Free Flight news FFn

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DIARY

October 14-15 **Barkston Heath**	BMFA Team Selection 3. F1A, F1B, F1C. Contact: Mike Woodhouse. 01603 457754.
October 14-15 Lost Hills, California, USA	30th Annual Sierra Cup. F1A, F1B, F1C, F1G, F1H, F1J, F1P. World Cup event. Contact: Mike McKeever, 4252 Mockingbird st, Fair Oaks, CA 95628-6355, USA, tel +1 916 967 8474, email: vamckeever@aol.com
October 15 Cardington	BMFA Indoor. General flying. See FFn 0606, must be on email list, contact Laurie Barr: lauriebarr@btinternet.com
October 15 Middle Wallop	Rod Kenward Trophy. Vintage and Classic gliders. 100m line for Vintage, 75m for Classic. Contact: David Beales, 020 8858 2714. NB. Other airsports may be sharing the airfield on this day.
October 20-22 Novo Mesto, Sent Jernej, Slovenia	Krka Cup. F1A, F1B, F1C. World Cup. Contact: Damjan Zulic, Nahtigalova 5, 8000 Novo Mestro, Slovenia,t:+386 70 820800,fx:+386 733 75 701,e: damjan.zulic@telemach.net web: http://freeweb.siol.net/zullcbor/krkacup.htm
October 22 Near Sheffield	BMFA F1E Team Selection. Contact & CD: Trevor Faulkner 0114 2363397.
November 26 Holiday Inn, Coventry	BMFA Free Flight Forum. See details in FFN 0610. Contact BMFA, 31 St Andrews Road, Leicester LE2 8RE
December 11 Chobham Common	Chobham Tree Chop. See FFn 0609. Meet at Clump car park at 10am.
February 5 Chobham Common	Chobham Tree Chop. See FFn 0609. Meet at Clump car park at 10am.
February 12 Chobham Common	Chobham Tree Chop. See FFn 0609. Meet at Clump car park at 10am.
March 4 Area Venues.	BMFA 1st Area. C/P (White), F1A (K&MAA/Plugge), F1G, Vintage (Plugge), HLG/CLG.
March 25 Area Venues.	BMFA 2nd Area. C/G, F1B (Weston/Plugge), Mini Vintage (Plugge), F1J/BMFA1/2A, P30.
April 6 (Good Friday) Church Fenton	BMFA 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.
April 22 Area Venues	BMFA 3rd Area. C/R (Gamage), F1C/F1Q (Halfax/Plugge), F1H, SLOP (Plugge), Tailless.

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

RULES MEETING IN ODESSA

Ian Kaynes: In the report of the July European Championships I mentioned the meeting to discuss rules, but have since failed to publish the promised report. Here it is.

The meeting was attended by about 40 people, coming from countries including Austria, Bosnia and Herzegovina, Finland, Hungary, Israel, Poland, Russia, Ukraine and UK.

Victor Stamov opened the meeting by explaining that his idea for the meeting arose following the submission of proposals from Russia to the CIAM 2006 plenary meeting for the reduction in performance of F1A F1B F1C models. This proposal was deferred from that meeting to the 2007 plenary meeting. Victor suggested that any such proposal had a better chance to succeed if it was made by the CIAM FF Subcommittee rather than a National Aero Club. The intent of this meeting was to start the discussion towards reaching an agreed view which might be supported by the Subcommittee. Ian Kaynes emphasised that the meeting today would be a useful discussion but had no specific power or authority in CIAM.

Reduced performance summary

Victor Stamov then introduced his ideas of reduced performance which also accorded with the Russian proposals.

He explained that the reason for wanting to reduce performance was that there are very few fields large enough for the performance of the present models. This situation would be improved if performance could be reduced to allow the maximum during rounds to be 2 or 2½ minutes and flyoffs not exceeding 5 minutes using the current models.

For F1A Stamov had experimented with shorter towlines. He found that on a 40m line the model could be circled and launched satisfactorily, the altitude gain during bunt was similar to that on 50m line and so the altitude was reduced by the 10m that had been removed from the line. On a 35m line it was harder to tow and detect thermals and to launch; models would need extra gadgets and controls to fly satisfactorily.

For F1B the motor weight could be reduced.

For the first flyoff a maximum of 4 minutes was suggested, followed by 5 minutes for the next round, then then reduce the working time (for example to 5 minutes, with F1B having 5 minutes to wind before the start of the period)

Discussion

Kapetanovic opened the discussion by saying that F1B and F1C were the classes for which performances most needed to be reduced. He was against reducing flyoff working time since this would increase the luck element in the result. Kaynes remarked that reducing the flyoff working time would not increase luck, since every competitor still had the same chance to make the best use of the available time and indeed it would reward the better prepared people.

Salzer agreed that a reduction of F1B motor weight to 20g would be acceptable, but F1C was harder. The current run is already very short and rather than reducing this further it would be better to consider venture or exhaust restrictions. Kaynes commented that earlier in the week he had already asked Eugene Verbitsky to review the size and effects of venture inserts.

Herzberg said that it was necessary to reduce performance of all three classes so that they could be flown on small fields and hence increase interest. The performance should be less relative to the maximum than the present models which are capable performance more twice the max. To reduce F1A performance to 2.30 in order to suit a 2 minute maximum might require banning bunt. For the other classes propulsion can be reduced. Glide performance must also be reduced but increasing the minimum weight would make models less attractive and more prone to damage. It would be better to increase the drag of the model. This could be done by adding a drag plate, for example on the fuselage just behind the wing. Fantham continued on this theme by saying that it would be easy to vary the performance of models by changing the size of the added drag. Dilly said that if the disc was replaced by a sphere it would aid visibility of the model in all directions.

An attendee (name not recorded) said that it was wrong to reduce performance and this would kill free flight. The trouble was the fields and only large suitable sites should be used. Dilly replied by saying that there were many countries without any sites on which existing models could be flown satisfactorily, this was killing free flight, it was necessary to be able to fly on small fields in more countries for free flight to prosper. Salzer suggested that contests could be run for 2 or 3 minutes maximum under different rules according to the conditions. Kapetanovic said that even on large field the existing models could be difficult to retrieve.

Peter Martin pointed out that F1G F1H F1J already existed as models for 2-minute maxes, why not use these. Replies against this idea included the length of flights which can be made by F1G models in thermals, not coming down on DT, and the performance of F1H and F1J.

Fantham said that championships should be run over a longer period and the calmest periods selected for the flying. Stamov said that it would be possible, for example by starting flying a day earlier. Various people then commented that there would be insufficient time for practice, unless arriving days earlier which was more expensive and time consuming.

Salzer said that performance reductions should be carefully considered from the effect on juniors and beginners – they would be penalised more by the difficulty of flying on short lines, with less rubber or with shorter engine runs.

An attendee (name not recorded) suggested that the 20 second attempt rule should be removed. Stamov said that this had been done some years ago and it was reintroduced by popular demand. It would be wrong for CIAM to again go back to this change. Ree said that there was logic in both approaches like in other sports: in tennis two attempts are given for serving, in table tennis only one, both approaches work in their respective sports.

Post meeting note:

I took the drag idea further and analysed the effect of additional drag on performance – a simple configuration chosen was to consider the drag produced by 2 table tennis balls mounted on the model (representing light and standard components which would be easy to use). The reductions these produced were F1A reduced height gain on bunt to 96%, reduced flight time to 79% of still air time of the original model; F1B climb height reduced to 96%, total flight time to 80%; F1C climb height reduced to 96%, flight time to 86%. I was initially surprised to find that the climb was less affected than the glide, but the climb can be slightly retrimmed to fly slower, whereas the glide at optimum lift-drag conditions has nowhere else to go but just accept the higher drag.

It is difficult to prove but I have a feeling that they would also act evenly on good models and less good ones – on the principle that one of the differences between good models and others is the design and trimming have them operating at minimum drag while less good flyers may not achieve this and have more drag already, when there is an addition of drag the difference becomes less significant.

NFFS PUBLICATIONS

2006 Symposium Report

The 2006 National Free Flight Society Symposium Report was edited by Harry Grogan and dedicated to Bob White.

After Harry's introduction, the first technical article is an analysis of the "Dynamics of the Catapult Launch" by Robert Thoren. This starts with a comparison of the sensitivity of launch altitude to wing area loading for HLG and CLG, concluding that CLG are much more sensitive to having the correct loading and need to be smaller than HLG. The wing loading effect is not really large, the plots having been drawn on a log scale, and using a 50% higher drag coefficient for the HLG. The energy in the rubber is studied to give the optimum model, such as 15g weight and wing loading 0.01 oz/in^2, noting that launch acceleration on this model will be 180G!

The next study is a very complete consideration of F1Q FAI electric models by Aram Schlosberg. He reviews motor and battery characteristics, propeller and gearing combinations, assessing static operating conditions and in flight performance, model layout, mechanisms and autosurfaces. As an aid to trimming Aram advocates using RC to control the model while developing the required trim operations of the surfaces. In contrast to Trevor Grey's suggestions, the article favours brushless motors and Lithium batteries for maximum performance.

