Free Flight news

FFn

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A SUBSCRIPTION RENEWAL FORM IS INCLUDED AT PAGES 139 AND 140

DIARY

November 26 Holiday Inn, Coventry	BMFA Free Flight Forum. See page 128. Contact BMFA, Chacksfield House, 31, St. Andrews Road, Leicester LE2 8RE
December 3 Middle Wallop	Coupe Europa. F1G, Vintage CdH. Start 10.00. See FFn 0607. Contact M Dilly 020 8777 5533 martindilly@compuserve.com
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 3-4 Pori, Finland	Bear Cup. F1A F1B F1C, World Cup event.
March 4 Area Venues.	BMFA 1st Area. C/P (White), F1A (K&MAA/Plugge), F1G, Vintage (Plugge), HLG/CLG.
March 16-17 Gjovik, Norway	Holiday on Ice. F1A F1B F1C, World Cup event.
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 7-9 Naranderra, Australia	AFFS Champs. F1A F1B F1C, World Cup event.
April 11-12 Naranderra, Australia	Southern Cross Cup. F1A F1B F1C, World Cup event.
April 20-23 Turkey	Istanbul FF Cup. F1A F1B F1C, World Cup event.
April 22 Area Venues	BMFA 3rd Area. C/R (Gamage), F1C/F1Q (Halfax/Plugge), F1H, SLOP (Plugge), Tailless.
May 6-7 Salisbury Plain.	London Area Gala & Club Champs. Contact: 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 P Williams
May 20 Near Sheffield	BMFA 1st F1E (Team Selection).F1E.

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

FFN

A subscription form is included as the last page of this issue. If your subscription expires later than December it will be shown on the list, otherwise please renew your subscription as soon as possible to keep copies reaching you in 2006.

Two new books from NFFS are available from FFn and were reviewed last month, the 2006 Symposium Report and Winning Indoor Designs. These may be ordered in combination with your subscription renewals, along with NFFS Symposium Reports from a few earlier years, details are given on the form.

2006 BMFA FREE FLIGHT FORUM

The 2006 BMFA Free Flight Forum looks like the biggest yet, with 14 papers presented by 16 speakers. Nov. 26th is the date, the Holiday Inn at Coventry is the venue and it all starts at 10 a.m. Lunch is available and the cost for the session is just £9, and you can pre-book with a cheque, payable to 'BMFA F/F Team Support Fund', sent to the BMFA at Chacksfield House, 31, St. Andrews Road, Leicester LE2 8RE.

Nick Aikman and Mark Benns: An Indoor Initiation by F1D – A beginner's approach to FAI indoor flying

Mike Woodhouse, Clive King and Mike Evatt: Rubber Testing – Rubber motor torque testing with audience participation

Martin Dilly: An Adjustable D-Box Press – A precise means of pushing fish-bones into taco shells

Stuart Darmon: BMFA Combined Glider Contests – One man's approach to a "truly inclusive glider class" ?

Bob Bailey: Variable Pitch Propellers for Indoor Models – The technology for producing v.p. mechanisms that weigh milligrams

Martin Gregorie: Effects of Changing Towline Glider Tailplane Airfoils – What happens to the launch when you change the tailplane section

Dave Greaves: Oven-Baked Propeller Blades – Cooking your own laminated props

Mike Woodhouse and Chris Strachan: FF Rule Changes for 2007 – The free-flight technical committee's rationale for the forthcoming contest changes.

Mike Evatt: Take the Tension Out of Winding – Keeping the blood pressure down while putting the turns on

Phil Ball: New Rules for Open Rubber

George Seyfang: Gurney Flaps -

Ron Pollard: Open Rubber New Rules

George Seyfang: Outboard Horizontal Stabilisers

Peter King: 50 Gram Open Rubber

NEWS FROM BMFA FF TECH COMMITTEE

Free Flight Change 2007

The full details of rule and calendar changes for the 2007 season and the reasoning behind them have now been distributed via Free Flight News, E-mail newsletter and the BMFA News. The final version of the 2007 rule book containing the rule changes is now being prepared and will be available early in the new year. The full wording of the changes is currently available on the FFTC web site : www.vengi.demon.co.uk/ .

