allen	East Grinstead			12	12
6	G Stringer	East Grinstead	11			11
7	I Davitt	Morley		10		10
8	A Longhurst	SAM35	6	3		9
9	J Knight	Bristol & West	7			7

CHOBHAM TREE CHOP

From Geoff Smith: The following dates have been agreed with the Countryside Warden: October 9, December 11, February 5, February 12. All are Monday. Meet in the Clump car park at 10am for this most appreciated activity.

NOTICEBOARD

WANTED. BIOTRACK RECEIVER AND TRANSMITTER(S). Do you have, or know anyone who has, a Biotrack (or similar) system that is now surplus to requirements. Ashdown Forest is starting to take its toll on me and I have decided to try to make things a little easier for myself. Contact Terry Knight on 01293 536065 or e-mail terry.knight@btinternet.com

UK COMPETITION NEWS

ROD KENWARD TROPHY for Vintage and Classic gliders will be held at Middle Wallop on Oct. 15th. 100 metre towline for Vintage, 75 metre for Classic. Contact: David Beales on 020 8858 2714. NB. Other airsports may be sharing the airfield on this day.

FREE FLIGHT FORUM

Mike Evatt and Martin Diily request more papers for the Forum on November 26. Contact Martin on 0208 777 5533.