Claudio Bognolo presents the next in-depth study, in this case on F1E models. His detailed review of magnets and their use is a more complete version of the articles which was summarised in FFn in February this year.

A short article by Stan Hinds addresses the subject of wood grain direction in spar webs. He explains that ideally the grain should be $\pm 45^o$ but it is time consuming and little advantage to make up balsa ply with these properties. Having the grain spanwise is much easier and no less correct than the more difficult option of vertical grain.

"The Three essential items for trouble-free free flight models" by William McCombs turns out to be about the need for (1) a reasonable CG location, (2) adequate wing dihedral and (3) a proper vertical tail size. These fundamentals are discussed largely in the context of scale type models.

"An effective DT system for light weight models" by Sean O'Connor is a revised and expanded version of an article which was published in Free Flight Quarterly last year. This is for hinging the wing about its trailing edge and rotating up to 90^o while the tail remains fixed, developed as an equivalent alternative to Ralph Sparrow's scheme of rotating the wing 25^o nose up and the tail 60^o in the conventional DT direction. Sean discusses the mechanisation of this system and estimates that descent rate can increase to 2.5 m/sec vertically compared to 1.5 m/sec descent rate for a conventional DT system on the same lightweight model.

The next article returns to the subject of F1E with the prolific Romanian author Daniel Petcu describing the details of building an F1E steering mechanism. Do not let the details discourage you from trying F1E, the hints and tips included are equally valuable in the maintenance of a purchased ready-made steering mechanism. The article concludes with a list of mishaps which prevented Daniel winning a contest, mainly such things as breakages in the mechanism after a heavy landing, but also including "I left my steering mechanisms at home 2000 km away"!

Gil Morris describes static thrust tests for F1C. He has made a vertical thrust test rig which measures the vertical thrust of the engine against weight of the engine and mount and a calibrated spring scale. He found that his late edition Hummer was superior to an early production Verbitsky geared motor, qualifying this with noting the relative age and status of the engines. Greatest thrust came from the Hummer driving an APC 12.7x12 prop and, while Gil notes that static thrust is not a complete picture, this result correlates well with his experience of height gained with the combinations tested.

Next comes another note by Gil Morris, this one is "Metal insert minimises geared engine vibration". A metal insert in the middle of a polyurethane tube, with the metal providing a direct pivot point for the blade hinge pin and carrying the centrifugal loads while the polyurethane absorbs the power variations.

AMA Electric models are studied by Ron St Jean. He notes that Chuck Groth has achieved success by getting a good rate of climb with a high-tech approach of expensive motors and gears with controllers, electronic timers and large props. Ron favours a low-tech less expensive style, although acknowledging that this restricts him to lower efficiency motors (65% against 80%). He offsets this by using a larger model.

"The Meteor Boat ROW" by Edward Mate describes his experiences with Rise Off Water free flight and presents small plans of a model following ideas he presented in last year's Sympo. As an aside, relevant to the post meting note to the report on the Odessa Rules Meeting elsewhere in this issue, he remarks on a float design that included 5 ping-pong balls - reporting that it was OK on the water but not a good flyer because of the high drag - confirming the potential of such things to reduce performance!

In "Some CIAM Perspective and Relevance" Daniel Tracy describes the workings of CIAM, including detail descriptions of the conduct of the Plenary meeting. About the only fault I can find is that in the early description Dan does not emphasise the fact that proposals may be submitted by any country by a deadline before the December Plenary meeting, but this does come up later in his description of the workings of the USA Free Flight Team Selection Committee. This body has representatives from each AMA district and also manages the US submission of CIAM proposals and the selection of the US free flight representative at the CIAM Plenary meeting. While reporting on Dan Tracy's able description of CIAM in this article, it is relevant to note at this point that Dan has recently retired from his position as USA FF representative and member of the CIAM FF Subcommittee and his place has been taken by George Batiuk. Also relevant to note that, in contrast to the normal routine that Dan describes, this year the December CIAM Bureau meeting will be held at the AMA headquarters in USA instead of Lausanne. Although this was reported as fact following the March Plenary meeting, CIAM Bureau has indulged in much navel-contemplation and reconsideration before recently confirming the March decision.

"Fly On! The Leper Squadrons" is the story of a group in Australia established by Art Lonergan. He describes its growth from initially flying with Adam Attree and Alan Schofield into a larger group including both children and retired people with health or disability problems. The group had particularly expanded after the local paper carried the story of a model having been stolen and then got further support when FFDU published details. Also included is a plan of a small rubber model used as one of the club designs.

David Mills contributes "Twelve Free Flight Heresies". The author discusses several controversial statements rather against common beliefs. These include:

> *Free Flight is a misnomer* - our models are fully automatic, with the quote that "our unforgiving had burdens the model's behaviour throughout its flight".
>
> *Free Flight is thriving not dying* - the numbers of school children in the USA flying in programmes such as the Science Olympiad greatly outnumber the NFFS membership and contest-active people (I guess you might reach a different conclusion for other countries which lack these school programmes!).

Nobody really believes in the Builder of the Model Rule - various reasons put forward, including that BOM adherents have a nostalgic belief on the spirit of a bygone and hypothetical BOM.

Too many of us don't believe in capitalism and are too cheap - there may be complaints about the cost of models but these are less significant than the support equipment, travels costs, etc. Like any sport the higher you go in a category the more is required financially.

Indoor free flight needs some fresh air - bemoaning the antagonism between indoor FF and indoor RC flyers, the latter category is expaning and will have access to more and more flying sites.

Our future is bright if we're smart about it - You get the style, I will leave you to conjecture on this until you read the article.

The Sympo then moves into a section in memory of Bob White. This starts with reprints of his nomination into the NFFS Hall of Fame in 1988 and the June 2005 NFFS Digest article on his receipt of the FAI Alphonse Penaud Diploma. There then follows reminiscences by friends – George Schroedter, Norm Furutani, Dave Rounsaville, Randy Secor, Jim Parker, Al Hotard, George Batiuk, and Will Nakashima.

The 2006 Models of the Year are then presented with articles, photos and plans:

F1B	AA-30	Alex Andriukov
HLG	Maxine 24	Tim Batiuk
Beginner Indoor Rubber	P24 Condor	Don Mace
P30	Polecat Mk.X	Don DeLoach
AMA C Power	Sunbird RT	Ronnie Thompson
Nostalgia Wakefield	Torontonian	S Ranta
Special	External F1B winding tube - Bob Piserchio & Stephan Stefanchuk	
Special	Black Magic Timer	Roger Morrell

The 2006 selections for the NFFS Hall of Fame are described: Walt Ghio and Lee Hines.

The report concludes with the NFFS President's report by Rex Hinson and details of the Sympo authors. The 168 page report also includes the usual photos and Will Nakashima cartoons.

Winning Indoor Designs 2002-2005

Published earlier this year as a successor to the previous 1987-89 book, this book contains plans and articles on a wide range of indoor models in 90 pages edited by Carl Bakay. There are 38 plans, covering most USA classes and including two EZB, one F1M, three F1D, two F1L, three Penny Plane, four Mini-Stick, and an HLG.

NFFS Books from FFn

Both of the books described above are available through FFn for readers in UK, Europe, and indeed anywhere from which it may be cheaper or easier for you to order from FFn instead of direct from the NFFS. The costs are £16.20 for the 2006 Symposium Report and £10.20 for Winning Indoor Designs. These prices include postage in UK, airmail to Europe and surface mail worldwide (from countries outside Europe please add £3.20 if you need airmail delivery).

There will be an FFn subscription renewal form in FFn next month. If you want to order an NFFS Book now you may like to pay your FFn subscription at the same time; the costs of a one-year subscription remain at £16 UK, £18 Europe, £22 worldwide (or £31, £35 or £41 respectively for two years). Please make cheques payable to Free Flight News. For direct bank payments please notify me that a payment has been sent, bank details are Free Flight News account at Lloyds TSB bank. IBAN: GB45 LOYD 3090 0901 781588, BIC LOYDGB21199. Please note that this is our only bank account to use for incoming payments.