Please note that there is an addition to the calendar being the 6th (reserve) date for the F1E meetings – September 30th *(Ed: TBC, F1E rep said the date is in October)*. Also note that, due to the high cost of running and low numbers partaking in the 2006 F1 A, B and C team selection meetings, a change for 2007 to a single meeting with a reserve date is being considered. For the present the published dates stand but any change if and when finalised will be publicised as soon as possible. Your views on this proposed change are welcome. If the possible change to a single meeting goes ahead this will require a further change to the rule book which currently requires 'three' meetings.

The changes for 2007, in BMFA (Open) Power and BMFA (Open) Glider, that give different engine run and towline length allowances dependant upon whether models are fitted with bunt mechanisms and/or circle tow hooks appears to be causing some debate on exactly 'what' constitutes being fitted with a bunt mechanism. The intention of the rules are clear in that if models are 'fitted' with such mechanisms then they are only given the appropriate allowance – 5 seconds run and 50 metres towline. The question that has arisen is… "What happens if the mechanism/s are disabled?" Our feeling is that if such models have their mechanisms permanently disabled then they would be legitimate; the further question obviously arises as to what constitutes 'permanent' disabling.

We also have to point out that the rule/s were introduced to 1) reduce the performance of existing high performance models, and 2) to allow either existing, non bunt equipped and/or non circle tow models, or, new more simply equipped models to achieve roughly the same performance. The rules were not intended to allow those with bunt and/or circle tow models to find 'loopholes' that would enable them to fly these models with the bigger allowances; Nor were they intended to permit one model to be flown in more than one mode in the same contest. As a result the FFTC is presently formulating guidelines to help CDs determine the requirements of the rules in case of disputes.

We should also remind everyone now that if you've never bought a rule book before, this is the time to do so. The rules are there to create a fair and level game for all. Don't rely on 'the other guy' knowing the rules, make sure you know them yourself. The book costs about the same as a 'pint' in your local so you can't say it's too expensive.

Interestingly, before we even get to 2007 some 'clubs' are already running events with the new BMFA classes and some with the new combined events. Please note that this years FF Forum at the Holiday Inn Coventry – Sunday 26th November at 10am – also features papers on possible design development of the BMFA Rubber class and the future development of the FF classes as a whole. Book your tickets now with the BMFA Office.

BMFA Numbers on Models

As hopefully you are now all aware (Where have you been if you're not?) the BOM rule has been abandoned for 2007. Consequently it is now possible for models to change hands, either by sale or donation. Please be aware that model swapping at contests is firmly disallowed – check the new rules to see how. The primary tool in this disallowment is the insistence on a 'single' BMFA number being 'permanently' displayed on the model. A crossed out old number with a temporary new addition beside it is <u>not</u> allowable. If the model is yours then your number and only your number must appear on the model before the start of the contest.

Stonehenge Cup

A trawl for candidates to organise this event has produced Peter Williams as the successful person. Peter is now already well ahead with the tasks involved and will be producing full details of this now popular fixture on the World Cup calendar in the near future. Contact details for Peter are: E-mail – peter.f1a@virgin.net ; phone – 01252 842120; Address – Old Coach House, Hunt's Common, Hartley Witney, Hook, Hants, UK, RG27 8AA.

Promotion

We are intending to increase our promotion of Free Flight Contest flying during 2007 and have two new possible events under preparation. The first is at North Luffenham in the summer when we proposing to take part in the "SkyLincs" day. This provides demonstrations of all forms of air sports to young people in the Lincolnshire area and we have been asked to participate. The second is a proposal to provide a number of demonstrations at the Radio/Control Line/Scale Nationals. In addition we are intending to 'grow' the "Vol-au-Vent" contests at the Free Flight Nationals. For all these events we will require help, especially on the days of the events themselves. Above all we need fliers to demonstrate 'flying' – in particular glider flying – and to give guidance and encouragement to starting in Free Flight. Consider coming along and taking part. The 'new blood' (young or old) is there but we have to make the effort it capture it; we ***need*** your help!