Orders and payments for books and subscriptions may be made online at: www.btinternet.com/~kaynes/ffnbuy.htm

BMFA 1ST TRIALS, Barkston Heath, Sep 9-10

F1A 14 flew

1	C Edge	Scotia F/F	1260
2	M Cook	MFFG	1249
3	D Bartle	Morley	1235
4	P Ball	Grantham	1229
5	J Carter	Falcons	1208
6	W College	Birmingham	1154
7	A Ball	Grantham	1145
8	R Jack	Tynemouth	1137
9	M Dilly	Croydon	1126

F1B 11 flew

1	M Woolner	E Grinstead	1260
2	R Jones	CM	1260
3	D Greaves	Bristol & West	1260
4	M Woodhouse	Vikings	1242
5	R Peers	Falcons	1225
6	G Stringer	E Grinstead	1175
7	J Billam	Grantham	1173

F1C 5 flew

1	N Allen	E Grinstead	1260
2	S Screen	Birmingham	1254
3	A Jack	Tynemouth	1252
4	P Watson	Birmingham	1225

BMFA 2ND TRIALS, Barkston Heath,Sep 23-24

F1A 15 flew

1	C Edge	Scotia F/F	1230	315
2	W College	Birmingham	1230	241
3	P Ball	Grantham	1199	
4	D Oldfield	Vikings	1184	
5	A Jack	Tynemouth	1183	
6	D Bartle	Morley	1134	
7	A Ball	Grantham	1127	
8	J Carter	Falcons	1111	
9	P Williams	Richmond	1087	

F1B 9 flew

1	M Woodhouse	Vikings	1200	262
2	R Jones	CM	1200	256
3	B Martin	Tynemouth	1200	255
4	R Cheesley	Crookham	1191	
5	R Peers	Falcons	1160	
6	P Martin	Tynemouth	1142	

F1C 5 flew

1	S Screen	Birmingham	1200	
2	A Jack	Tynemouth	1199	295
3	P Watson	Birmingham	1199	256
4	R Baggott	Birmingham	1196	

BMFA TEAM TRIALS AFTER 2 EVENTS

F1A Aeromodeller F1A Trophy

			Trials 1	Trials 2	Total
1	C Edge	Scotia F/F	50	50	100
2	W College	Birmingham	19	40	59
3	P Ball	Grantham	25	30	55
3	M Cook	Maidstone	40	15	55
5	D Bartle	Morley	30	19	49
6	D Oldfield	Vikings	13	25	38
7	J Carter	Falcons	20	17	37
8	A Ball	Grantham	18	18	36
9	A Jack	Tynemouth	15	20	35
10	R Jack	Tynemouth	17	14	31

F1B Premier Shield

1	R Jones	CM	40	40	80
2	M Woodhouse	Vikings	25	50	75
3	M Woolner	E Grinstead	50	17	67
4	D Greaves	Bristol & West	30	18	48
5	B Martin	Tynemouth	17	30	47
6	R Peers	Falcons	20	20	40
7	P Martin	Tynemouth	16	19	35
8	J Billam	Grantham	18	16	34

F1C Aeromodeller Power Trophy

1	S Screen	Birmingham	40	50	90
2	A Jack	Tynemouth	30	40	70
3	P Watson	Birmingham	25	30	55
4	N Allen	E Grinstead	50		50
5	R Baggott	Birmingham	20	25	45

BMFA Southern Gala, Little Rissington, Sep 1

Report by Dave Hipperson

Following almost straight on from the SAM Euro Champs at Little Rissington the BMFA Southern Gala got lucky with a weather window. Less windy - at least to start with - than the days that had preceded it and much less wet and windy than the day the followed! The slight oddity being the way the drift, a 5mph Southerly under a quite low overcast, steadily veered to finish blowing rather too furiously from the West through a sunny sky. Those that flew early generally travelled less far and scored the best.

This year the 'card' had been slightly abbreviated with Open Electric being dropped altogether and as something of a pre-cursor to 2007 - Slow Open Power was combined with Open Power. Someone observed that this was to give the Open Power flyers some contestants to beat for a change - and so it proved. The reverse of the coin was that it allowed Slow Open flyers a crack at the most prestigious Short Cup. All but the increasingly effective Richard Wykes made a mess of it.

Quite a few seemed interested in Al despite five flights in increasing wind. There has been a noticeable improvement in entries for Al of late. A high standard ran right through the top six in this class with scores that somewhat put to shame the lower places in Open Glider. However to give the Open flyers their due they are the names we keep seeing especially when it gets a bit blowy. It will be interesting to see if those with purchased hardware change the line up much in this class next year. Like Coupe d'Hiver which had similarly high scores to Al it needed no flyoff. The winner, Peter Hall, is a comparatively new name to the contest circuit and this was his first visit to Rissington. Peter it will be remembered placed well at the London Gala on Salisbury Plain earlier in the year also in the wind. He flies slightly unusual models often with very thin wing sections and small (tiny!) tails. Worth having a look at next time you spot him.

John Bailey's near max out in F1J/½A with his now familiar deep red winged model was presumably enough to clinch the Biggles ½A League for 2006 although no presentation was made this year. The runner up scores in this class mostly represented early retirements as lazy starts fell foul of the increasing wind.

Rissington is a bit of a devil when it blows hard from the West. It is easy to forget that just across the road the ground drops away sharply for some distance so effectively the aerodrome is on the downwind side of a slope soaring ridge - in other words both turbulent and sinky. It goes partly to explain why there is so often an area of 'standing' sink a little downwind of where we were flying. Not turbulent enough to throw models about, at least on this day, but the 20 mph wind at the end certainly broke up the lift.

So small manageable flyoffs in a handful of classes. Mini Vintage and E30 going first at 6:30pm. O'Donnell flying a rubber model and Hipperson with his Helides were in the air quite early - the power model finding no help from a climb knocked about a bit by the wind. However, those that waited and flew later although appreciably calmer had much worse with virtually everybody in sink. The Electric models as is so often the case with their enormously long runs, even if frighteningly weak at the start, seemed to chug around long enough to catch something or at least fly through that standing sink. Chris Strachan's winning effort being one of the longest flights of the night going a considerable way past Fifield village but still retrieved successfully before dark.

The sink was still in evidence for the Open finales. Once again however it was a brave 'on the hooter' launch from Mark Croome that won Rubber contacting good air and not stalling on the climb like some others. Hipperson's followed but wallowed for half a minute and those that followed him found themselves in even worse air apart from Colin Foster who was unlucky when a part became detached just after launch voiding a flight that looked like it could have been good enough for 2nd.

The organisational team of Greaves, Pink and Sillcox distributed the BMFA certificates and bottles of wine in a prompt presentation that caught quite a few packing up or still downwind searching. Dave Hipperson presented the Boutillier Award for the Coupe d'Hiver league to Gerry Ferer - final results elsewhere in this issue. As always a properly run event and very well attended considering the forecast and the attractions of the few days before. The next day was far windier and poured with rain for the first four hours so it could have been much worse. For your reporters (Sue & Dave Hipperson) however this was a rather special morning. First successfully retrieving, or perhaps 'rounding up' would be a better description as they were no great distance, what could be their very last flyoff flyaways and then by chance (fate) bumping into John O'Donnell searching for his Mini Vintage model. After tracking it to a single small tree and searching that for ages it took Sue's eyesight to eventually spot it ten feet up in the lower branches where it had rested all night miraculously sheltered from the elements. Dave was then able to gently pole it down unmarked and return it as a small token to the man that had been his inspiration for nearly fifty years. Nice way to finish.

Ed: Dave indicates that this is his last contest report for FFn. We would like to thank him for his tireless detailed reporting in FFn of so many events over the recent years, to add to the astonishing range and quality of his technical writing over previous decades in Aeromodeller and elswhere. And to all our other readers, we emphasise that this leaves a gap in our ability to give you details of what is happening in the UK. This can be partly filled if a number of people each report on just one or two contest reports per year, and also extend this to include reporting on any international events that you attend. We'll be contacting a few of you direct in the next few weeks, to help us with this work. We hope that you and other readers – UK and overseas - will be able to contribute.

All Open events 2.30 max, all mini 2.00x 5 except where noted.

Open Rubber Flight Cup 9 flw

1	M Croome	7.30+9.50
2	D Hipperson	7.30+5.46
3	G Ferer	7.30+3.39
4	P Ball	7.30+2.30
5	C Foster	7.30
6	J Andrews	6.11

Open Glider Pilcher 8 flw

1	S Darmon	7.30
2	K Best	6.01
3	D Cox	5.29
4	J Howick	5.01
5	C Parry	5.00
6	D Braun	4.20

Open Power/Slow Open Power Short Cup 10 flew

1	N Allen	7.30+6.11	Open Power
2	P Watson	7.30+4.40	Open Power
3	R Wykes	7.30+2.51	Slow Open Power
4	M Sibson	7.30	Slow Open Power
5	I Wilkinson	7.09	Slow Open Power
6	M Parker	4.24	Slow Open Power

Al Glider Ripmax 10 flew

1	R Heap	9.52
2	N Parry	9.38
3	B Lavis	9.17
4	A Gibbs	9.12
5	J Cooper	8.49
6	A Crisp	8.34

Cd'H 11 flew

1	P Hall	9.52
2	R Vaughan	9.51
3	R Wilkes	9.33
4	D Hipperson	9.21
5	I Davitt	8.55
6	G Stringer	6.34

Mini Vintage (2.00 x 3 flts)
14 flew -5 flew off

1	J O'Donnell	6.00	+4.45
2	D Hipperson	6.00	+3.18
3	M Kemp	6.00	+2.37
4	P Ball	6.00	+2.33
5	G Sharp	6.00	+2.07
6	I Davitt	6.00	+1.48