Thermal Detection

The UK, via the FFTC and the BMFA, have submitted a proposal to the FAI for the banning of 'Thermal Detection Devices' at FAI class events. This is seen as an alternative to the reduction of performance in these classes by further specification changes. Russia has proposed that F1A Glider should have a 40 metre line, F1B Rubber 25 gram motors and F1C a 4 second engine run. Many are opposed to these changes, seeing them as finally inviting the death of F1A, B and C. The FFTC feel that the removal of 'mechanical/ electronic' assistance in picking air is a more viable solution to reducing performance.

A Reminder

When we're using airfields it's vital that we don't park across the ends of runways. All airfields, even disused ones, can be and are used for full size emergency landings without warning. The consequences of cars parked in the way of an approach that may literally have just one or two feet to spare don't bear thinking about – the destruction of your car would be the least of the problems!

Lost and Found

Chairman Mike Woodhouse still has a pair on sunglasses found at the Nationals. Contact him to claim them.

Distribution

If you normally receive this 'news' via e-mail but are having problems please make sure your correct e-mail address is logged with the distributor: e-mail to Trevorgrey@AOL.com .

CANADA CUP, BORDEN, CANADA, SEP 2-4

F1A 7 flew

1	A Barren	USA	1620	+240
2	C Lenartowicz	CAN	1620	+168
3	V Nikolajevas	CAN	1589	
4	P Allnutt	CAN	1575	

F1A-Junior 0 flew

F1B 0 flew

F1C 6 flew

1	A Kirilenko	USA	1620	+240
2	R Pechersky	CAN	1620	+239
3	E Condon	CAN	1611	

FAVLI WORLD CUP, Capannori,Italy,Sep 22-23

F1A 37 flew

1	D Zulic	SLO	1290	+300	
2	J Zarins (J)	LAT	1290	+205	
3	H Fuss	AUT	1290	+165	
4	I Kreetz	NED	1290	+151	
5	M Gobbo	ITA	1290		
6	M Latvenas	LTU	1270		
7	E Ragot	FRA	1266		
8	M Stranieri	ITA	1238		
9	L Picard	FRA	1233		
10	R Kreetz	NED	1224		
11	W Bellen	NED	1219		
12	N Wynhowen (J)	NED	1193		
13	V Brussolo	ITA	1165		
14	G Bachmann	SUI	1132		
14	M Kosonozkhin	RUS	1132		
16	G Tschuor	SUI	1127		

F1A-Junior 2 flew 1 full score

1	J Zarins	LAT	1290	+205

F1B 11 flew

1	V Rosonoks	LAT	1304	
2	M Kusterle	ITA	1296	
3	M Lovato	ITA	1289	
4	H Meusburger	AUT	1266	
5	W Liberatore	ITA	1263	
6	G Matherat	FRA	1262	

F1C 11 flew

1	F Gradi	ITA	1320	+300	+334
2	M Rocca	ITA	1320	+300	+116
3	R Truppe	AUT	1320	+270	
4	M Nogga	GER	1320	+228	
5	B Fiegl	ITA	1320	+102	
6	G Venuti	ITA	1301		

21ST PUSZTA CUP, TASS, HUNGARY,Oct 6-8

F1A 49 flew

1	M Bordjoski	SCG	1320	+344
2	F Kerner	HUN	1320	+272
3	G Aringer	AUT	1320	+271
4	J Zarins (J)	LAT	1320	+252
5	H Fuss	AUT	1320	+249
6	A Notaros	HUN	1320	+216
7	A Szekelyhidi	HUN	1318	
8	I Szabo	HUN	1307	
9	R Holzleitner	AUT	1304	
9	F Wutzl	AUT	1304	
11	M Pitlanic	SVK	1291	
12	K Maczko (J)	HUN	1287	
13	O Pshenychnyy	UKR	1285	
14	J Santha	HUN	1284	

F1A-Junior 13 flew

1	J Zarins	LAT	1320	+252
2	K Maczko	HUN	1287	
3	G Domokova	SVK	1283	

F1B 13 flew

1	V Urban	CZE	1349	
2	E Cofalik	POL	1333	
3	V Tomljanovic	CRO	1325	
4	A Bukin	UKR	1267	
5	V Romanchenko	UKR	1263	
6	V Vivchar	UKR	1249	