E30 (2.00 x 3 flts) 5 flew

1	C Strachan	6.00+	6.07
2	T Grey	6.00+	5.40
3	P Tolhurst	6.00+	2.39
4	A Whitehead		6.00
5	R Brigginshaw		0.42

CO2

1	I Davitt	4.09
2	S Philpott	2.00

FIJ /½A Power 7 flew
Quickstart Trophy

1	J Bailey	9.44
2	D Chilton	7.20
3	A Chilton	4.00
3	S Screen	4.00
5	F Chilton	3.56
6	G Fuller	3.17

Catapult Glider

1	W Colledge	4.07
2	A Crisp	3.09
3	P Tolhurst	1.50
4	S Brewer	1.49
5	I Davitt	1.41

HLG

1	S Brewer	5.10
2	E Burge	2.25

BMFA SIXTH AREA CENTRALISED, SEPT 17

Open Rubber, Plugge 63 flew, 46 full scores, 43 F/O

1	T Dobson	Timperley	7.30	+10.29
2	J O'Donnell	Timperley	7.30	+9.22
3	B Martin	Tynemouth	7.30	+9.04
4	G Turnbull	Vikings	7.30	+8.36
5	G Ferer	Timperley	7.30	+8.27
6	D Neil	Bristol & West	7.30	+7.52
7	I Davitt	Morley	7.30	+7.42
8	J Bailey	Biggles	7.30	+7.30
9	J Arnott	Scotia F/F	7.30	+7.20
10	C Chapman	Bristol & West	7.30	+6.55
11	B Aslett	Bristol & West	7.30	+6.46
12	B Duncan	Edinburgh	7.30	+6.34
13	R Pollard	Tynemouth	7.30	+6.21
14	N Allen	E Grinstead	7.30	+6.17
15	S Willis	Croydon	7.30	+6.11
16	M Stagg	Maidstone	7.30	+5.57
17	J Knight	Bristol & West	7.30	+5.45
18	U Wannop	Scotia F/F	7.30	+5.43

Team Open Rubber, Farrow Shield 19 teams

1	Timperley A	Dobson, O'Donnell, Ferer	22.30	+28.18
2	Bristol & West A	Neil, Chapman, Aslett	22.30	+21.33
3	Tynemouth A	Martin, Pollard, Gibson	22.30	+19.13
4	Morley A	Davitt,Foster,Woodhouse	22.30	+16.52
5	Biggles A	Bailey, Strachan ,Cooper	22.30	+15.42
6	Croydon W	Willis, Beales, Beales	22.30	+13.44
7	Morley B	Cox, Cleasby, Wilkinson	22.30	+12.32
8	E Grinstead	Allen, Taylor, Taylor	21.51	
9	Vikings	Woodhouse, Hart, Arnold	21.15	
10	Crookham B	Chilton, Chilton, Chilton	20.13	
11	Crookham A	Hook, Parker, Tyson	20.00	

Slow Open Power, Plugge 21 flew, 10 in flyoff

1	E Jones	Morley	7.30	+6.16
2	M Quinn	Novocastria	7.30	+5.01
3	A Brown	Novocastria	7.30	+4.56
4	M Sibson	Grantham	7.30	+4.46
5	S Barnes	Morley	7.30	+4.45
6	A Jack	Tynemouth	7.30	+4.05

F1J/BMFA 1/2A 8 flew

1	P Watson	Birmingham	10.00	+7.01
2	S Screen	Birmingham	10.00	+6.10
3	R Baggott	Birmingham	10.00	+4.28
4	T Payne	Biggles	10.00	+3.40
5	A Jack	Tynemouth	10.00	+3.27
6	J Thompson	Crookham	6.00	

P30 15 flew

1	C Strachan	Biggles	6.00	+2.53
2	A Hall	Walsall	6.00	+1.53
3	J Minshill	Brighton	5.56	
4	G Turnbull	Vikings	5.51	
5	R Tiller	Bournemouth	5.43	
6	P Owens	NWFFG	5.40	

F1A SMAE cup 22 flew

1	S Darmon	Birmingham	12.30	+4.03
2	P Ball	Grantham	12.30	+3.34
3	G Peck	Cleemac	12.30	+3.04
4	P Williams	Richmond	12.30	+1.35
5	P Rovensky	Bude	12.22	
6	I Davitt	Morley	12.04	

BMFA SENIOR CHAMPIONSHIPS

1	P Ball	111.0	19	J Godden	24.0
2	I Davitt	77.0	19	P Hall	24.0
3	P Watson	68.0	21	F Rushby	23.0
4	A Jack	59.5	22	D Beales	22.0
5	J O'Donnell	46.0	22	S Willis	22.0
6	C Strachan	44.0	24	S Brewer	21.0
7	J Cooper	41.0	24	C Chapman	21.0
8	D Hipperson	40.5	24	D Davitt	21.0
9	S Darmon	40.0	27	P Tolhurst	20.0
10	T Grey	36.0	28	S Barnes	19.0
11	J Cuthbert	32.0	29	M Benns	18.5
11	C Edge	32.0	30	R Jones	18.0
13	N Allen	30.0	30	T Payne	18.0
13	C Foster	30.0	30	G Peck	18.0
15	G Ferer	28.0	30	P Tribe	18.0
16	S Screen	27.0	34	A Crisp	17.0
17	J Bailey	25.0	35	T Dilks	16.0
17	M Croome	25.0			

OPEN CHAMPIONSHIPS OF RUSSIA, PENZA, RUSSIA, JUN 26-30

F1A 29 flew, 8 in flyoff

1	A Naloev	RUS	1290	+300
2	P Khoroshev	RUS	1290	+266
3	S Makarov	RUS	1290	+244
4	A Zhelobaev (J)	RUS	1290	+189
5	E Tsoy	RUS	1290	+161
6	M Kotenko	RUS	1290	+144

F1A-Junior 5 flew

1	A Zhelobaev	RUS	1290	+189
2	D Chernyshov	RUS	1258	

F1B 26 flew

1	G Gorbach	RUS	1320	+289
2	A Shlepov	RUS	1320	+281
3	A Milyutkin	RUS	1320	+178
4	S Smirnov	RUS	1303	
5	A Rybchenkov	RUS	1292	
6	V Shorin	RUS	1279	

F1C 12 flew, 5 flyoff

1	L Fuzeyev	RUS	1320	+300
2	A Kislovskiy	RUS	1320	+278
3	V Makhovykh	RUS	1320	+276
4	N Rekhin	RUS	1320	+254

MOSTAR KUP, MOSTAR, BOSNIA-HERZEGOVINA, AUGUST 12

F1A 9 flew

1	R Lesko	CRO	900
2	R Blagojevic	SCG	757
3	A Ramadanovic(J)	BIH	715
4	S Sonboy	BIH	639

F1A-Junior 1 flew

1	A Ramadanovic	BIH	715

F1B 10 flew

1	R Blagojevic	SCG	900	+300
2	N Banjac	CRO	900	+271
3	Z Grepl	CRO	893	
4	R Kolar	CZE	843	

F1C 2 flew

1	L Patocs	HUN	900

SISCIA CUP, SISAK, CROATIA, SEPT 8-10

F1A 35 flew

1	R Holzleitner	AUT	1320	+300	+284
2	R Lesko	CRO	1320	+300	+251
3	R Baric	CRO	1320	+280	
4	F Kerner	HUN	1320	+258	
5	I Freiberger	CRO	1320	+245	
6	D Terlep	SLO	1320	+238	

F1A-Junior 8 flew

1	B Oucek	SLO	1260		
2	C Siftar	SLO	1230		
3	T Horvath	HUN	1133		

F1B 11 flew

1	V Urban	CZE	1260	+300	
2	V Tomljanovic	CRO	1260	+275	
3	Z Grepl	CRO	1260	+258	
4	R Blagojevic	SCG	1260	+164	
5	K Balanc	CRO	1204		

F1C 9 flew

1	L Magyari	HUN	1260	+300	+420
1	G Zsengeller	HUN	1260	+300	+420
1	D Zulic	SLO	1260	+300	+420
4	R Truppe	AUT	1255		

BULGARIA CUP, PAZARDZIK, BULGARIA, SEPT 22-24

F1A 10 flew

1	N Nikolov	AUS	1237
2	M Bordjoski	SCG	1221
3	N Nikolov	BUL	1205
4	R Blagojevic	SCG	1113
5	M Tzvetanov	BUL	1023

F1B 9 flew

1	R Blagojevic	SCG	1320	+348
2	I Yurtseven	TUR	1320	+195
3	B Lacimic	SCG	1309	
4	V Mirov	BUL	1259	
5	V Savov	BUL	1242	

F1C 6 flew

1	N Nikolov	BUL	1071
2	N Nikolov	BUL	913
3	I Goranov	BUL	618

LIPTOV CUP , LIPTOVSKY MIKULAS, SLOVAKIA, SEPT 15

F1E 34 flew

1	I Treger	SVK	500.00	+420
2	V Zima	CZE	500.00	+283
3	A Mang (J)	AUT	500.00	+224
4	E Pop	ROM	486.67	
5	F Mang	AUT	481.83	
6	I Crha	CZE	481.67	

F1E-Junior 5 flew

1	A Mang	AUT	500.00	+224
2	R Corodea	ROM	435.83	

NOSKO MEMORIAL, LIPTOVSKY MIKULAS, SLOVAKIA, SEPT 16

F1E 28 flew

1	F Mang	AUT	484.58
2	F Doupovec	CZE	471.67
3	M Valastiak	SVK	464.17
4	V Zima	CZE	452.92
5	J Smeringai	SVK	420.00
6	I Crha	CZE	417.50

F1E-Junior 6 flew

1	Z Garamvolgyi	HUN	377.92
2	S Bucazar	ROM	363.33
3	M Costin	ROM	272.92

WORLD CUP F1E, Toszek, Poland, Sep 23

F1E 31 flew

1	S Kubit	POL	4165.00
2	J Wojtak	POL	3760.00
3	J Orel	CZE	3714.00
4	F Doupovec	CZE	3681.00
5	F Mang	AUT	3393.00
6	P Chaussebourg	FRA	3331.00

F1E-Junior 8 flew

1	C Blaszczyk	POL	3249.00
2	Z Benisz	POL	2825.00
3	M Kanczok	POL	2593.00

WORLD CUP F1E, Raciborz, Poland, Sep 24

F1E 31 flew

1	F Mang	AUT	500.00
2	F Kanczok	POL	487.22
3	P Szymanski	POL	471.67
4	P Chaussebourg	FRA	468.89
5	M Kanczok (J)	POL	467.78
6	M Sowa (J)	POL	458.33

F1E-Junior 8 flew

1	M Kanczok	POL	500.00
2	M Sowa	POL	458.33
3	Z Benisz	POL	456.11

F1E TOURTENAY, FRANCE SEPT 30-OCT 1

Report by Ian Kaynes

There appeared to be fewer competitors at this year's event compared to the inaugural French F1E weekend last year. In fact on Saturday there were 19 flyers compared to 20 last year, and the same number, 20, on Sunday. There were no German competitors this year, but instead there was Edith and Fritz Mang from Austria, Fritz having won the 2006 F1E World Cup irrespective of the results this weekend.

On Saturday morning we assembled for the second Poitou-Charentes contest at the usual south west facing slope but the wind was between east and southeast. The logical south-east slope was ruled out because in the light wind models might get close to some power cables. Hence the first two rounds were flown with the wind across and slightly behind the slope, so that models were just gliding down into the fields with no assistance and remarkable consistency. Most flights were close to 80 seconds, with the best being 94 by Daniella Pavaluc which set the maximum for round 1, and 96 by Francois Ducassou in round 2.

The wind had increased to about 5 m/s and so for round 3 we moved to the south east slope and it was to be the one round when classic slope soaring was possible, with 5 people making the 5 minute max. For round 4 the wind had swung to be across the slope, then for round 5 we moved back to the south west slope facing into a strong wind. Only Andre Trachez,who finished 17th overall, flew for the full 5 minute max, with only 4 other people clearing 3 minutes.

With no scoreboard displayed during the day (not even kept on paper), it was a revelation to look at the results sheets provided at the evening gathering in the piggeonnier. Francois Ducassou had won with a score of only 395 out of the possible 500, including only 14% in his last flight. Marian Popescu, the Romanian master, was just a few points behind having maxed only once, in the "easy" third round.

It had been windy and wet during the night, but Sunday morning started dry and with a gentle wind from the south. By the time round one started at 11.00 it had increased to about 4 m/sec and was blowing across the south-east slope. Alain Roux flew early and maxed (2 minutes) and was joined by Jean Philippe, Marian Popescu and Aurelie Trachez. The wind increased during the round and it became more difficult to post

a decent score. For round two we moved to the south-west slope facing into a wind that was steadily increasing. At first it was possible to soar the slope but it generally it got stronger and more turbulent as the round progressed. The only two maxes in the round were scored by the two junior lady flyers – Daniella Pavaluc and Aurelie Trachez. By adding another max to her first round max Aurelie was the clear winner of the truncated contest. A good result for the Trachez family to go with Alexandre's fifth place (and junior first) on the previous day.

The weather this year was more variable and difficult to find appropriate slopes for the wind, but at least there was none of the heavy rain that had been falling when I arrived in Nantes on the Friday morning. Let's hope that they persevere and hold the event again next year, with hope for better weather.

1st Poitou Charentes, Tourtenay, France, Sept 30

F1E 19 flew

1	F Ducassou	FRA	394.85
2	M Popescu	ROM	388.07
3	C Binet	FRA	363.13
4	M Tomazzoni	ITA	360.41
5	C Bognolo	ITA	327.39
6	A Trachez (J)	FRA	309.36

F1E-Junior 4 flew

1	A Trachez	FRA	309.36
2	D Pavaluc	ROM	270.67

Poitou, Tourtenay, France, October 1

F1E 20 flew

1	A Trachez (J)	FRA	200.00
2	L Jean	FRA	164.16
3	P Drapeau	FRA	144.16
4	D Pavaluc (J)	ROM	135.83
5	A Trachez (J)	FRA	130.27
6	A Roux	FRA	114.44

F1E-Junior 3 flew

1	A Trachez	FRA	200.00
2	D Pavaluc	ROM	135.83

Challenge F1E Grangu Popa - combined performance

			Sep 30	Oct 1	total
1	M Popescu	ROM	3879	1044	4923
2	J-L Drapeau	FRA	3072	1641	4713
3	A Trachez (J)	FRA	2444	2000	4444
4	A Trachez (J)	FRA	3092	1302	4394
5	A Roux	FRA	2995	1144	4139
6	C Bognolo	ITA	3273	849	4122

SAM EURO CHAMPS, L. Rissington, Sept 4-6

Report by Martyn Pressnell on the Bournemouth Club Classic Rubber event.

This constituted one of the events held in the SAM Championships three day event. It was fortunate in falling on the Wednesday when the weather had improved. Monday and Tuesday suffered wind strengths gusting up to 20 mph with rain and thunder setting in on Tuesday. Wednesday by contrast presented a warmer day, free from rain with clearing skies later, and a fairly strong and variable wind.

The base camp was established affording a shorter crossing of the airfield in the direction of the only major obstacle, a very large hangar. Models clearing this landed in open countryside beyond, although flights above 3 minutes could cross a further line of trees and a wooded area. I felt obliged to set the maximum at 2 minutes 30 sec in line with the glider events. In the afternoon the wind veered to the right taking models into clear countryside and for the fly-off it swung the other way giving the longest passage over the airfield, very obliging.

My task as CD was relatively easy with only one procedural matter raised. This concerned the use of streamers and three or four were seen in use. The Bournemouth rules preclude the use of thermal detection equipment but allow streamers at the discretion of the CD on the day. Generally speaking streamers are rather poor thermal indicators but useful for indicating wind direction. Once deployed streamers can be used by everyone and give no particular advantage to the owner. Most flyers can cope without streamers. It is not normally practical to ban them, but it is courteous to seek assurance of the CD before deploying them.

The most popular models were the Tripstick, winner again, and the Last Resort. No Boxall's were in evidence this time and they are not best in windy weather. A Winding Boy by Urlan Wannop made its first appearance and was very welcome. May I offer a few comments having the new BMFA proposed rules for 2007 in mind. The Boxall has the most prolific performance but suffers from damage to the under fin and rear fuselage in D/T landings. Inevitably flyers will find their own 'fixes' for this problem, as indeed they will deal with problems on any of the models. As CD my inclination is to take a very broad view of this issue, Bournemouth MAS prefer to see these models remain active rather than rule against minor improvements. This is reflected in rule 2.6, propeller hubs, which is somewhat less prescriptive than the proposed BMFA ruling.

Few Bournemouth Club Classic models call for more than 75 grams of rubber, and Tripstick, Boxall and the others will fly very well on 75 grams of rubber as permitted by the new BMFA Classic Rubber rules. Indeed I expect these to become regular rubber winners. The Last Resort can house up to 50 grams of rubber and the design can attain its full potential in Unrestricted Rubber events, a very useful model. It can also serve for inspiration and innovation in design in this interesting new class. But how will a vintage Wakefield compare with 100 grams?

There were fifteen recorded entries in this event, 12 recorded times and five progressed to the fly-off. It was my pleasure to present the awards and J Foster was a second time winner of Club Classic, with Bournemouth members in second, third and forth places. We thank you all for the support given to this event which is now firmly established in the calendar.