F1C 12 flew

1	J Szecsenyi	HUN	1380	
2	R Truppe	AUT	1357	
3	L Patocs	HUN	1346	
4	V Sychov	UKR	1229	
5	O Maczko	HUN	1151	
6	L Magyari	HUN	949	

ANATOLIAN FREE FLIGHT CUP, ANKARA, TURKEY, OCT 7-8

F1A 11 flew

1	I Yablonovsky	UKR	1245	+300
2	I Zavgorodny	UKR	1245	+191
3	O Sevgi	TUR	1240	
4	Y Olgun	TUR	1165	
5	N Savaci	TUR	977	
6	O Yirtar	TUR	641	

F1A-Junior 0 flew

F1B 4 flew

1	I Yurtseven	TUR	1260
2	M Haticoglu	TUR	1180

F1C 0 flew

ARAVA OPEN, OFAKIM, ISRAEL, OCT 13-14

F1A 64 flew

1	E Gerber (J)	ISR	930	+60
1	I Shichman	ISR	930	+60
3	A Baruch	ISR	930	+41
4	E Galor	ISR	930	+37
5	A Eitan	ISR	930	+24
6	M Gilad	ISR	930	+21
7	L Herchkovitz	ISR	930	+18
8	M Furman	ISR	930	+12
9	S Limor	ISR	930	+7
10	Y Kraus	ISR	930	+3
11	A Keren (J)	ISR	930	+2

F1A-Junior 22 flew

1	E Gerber	ISR	930	+60
2	A Keren	ISR	930	+2
3	A Aharon	ISR	922	

F1B 21 flew

1	H Golan (J)	ISR	960	+294
2	G Herzberg	ISR	960	+292
3	S Kuplik	ISR	960	+265
4	O Shabat	ISR	943	
5	G Mark	ISR	933	
6	T Faibish	ISR	904	
7	O Weisfelner	ISR	898	
7	G Mizmacher	ISR	898	

F1C 5 flew

1	O Cohen	ISR	881
2	U Zilcershtayin	ISR	568
3	K Yezhakov	ISR	540

30TH SIERRA CUP, LOST HILLS, CALIFORNIA, USA, OCT 14-15

F1A 30 flew

1	V Bezchasny	UKR	1260	+300	+388
2	H Nyhegn	DEN	1260	+300	+358
3	C Lenartowicz	CAN	1260	+300	+220
4	D Parker	USA	1260	+300	+137
5	T Tzvetkov	USA	1260	+300	+41
6	K Kulmakko	FIN	1260	+183	
7	S Spence	USA	1241		
7	B Van Nest	USA	1241		
7	L Tetrick (J)	USA	1241		
10	D Zink	USA	1230		
11	L Hines	USA	1207		
12	M Thompson	USA	1196		
13	S Limberger	LUX	1190		
14	P Brocks	USA	1186		
15	K Bauer	USA	1175		
15	V Stamov	UKR	1175		

F1A-Junior 1 flew

1	L Tetrick	USA	1241

F1B 29 flew

1	B Jensen	USA	1260	+300	+345	
2	B Biedron	USA	1260	+300	+341	+243
3	Y Waltonen	FIN	1260	+300	+341	+215
4	T Ioerger	USA	1260	+300	+192	
5	E Vanlandingham	USA	1260	+293		
6	I Vivchar	UKR	1260	+285		
7	A Andriukov	USA	1260	+244		
8	M Seifert	GER	1260	+176		
9	R Rohrke	USA	1260	+168		
10	J Emery	USA	1260	+167		
11	D Wood	USA	1260	+135		
12	P Ruyter	NED	1260	+126		
13	P Crowley	USA	1260	+117		
14	G Batiuk	USA	1260	+111		
15	A Schlossberg	USA	1258			

F1C 19 flew 11 full scores

1	K Happersett	USA	1260	+300	+341	
2	H Spence	USA	1260	+300	+317	
3	A Babenko	UKR	1260	+300	+275	
4	B Gutai	USA	1260	+300	+231	
5	M Roberts	USA	1260	+300	+218	
6	N Poti	USA	1260	+275		
7	E Carroll	USA	1260	+265		
8	M Gewain	USA	1260	+235		
9	B Servaites	USA	1260	+219		
10	E Verbitsky	UKR	1260	+201		