Monday

Classic Power 4 flew 2.30 max

1	R Wykes	6.05	Ramrod 750
2	C Foster	6.04	Dixielander

Open Vintage Glider 2.00 max. 16 flew

1	J Howick	6.00+1.10	Lulu
2	C Foster	6.00+0.31	Nord
3	R Woodruffe	6.00	Lulu
4	D Twomey	5.36	Leprechaun
5	T Hall	5.34	Leprechaun
6	T King	5.29	Leprechaun

Pre-4oz. Vintage Wakefield 2 flew 2.00 max

1	K Horry	3.43	Gordon Light
2	R Tiller	2.05	Gordon Light

Flight Cup 6 flew 2.00 max

1	M Turner	6.00	Korda E
2	A Longhurst	6.00	Rarer Aris V
3	P Michel	5.15	Polydi

Radislav Rybak Glider 8 flew 2.00 max

1	A Crisp	6.00	Corsair
2	T King	5.42	Revenge/Kavka
3	R Sabey	5.15	Seraph
4	K Bates	3.52	Seraph

Small Vintage Rubber 24 flew 2.00 max

1	G Beal	6.00+4.39	Hepcat
2	J Foster	6.00+4.02	Hepcat
3	B Cleasby	6.00+1.48	Hepcat
4	R Fryer	6.00+1.31	Senator
5	J Taylor	5.50	Golliwock
6	R Alban	5.19	Eager Beaver

Earl Stahl High Wing 3 flew

1	C Strachan		Howard Dea
2	L Smith		Rearwin Speedster

Earl Stahl Low Wing 3 flew

1	K Horry		Mustang
2	J Ralph		Magister

Tuesday

Large Vintage Rubber 5 flew, 3 F/O 2.00 max

1	C Strachan	6.00+4.41	Lanzostick
2	R Alban	6.00+3.48	Challenger
3	R Elliott	6.00+2.08	Lanzostick

Jack Humphries Vintage Cabin Power 2 flew 2.00 max

1	S Fielding	2.13	Convict
2	J Thompson	2.00	Cadet

Electric Precision 2 flew Min. 30 sec. 1st flight

1	T Hall-Willis	0.12	Flea
2	A Train	0.00	Own design

Open Vintage Glider Over 50" 8 flew 2.00 max

1	G Beal	6.00+4.13	Divorian
2	C Foster	6.00+3.11	Thor
3	R Marking	6.00+2.31	Thor
4	T King	6.00+2.01	Lunak/Revenge
5	D Twomey	5.49	Snoek

8 oz. Wakefield 11 flew 2.00 max

1	M Turner	6.00+2.41	Horry
2	M Kemp	6.00+1.52	Blomgren
3	M Sanderson	6.00+1.33	KK Gipsy
4	G Ferrer	5.56	Korda
5	M Howick	5.13	Korda
6	P Michel	5.09	Korry

Vintage Rubber Under 25" 13 flew 1.30 max

1	J Godden	4.30	F A Moth
1	C Strachan	4.30	Fledgling
3	D Beales	3.40	Tubby II
4	P Jackson	3.36	Fledgling
5	R Tiller	3.08	Felix
6	J Wingate	3.00	Pioneer

Wednesday

Classic Glider 18 flew 2.30 max

1	C Foster	7.28	Caprice
2	R Audley	7.01	Corsair
3	T Clark	6.49	Seraph
4	G Beal	6.34	Optimist
5	K Bates	6.28	Seraph
6	R Sabey	6.22	Seraph

Middle Wallop Bowl 5 flew

1	R Tiller	232.60	Tigermoth
2	M Rainer	180.00	Taylorcraft
3	R Tiller	142.50	Arado

A-Frame Mass launch 4 flew

1	J Clampitt	4.29	Simmers
2	T Thorn	3.57	Burnham
3	R Tiller	2.13	Burnham

Vintage Coupe 17 flew 2.00 max

1	J O'Donnell	6.00+2.27	Jump-bis
2	R Alban	6.00+1.08	Fuit
3	P Tolhurst	5.27	Fuit III
4	T Tyson	5.26	Jump-bis
5	M Dixon	5.21	Jump
6	D Davitt	5.09	Jump

Open Vintage Power 6 flew 2.30 max

1	R Wykes	7.30+4.30	Flying Pencil
2	T Shepherd	7.30+2.33	Le Timide
3	S Fielding	7.12	Super Stuff

Bournemouth Club Classic 12 flew 2.30 max

1	J Foster	7.30+4.43	Tripstick
2	T Tyson	7.30+3.47	Last Resort
3	M Pressnell	7.30+3.10	Last Resort
4	J Taylor	7.30+0.58	Last Resort
5	L Barr	7.30+0.00	Tripstick
6	R Biddlecombe	7.12	Urchin
7	J Arnott	7.07	Winding Boy

4oz Vintage Wakefield 14 flew, 6 F/O

1	C Strachan	6.00+3.57	Copland
2	J Wingate	6.00+3.51	Northen Arrow
3	J. Godden	6.00+3.11	Leshner
4	S Willis	6.00+2.31	Lanzo
5	R Albon	6.00+2.02	Mayfly
5	A Evans	6.00+2.02	Lanzo

Judge 3 flew

1	J Wingate	4.00+3.51	Northen Arrow
2	J. Godden	4.00+3.11	Leshner

Tomboy 3 flew

1	S Willis	4.26	36" Diesel
2	M Ambrose	4.14	44" Diesel

BIGGLES LEAGUES 2006

Here are the final results for Biggles Leagues 2006 from Brian Lavis.

John Cooper won the F1H again but not by the convincing margin of last year. I had my permanent second place. There were a couple of new names on the list but sadly the number scoring points fell from 23 last year to 17 this.

In F1J John Bailey finally won his propeller back again. Again fewer fliers scored points to go onto the list.

So, no great increase in interest in the classes; let's see what removing the BOM rule will do for entries for next year. I'll run the leagues for at least one more year.

F1H

		Total	NG	Lon	Spr	Nat	Oxf	Sco	Brm	Sum	Tyn	Sth
1	J Cooper	29	6	4	-	4	9	-	6	4	-	-
2	B Lavis	20	4	3	-	-	6	-	3	1	-	4
3	P Tribe	18	-		-	9	-	-	-	-	-	9
4	N Parry	16	2	6	-	-	-	-	2	-	-	6
5	C Edge	14	-		-	2	-	6	-	-	6	-
6	M Chilton	13	-		-	-	-	-	4	9	-	-
7	A Cameron	10	-		4	6	-	-	-	-	-	-
8	C Parry	8	3	2	-	3	-	-	-	-	-	-
9	R Heap	7	-		-	1	1	-	-	3	-	2
10=	D Cox	6	-		6	-	-	-	-	-	-	-
10=	I Davitt	6	-		-	-	-	-	-	6	-	-
12=	J Arnott	4	-		-	-	-	4	-	-	-	-
12=	M Dilly	4	-		-	-	4	-	-	-	-	-
14=	A Gibbs	3	-		-	-	-	-	-	-	-	3
14=	I Wilkinson	3	-		-	-	3	-	-	-	-	-
16=	G Gilkes	2	-		-	-	2	-	-	-	-	-
16=	G Peck	2	-		-	-	-	-	-	2	-	-
18	A Crisp	1	-		-	-	-	-	-	-	-	1

F1J

		Total	NG	Lon	Nat	Sco	Brm	Sum	Sth
1	J Bailey	27	6	-	6	-	6	-	9
2	C Foster	15	4	6	3	-	-	2	-
3=	A Chilton	10.5	-	-	2	-	2	3	3.5
3=	R Monks	10	-	-	-	-	1	9	-
5=	R Baggott	9	-	-	-	-	3	6	-
5=	P Watson	9	-	-	9	-	-	-	-
7	D Hipperson	7	3	4	-	-	4	-	-
8	D Chilton	6	-	-	-	-	-	-	6
9=	B Aslett	4	-	-	-	-	-	4	-
9=	C Hickmott	4	-	-	4	-	-	-	-
11	S Screen	3.5	-	-	-	-	-	-	3.5
12=	F Chilton	2	-	-	-	-	-	-	2
12=	F Rushby	2	-	-	1	-	-	1	-
14	G Fuller	1	-	-	-	-	-	-	1

OPEN RUBBER LEAGUE FINAL POSITIONS FOR 2006

By Dave Hipperson

Not quite the historic clean sweep of all the BMFA trophy events of last year for Phil Ball this time but still enough to win the Open Rubber League by a substantial margin. The very fact

that it is now possible to place in the top five of this chart by simply winning one event albeit the biggest one (well done John Deeming) suggests that the FFTC's comprehensive alterations to non FAI Rubber duration rules for 2007 were sadly necessary. As current holder of the trophy and new holder for 2007 as well as original constructor of the piece in the first place it would have been appropriate for Phil to have now held it permanently. I would have been quite happy with that. However in my absence he insists that he will continue to run the League and present the Trophy each year! No doubt in the next few months he will be outlining the new rules and the qualifying events. I do hope you all give it a crack including those of you with Nostalgia and Vintage models which will now be much more on a par with the modern models.

	Northern Gala 14/4	Devon Rally 17/4	London Gala 30/4	Nationals 27/5	Scottish Nationals 26/6	Brumfly 1/7	Timperley Gala 19/8	Southern Gala 1/9	
P.Ball	2		9	6		6		3	26
M.Croome			6	4				9	19
G.Ferer			4		2	4		4	14
J.Deeming				9					9
C.Foster				3			4	2	9

BOUTILLIER COUPE D'HIVER LEAGUE 2006

By Dave Hipperson

	Northern Gala 14/4	London Area Gala 1/5	Nationals 29/5	Oxford 11/6	Brumfly 1/7	Summer Mini 23/7	Timperley Gala 20/8	Southern Gala 1/9	
G.Ferer	4			9	2	3	3	-	21
R.Sparrow	3				9	2	1		15
R.Wilkes		9						4	13
R.Vaughan		1	6					6	13
J.O'Donnell					6		6		12
P.Hall		3						9	12
I.Davitt		4	4					2	10
P.Gibbons			9						9
P.King						9			9
M.Evatt				6	1				7
A.Longhurst		2				5			7

BMFA INDOOR NATIONALS, CARDINGTON SEPT 9-10

All events best 2 from 6 except HLG and Catapult G best 2 from 9. Best 2 times and total given.

F1D Aeromodeller trophy

1	R Bailey	31:24	32:41	64:05
2	M Benns	25:21	24:29	49:50
3	R Boor	14:03	15:03	29:06
4	G Moore	23:24	00:00	23:24

HLG Sweepette Lee Hines trophy

1	M Benns	01:08.5	01:08.2	02:16.7
2	S Brewer	0:44.2	0:41.6	01:25.8

F1L (EZB) Houlberg Silver trophy 14 flew

1	R Bailey	23:46	22:22	46:08
2	J Tipper	22:01	21:05	43:06
3	R Wilson	21:06	20:49	41:55
4	P Watt	20:30	19:40	40:10
5	M Doyle	17:57	17:05	35:02
6	L Barr	20:58	13:50	34:48

L.P.P. 8 flew

1	P Watt	13:39	12:19	25:58
2	J Tipper	12:47	12:20	25:07
3	R Wilson	12:37	12:22	24:59
4	P Lawson	12:47	11:09	23:56
5	U Wannop	12:02	11:44	23:46
6	M Green	11:25	10:18	21:43

LRS

1	C King	10:15	09:39	19:54
2	L Barr	10:45	08:14	18:59
3	R Wilson	09:36	09:08	18:44
4	D Hooper	09:07	08:47	17:54
5	U Wannop	07:45	06:20	14:05
6	R Barfoot	06:45	06:35	13:20

35 Cms

1	J Shaw	20:04	19:18	39:22
2	D Hooper	12:44	12:31	25:15
3	P Ing	13:02	11:56	24:58

F1M

1	L Barr	18:05	17:21	35:26
2	C King	18:10	15:40	33:50
3	M Green	17:21	15:56	33:17
4	G Moore	16:43	16:18	33:01
5	P Lawson	13:26	13:06	26:32
6	R Boor	11:07	10:07	21:14

No-Cal

1	L Barr	04:57	04:49	09:46
2	C King	04:47	04:00	08:47
3	R Barfoot	02:01	02:00	04:01

Catapult Glider

1	M Benns	01:10.15	01:06	02:16.15
2	P Tolhurst	00:48	00:48	01:36

Overall National Champion

1	L Barr	17
2	C King	16
3	R Bailey	12

OPEN RUBBER

By Derek May:

At the weekend I was flying in the last ever open rubber event and a great time was had by all! I really enjoyed the sight of my model going skywards. I am one of quite a few who have never won a major competition and would love to beat the big boys. It's a shame but I don't think my planes will be much fun on only 50g - as for my 500 sq/in model that flies on 120g ! We will probably never see the highlight of any Nats again- the open rubber fly-offs.

I do understand the reason behind the rule changes - it would have been nice to be consulted though- it might not have been quite a shock!

One good point is that we are back to square one and on a "level playing field" etc.. but I am sure we will all get over it eventually.

Oh well! we can always reminisce about the good old days of OPEN RUBBER

By Mark Croome:

I was happy with the 50gm rule in that I felt it would encourage serious development where there was stagnation and that contests would help to improve the breed. Now that I have seen the 2007 calender I find that none of the area meetings have a contest for the new models and the only ones specifically for them are the Northern Gala ,The Nats and The Southern. Combined is all very well, but Vintage and Classic by definition preclude development and new ideas and few people will want to develop new 50gm models for such a small group of contests. In my view, announcing a new class and then failing to promote contests for it is so disappointing when there was the real chance of encouraging the diversity of

approach which is totally absent in the FAI classes and which made open rubber such a wonderful class for so long. I'll give it a go in the hope that there will be a pleasant surprise come the Nats but I'm not holding my breath.

By John White:

Coping with the new 50g Rubber limit

In its infinite wisdom, the British Free Flight Technical Committee has decreed that, as from 1st January 2007, all models in the Open Rubber class will be limited to 50 g of rubber. I personally don't like this rule, particularly the way it was sprung upon us at such short notice. It will certainly make my seven and a half foot span, one and a half pound Durator 90 redundant! However, I think we open rubber flyers will have to regard the new rule as a new challenge to our designing, building and trimming skills.

To me, various solutions spring to mind:

(1) Use an existing smaller design and adapt it, if necessary.

Dave Hipperson's Skywalker 60 immediately springs to mind. I'm sure that cutting 10g off the rubber motor will not seriously affect its fine performance.

(2) Modify a C d'H model to take a longer motor.

Some years ago I produced my Summer Cruiser as a higher aspect ratio version of my Winter Cruiser, with its rubber motor extending all the way down its lengthened fuselage to give it an extra long motor run. The other day, I weighed the motor out of one of these models and it happened to come to 52g. There again, I don't think the loss of a couple of g of rubber is going to degrade the performance greatly.

(3) Build or adapt a large model with a short fat motor tube followed by a long thin tail boom.

This method has been suggested by veteran big open rubber flyer Mark Croome, who showed us his new fuselage at the recent Little Rissington meeting. If this approach is successful, we might all finish up building overgrown CdH models!

In fact, why not scale up an existing F1G design to take 50g of rubber?

I hope these suggestions might stimulate discussion on future Open Rubber design. Meanwhile, I'll have to think about what do with Durator 90. Shall I strengthen the wing and build an open glider fuselage for it or shall I adapt it for Open Electric?

14TH DORCOL CUP F1D, BELGRADE, SERBIA, AUGUST 19-20

Srdjan Pelagic reports that there were competitors from five countries. Participants were satisfied with the competition conditions - except very high air temperature (about 34 C). As soon as the competition was over, it dropped for more than 10C, raining and about 25C.

Lutz Schramm flew more than 34 minutes and the indoor experts say he surmounted Richmond s world record for Cat III Halls (15 > 30 m). Belgrade Fair Hall is to my knowledge 24 m high. (The record claim is reported below). This had an excellent echo in our media! Midich surmounted his own Serbian record and shall appear at least twice this week at TV.

F1D 14 flew			best 2 of 6		total
1	L Schramm	GER	33:38	34:47	68:25
2	O Dezso	HUN	32:02	33:44	65:46
3	I Treger	SVK	32:41	32:33	65:14
4	A Ree	HUN	30:51	31:12	62:03
5	S Midić	SER	30:05	30:03	60:08
6	M Kaplan	CZE	28:41	29:35	58:16
F1D Junior 3 flew					
1	G Kaplanova	CZE	23:48	23:03	46:51
2	D Šanda	CZE	21:34	23:58	45:32
3	R Horak	CZE	18:06	16:21	34:27

INDOOR RECORDS

FAI has received the following indoor record claims :

F1D record : N°125-b duration (ceiling 8m - 15m) 33 min 42 sec set by Dezso Orsovai (Hungary) at Budapest (Hungary) on July 9 2006. The current record is 32 min 4 sec set by Orsovai on August 20 2005. There is also a pending claim by Orsovai for 32 min 52 sec set on June 17 2006.

F1D record N°125-c duration (ceiling 15m - 30m) 34 min 47 sec set by Lutz Schramm (Germany) at Beograd (Serbia) on August 20 2006. The current record is 33 min 47 sec set by James Richmond (USA) on August 4 2002.

F1N (Indoor Glider) record : N°118-d: duration (ceiling over 30m) 1 min 30.7 sec by Mitsuru Ishii (Japan) at Saitama (Japan) on September 4 2006. The current record is 1 min 24.8 sec set by Mark Benns, (UK) on July 27 2005.

F1M record : N°117-d duration (ceiling over 30m) 20 min 25 sec by Akihiro Danjo (Japan) at Saitama (Japan) on September 4 2006. The current record is 19 min 40 sec by Akihiro Danjo (Japan) on August 11 2002 .

The details shown above are provisional. When all the evidence required has been received and checked, the exact figures will be established and the record ratified (if appropriate).

SENATOR POSTAL

From Jim Moseley.

It's September 1st.; the 'Senator' Postal has been running since February 1st .... seven months elapsed and I only have two scores registered ... and one of them is my own.