F1G 12 flew, 6 F/O

1	I Vivchar	UKR	600	+240	
2	D Wood	USA	600	+129	
3	G Simon	USA	600	+93	
4	P Brocks	USA	600	+84	

F1H 11 flew, 6 F/O 600+

1	M Thompson	USA	240	360	480	593
2	J Parker	USA	240	360	480	382
3	V Beschansy	UKR	240	360	480	122
4	K Kulmakko	FIN	240	360	345	
5	M McKeever	USA	240	360	92	

F1J 6 flew, 4 F/O

1	D Johannes	USA	600	+240	328
2	D Roundsville	USA	600	+240	307
3	H Spence	USA	600	+240	194
4	M Roberts	USA	600	+240	94

F1P 5 flew 7x180

1	A Ferrario (JR)	USA	1252
2	C Secor (JR)	USA	1240
3	G Narek	USA	1130

KRKA CUP, NOVO MESTO, SENT JERNEJ, SLOVENIA, OCT 20-22

F1A 49 flew

1	Y Titov	RUS	1290	+300	+328
2	A Szekelyhidi	HUN	1290	+300	+320
3	R Holzleitner	AUT	1290	+300	+300
4	W Bellen	NED	1290	+300	+288
5	F Kerner	HUN	1290	+300	+267
6	R Koglot	SLO	1290	+300	+242
7	P De Boer	NED	1290	+300	+238
8	M Kosonozkhin	RUS	1290	+290	
9	G Aringer	AUT	1290	+286	
10	D Zulic	SLO	1290	+276	
10	R Lesko	CRO	1290	+276	
12	R Blagojevic	SCG	1290	+253	
13	V Haydutov	BUL	1290	+223	
14	D Terlep	SLO	1286		
15	S Tomaz (J)	SLO	1280		
15	M Cernigoj	SLO	1280		

F1A-Junior 7 flew

1	S Tomaz	SLO	1280
2	S Gaspar	SLO	1275
3	J Zarins	LAT	1225

F1B 22 flew

1	B Silz	GER	1320	+300	+378
2	L Hribar	SLO	1320	+300	+264
3	B Markusic	CRO	1320	+300	+223
4	V Tomljanovic	CRO	1320	+248	
5	D Slokar	SLO	1315		
6	G Willemsen	NED	1314		
7	D Stankovic	SLO	1308		
8	N Banjac	CRO	1307		
9	V Rosonoks	LAT	1305		

F1C 12 flew 6 full scores

1	G Venuti	ITA	1320	+300	+374
2	J Szecsenyi	HUN	1320	+300	+363
3	R Truppe	AUT	1320	+300	+359
4	D Zulic	SLO	1320	+300	+303
5	J Groselj	SLO	1320	+300	+290
6	P De Boer	NED	1320		

FAI INDOOR WORLD CHAMPIONSHIP F1D 2006, SLANIC PRAHOVA, ROMANIA, OCT 2-7

Senior Individual

1	Larry Cailliau	USA	35.14*	35.08+	30.30	33.56	33.22	0.00	70.22
2	Aurel Popa	ROM	33.04	35.13*	34.59+	30.55	32.31	12.14	70.12
3	Lutz Schramm	GER	10.09	34.42*	31.14	12.38	32.04	34.37+	69.19
4	Doug Schaefer	W/C	30.11	26.16	15.11	34.09+	34.29*	13.28	68.38
5	Corneliu Mangalea	ROM	33.42+	34.27*	15.29	32.12	32.03	1.53	68.09
6	Fred Tellier	CAN	30.23	27.35	33.15	28.14	34.31*	33.28+	67.59
7	Brett Sanborn	USA	32.49	33.29	33.12	34.03*	33.42+	31.48	67.45
8	Dan Amoraritei	ROM	30.30	31.58	31.35	32.41+	34.20*	31.29	67.01
9	Deszo Orsovai	HUN	31.45	33.49*	1.35	19.12	32.43+	31.29	66.32
10	John Kagan	USA	24.44	10.40	32.02+	8.54	31.03	32.09*	64.11
11	Zoltan Sukosd	HUN	29.54	29.06	29.58	30.31+	31.15*	11.52	61.46
12	Slobodan Midic	SCG	28.28	30.44*	12.04	29.32+	26.37	11.20	60.16
13	Andras Ree	HUN	30.31*	29.16+	27.06	29.14	0.00	26.41	59.47
14	Jerzy Markiewicz	POL	29.34*	18.49	21.35	28.28+	28.26	20.09	58.02
15	Thierry Marilier	FRA	27.10	27.38+	11.30	27.22	30.13*	0.21	57.51
16	Richards Derek	GBR	26.56+	11.16	26.46	23.39	29.47*	21.09	56.43
17	Ivan Treger	SVK	22.09	24.26	26.41+	27.52*	26.12	25.00	54.33
18	Josef Kubes	CZE	27.18*	25.21	25.24	24.46	26.08	26.28+	53.46
19	Karl Schonfelder	GER	22.00	27.00*	23.48	0.00	26.44+	25.01	53.44
20	Klara Kaplanova	CZE	22.19	20.10	20.18	28.35*	24.53+	17.48	53.28
21	Nicholas Aikman	GBR	23.23	24.14	25.30+	1.47	24.23	27.26*	52.56
22	Jan Dihm	POL	24.37	0.17	27.18*	24.57+	18.26	17.00	52.15
23	Geoffrey Lefever	GBR	25.03	1.09	25.55*	21.18	25.40+	0.08	51.35
24	Uwe Bundesen	GER	26.24*	0.53	25.07+	0.50	22.52	21.09	51.31
25	Colin Raymond Jones	CAN	21.00	24.31	24.56+	26.28*	17.31	21.06	51.24
26	Hideyo Enomoto	JPN	25.30+	21.22	25.17	24.18	25.48*	0.20	51.18
27	Mikita Kaplan	CZE	17.34	23.05	25.45*	24.35	23.46	24.43+	50.28
28	Robert Champion	FRA	16.05	20.41	21.41+	21.30	25.44*	1.12	47.25
29	Edward Ciapala	POL	19.18	24.38*	20.43+	19.22	0.00	0.00	45.21
30	Didier Barberis	FRA	8.15	27.42*	2.21	2.18	12.44	13.09+	40.51
31	Yasutaka Tanaka	JPN	9.18	11.58	18.03*	16.20+	14.57	14.21	34.23
No.of best flights in each round			5	8	4	4	8	2	
No.of 2nd best flights in each round			3	3	8	7	5	5	
No.of scoring flights in each round			8	11	12	11	13	7	
No.flts exceeding 25 min			18	16	18	15	21	11	99
No.flts exceeding 30 min			9	8	7	7	12	6	49
No.flts exceeding 35 min			1	2	0	0	0	0	3

Senior Team

	Country	Abbrev	Total	Round-by-round places					
1	Romania	ROM	205.22	1	1	1	1	1	1
2	USA	USA	202.18	2	3	2	2	2	2
3	Hungary	HUN	188.05	3	2	3	3	3	3
4	Germany	GER	174.34	7	6	4	4	4	4
5	Great Britain	GBR	161.14	4	8	5	6	5	5
6	Czech Republic	CZE	157.42	6	4	7	7	6	6
7	Poland	POL	155.38	5	7	6	5	7	7
8	France	FRA	146.07	8	5	8	8	8	8
9	Canada	CAN	119.23	9	9	9	9	9	9
10	Japan	JPN	85.41	10	10	10	10	10	10
11	Serbia and Montenegro	SCG	60.16	11	11	11	11	11	11
12	Slovakia	SVK	54.33	12	12	12	12	12	12