There's still five months left as of today - event closes January 31st 2007 .. and theres' cash up for grabs. At the moment total prize money available through donations amounts to - in round figures - US$ 536 or £281. So . .where are you? Come 'n' get it!!.... Contact Jim at 19 Banner Crescent, Ajax, Ontario L1S 3S8, Canada, +1 905 683-3014, jjmoseley@look.ca

FAI "HIGH FLYERS" BOOK

The FAI produced a book "High Flyers" to celebrate its centenary by recording . It is now offering specially reduced prices on the books remaining stock

The book contains six chapters on subjects related to air sports history:

- The Call of the Air : Air Sports Before the FAI
- The Origin and Initial Development of the FAI (1905-1914)
- Women and Records : a History
- Air Sports and the Olympic Games : the Dream that Never Came True
- A Question of Space (by Eilif Ness)
- The FAI Disciplines and the World Air Games

Appendices record the meetings of the FAI General Conference (1905-2005), the presidents and the secretaries general of the FAI, the members of the FAI in 2005, and the FAI Gold Medals (Air and Space).

The 224 pages in colour include 80 photographs and illustrations. Texts in English and French.

1 copy costs €13, 5 copies €58. Postage costs in Swiss Francs (1 CHF = €1) to Europe are CHF 13.90 for 1 copy, CHF 43.65 for 5; to the rest of the world: CHF 20.90 for 1 or CHF 69.65 for 5. This makes, for example, the cost a single copy with postage in Europe just under €22. An order form may be downloaded from the FAI web site at http://www.fai.org/system/files?file=highflyers_offer2006.zip Payment may be by Visa or Mastercard. Order from Fédération Aéronautique Internationale, Avenue Mon Repos 24 , CH – 1005 Lausanne , Switzerland, or by fax : +41 (0)21 345 10 77. Contact FAI Office at <sec@fai.org>

CORRESPONDENCE

From Anneke Breeman.

Since 1968 I accompany my husband to free flight contests and many years I have been involved in the job of timekeeping, as a timekeeper as well as an organiser.

There are two points that annoy me very much and after the trouble there was with the timekeepers for the fly-off in the Salzland Cup, I think it is time to express myself.

1. Everyone likes to have a timekeeper at his starting pole. Nevertheless there are so many fliers that simply don't want to do this job at all. They expect everybody else to do it, friends, wives, children, but not themselves.
2. And then, when there is a timekeeper and the flier stops flying, he or she doesn't bother to tell the poor timekeeper, who is waiting and waiting and in most cases getting wet and cold, for somebody that does not show up. And that is not very polite to somebody who is sitting there the whole day to let you fly your contest.

And there is something else. I always wonder about the number of fliers that are present at a prize-giving. If you didn't win, you don't have to stay to honour the winner. You just leave.

Again, at the Salzland Cup, with about 200 participants, there were not more than 50 people (most of them family of the winners) to attend the prize-giving. I think that is a pity. The winners deserve the respect of everybody that participated.

THERMISTOR SURPRISE

From Mark Croome:

Just in case anyone out there is interested, I was messing about in the kitchen with the meat probe thermometer and noticed it going up and down regularly. Took it into the garden and despite the thermistor being inside the pointed metal tip the response seems to be less than 10 seconds to quite small changes. Down to the kitchen shop for a very neat hand held thermal finder then!!! Can't tell you the make cos it don't say. but it will have been a cheapo.

NOTICEBOARD

CYCLON F1C ENGINE PANS. A request for these pans for Neil Allen, previously available from 'Engines from Russia' some years ago. Please contact Neil on tel 07811 132431, email n.a.allen@btinternet.com

LOC8TOR TRACKING DEVICE. From Martin Dilly: At Epsom today one of the Vintage chaps was using a commercial tracking device I hadn't come across before, called Loc8tor. It's intended for tracing kids, dogs and other mislaid items and consists of a transmitter weighing about 3gms, operating at around 3GHz. The receiver can locate up to 24 of these on different frequencies and an on ground range of 200 yards was claimed (line of sight). Tracking is augmented by an audio signal. In the air the one he flew cut out at about a quarter mile. Cost is £59.99 with two bugs and a receiver. Have a look at their website. Apparently the SAM mag had an item on this recently. Might be attractive to those who don't want to shell out £500 or so for Biotrack, and while obviously not as good, it would certainly beat looking for a model with no means of location at all.

The cost is £59.99 for a receiver and two transmitters, £25 for two more receivers. Web site: http://www.loc8tor.com/

BMFA FREE FLIGHT FORUM

The twenty-third BMFA Free Flight Forum will be held in the Walmesley Room at the Holiday Inn, Coventry on Nov. 26th, 2006, starting at 10 a.m. This is the day after the BMFA AGM and prize-giving at the same venue. You can attend the AGM, enjoy the dinner, meet other flyers in a relaxed atmosphere and then follow it up the next day by catching up on the developments, techniques and aerodynamics of today's free-flight. Don't miss what has become one of the annual fixtures of British model flying. Questions are welcome.

Among the topics to be covered are: Gurney Flaps, Rubber Testing, Outboard Horizontal Stabilisers, Variable Pitch Propellers for Indoor Models, New Rules for 50 Gram Open Rubber, An Initiation by F1D, An Adustable D-Box Press, Effects of Changing Towline Glider Tailplane Airfoils, and Oven-Baked Propeller Blades.

Lunch will be available and the finish will be at around 5 p.m. The cost for the session will be just £9, with proceeds going towards the expenses of the teams that represent us at World and European F/F Championships. Pre-booking will ensure that you get a seat, so send your cheque, payable to 'BMFA F/F Team Support Fund', to the BMFA at Chacksfield House, 31, St. Andrews Road, Leicester LE2 8RE.

FAI WORLD CUP 2006 F1E

Best 4 results shown for each flyer.

1	F Mang	AUT	147	RZ-1	NM-1	FB-2	PE-10
2	I Treger	SVK	138	RA-1	LP-1	CV-3	MS-15
3	S Kubit	POL	133	MS-1	TZ-1	FB-4	PC-5
4	F Doupovec	CZE	121	FB-1	NM-2	TZ-4	MS-4
5	V Zima	CZE	110	RA-2	LP-2	TC-6	FB-5
6	P Chaussebourg	FRA	110	PC-1	RA-4	RZ-4	CS-5
7	M Popescu	ROM	108	CS-2	PE-2	TC-5	NM-8
8	E Mang	AUT	102	MS-2	CS-3	OB-4	PU-7
9	W Dziuba	POL	101	RB-1	MS-3	NM-9	RZ-12
10	I Crha	CZE	95	CV-2	FB-3	NM-6	RA-10
11	C Bognolo	ITA	78	CS-1	PE-5	TC-24	CP-9
12	F Kanczok	POL	75	RZ-2	PC-9	CV-13	
13	J Orel	CZE	69	TZ-3	RB-5	CV-11	RA-6
14	J-M Chabot	FRA	64	PC-2	TZ-8	RZ-11	
15	J Smeringai	SVK	64	RB-2	NM-5	LP-13	
16	J-L Drapeau	FRA	63	PU-2	PC-7	TC-8	PE-7
17	F Kratena	CZE	62	RA-3	CV-9	TC-18	
18	N Heiss	AUT	61	TC-7	CS-6	LP-10	
19	P Nosko	SVK	60	RA-5	TC-10	RZ-10	MS-13
20	M Mravec	SVK	58	CV-5	RA-8	TZ-10	TC-15
21	J Blazek	CZE	58	RB-3	OB-13	NM-13	LP-14
22	M Tomazzoni	ITA	57	CP-3	PE-4		
23	V Paireli	ROM	56	TC-1			
24	P Bere	ROM	53	PC-3	FB-7	OB-10	
25	L Kovacs	HUN	52	CV-1	MS-6		
26	H Falch	GER	52	OB-1	FB-13		
27	G Berto	ITA	52	CP-1	CS-4		

World Cup 2006 F1E-Junior

1	J Matisek	SVK	116	MS-1	RA-2	RZ-4	CV-2
2	P Valastiakova	SVK	104	MS-2	RB-2	TC-5	RA-3
3	Z Garamvolgyi	HUN	102	CV-1	NM-1	MS-5	
4	A Mang	AUT	100	RA-1	LP-1		
5	Z Benisz	POL	84	TC-2	TZ-2	RZ-3	
6	R Corodea	ROM	82	PC-2	LP-2	TC-6	

Contests included in the results and numbers flying

				F1E	F1EJ
CA	California Cup	USA	Feb 15-16	11	0
FB	Föhrlberg Cup	GER	April 8	26	4
OB	World Cup F1E	GER	April 9	25	4
RA	Open International	CZE	April 29	36	5
RB	Open International	CZE	April 30	25	3
CP	1st Coppa Primavera	ITA	May 5-6	22	1
CS	6th Coppa Mont Sisemol	ITA	May 6-7	26	2
MS	7th Mikulas Cup of Hungary	HUN	May 20	32	9
CV	3rd Cavalloni Cup of Hungary	HUN	May 21	30	7
PC	Memorial Popa Crangu	ROM	Jun 17-18	52	16
TC	Turda Cup	ROM	Jun 22-23	64	20
LP	Liptov Cup	SVK	Sept 15	34	5
NM	Nosko Memorial	SVK	Sept 16	28	6
TZ	World Cup Toszek	POL	Sept 23	31	8
RZ	World Cup Raciborz	POL	Sept 24	31	8
PE	1st Poitou Charentes	FRA	Sept 30	19	4
PU	Poitou	FRA	October 1	20	3