Junior Individual

1	Justin Young	USA	26.13	21.55	31.05*	20.28	14.16	30.05+	61.10
2	Ethan Aaron	USA	21.38	22.30	27.53	28.52+	28.12	28.58*	57.50
3	Zoltan Somodi	ROM	23.25	1.42	26.11	27.21	27.39+	28.54*	56.33
4	Ciprian Pascu	ROM	25.43	25.16	28.21*	23.48	27.51+	27.33	56.12
5	Nicholas Ray	USA	27.00*	5.35	23.28	0.00	24.52+	17.53	51.52
6	Gabriela Kaplanova	CZE	21.38+	18.59	20.10	16.57	19.06	29.26*	51.04
7	Alexandru Dascalu	ROM	6.48	20.19	21.10	23.00+	28.00*	1.16	51.00
8	Tomasz Demidowicz	POL	0.08	15.15	19.16	20.07+	25.00*	18.45	45.07
9	Jan Klik	CZE	22.06*	8.11	20.05	21.38	21.49+	17.43	43.55
10	Klaudia Kwieciak	POL	14.38	22.48*	21.00+	0.00	5.33	5.36	43.48
11	Krzysztof Muras	POL	15.46	21.24*	19.49+	16.29	17.18	16.16	41.13
12	David Sanda	CZE	4.39	11.32+	10.30	13.31*	8.57	7.19	25.03

No.of best flights in each round	2	2	2	1	2	3	
No.of 2nd best flights in each round		1	1	2	3	4	1
No.of scoring flights in each round		3	3	4	4	6	4
No.flts exceeding 20 min	7	6	9	7	7	5	41
No.flts exceeding 25 min	3	1	4	2	5	5	20
No.flts exceeding 30 min	0	0	1	0	0	1	2

Junior Team

	Country	Abbrev	Total	Round-by-round places					
1	USA	USA	170.52	1	1	1	1	1	1
2	Romania	ROM	163.45	2	2	2	2	2	2
3	Poland	POL	130.08	4	3	3	3	3	3
4	Czech Republic	CZE	120.02	3	4	4	4	4	4

BMFA SEVENTH AREA CENTRALISED, Oct 8

Open Electric 1 flew

1	T Grey	MFFG	7.30	3.16

Open Glider Plugge 36 flew

1	A Cameron	Crawley	7.30	2.56
2	J Arnott	Scotia F/F	7.30	2.17
3	C Foster	Morley	7.30	2.04
4	R Heap	Biggles	7.30	1.31
5	D Oldfield	Vikings	7.30	1.04
6	G Beal	Morley	7.01	
7	G Hart	Vikings	6.59	
8	C Peters	Vikings	6.10	
9	S White	Bristol & West	6.08	
10	N Parry	Biggles	5.59	
11	M Howick	Vikings	5.54	
12	C Parry	Biggles	5.52	
13	M Cook	MFFG	5.51	
14	D Brawn	Biggles	5.42	
15	J Oulds	Crawley	5.40	
16	D Truluck	Vikings	5.38	
17	P Tribe	Bristol & West	5.30	
18	B Lavis	Biggles	5.24	

Team Open Glider Model Engineer trophy

1	Vikings B	Hart, Peters, Truluck	18.47
2	Biggles A	Heap, Lavis, Bailey	17.45
3	Biggles B	Parry, Parry, Brawn	17.33
4	Vikings A	Oldfield, Howick, Halford	17.22
5	Crawley A	Cameron, Oulds, Knight	16.30
6	Scotia F/F	Arnott, Sabey, Eland	16.07
7	Morley A	Beal, Northrop, Davitt	14.46
8	Morley B	Foster,Hickmott,Wilkinson	14.26
9	Bristol & West	White, Tribe	11.38
10	Vikings C	Turnbull	5.22
11	Morley C	Woodhouse	4.33
12	Birmingham A	Darmon, Best	4.03
13	Crawley B	Cameron,Oulds	1.56

Coupe d'Hiver Plugge 31 flew

1	R Vaughn	Crookham	10.00	2.56
2	J O'Donnell	Timperley	9.48	
3	P Woodhouse	Morley	9.13	
4	J Godden	Morley	9.08	
5	R Wilkes	Crookham	9.05	
6	I Davitt	Morley	8.55	
7	M Marshall	Impington	8.52	
8	B Cox	Morley	8.25	
9	J Foster	Morley	8.21	
10	D Davitt	Morley	8.17	
10	D Neil	Bristol & West	8.17	
12	G Ferer	Timperley	8.07	
13	A Crisp	Biggles	7.44	
14	M Stagg	Maidstone	7.27	
14	K Taylor	E Grinstead	7.27	

F1C Astral trophy 6 flew

1	P Watson	Birmingham	12.30	4.10
2	J Cuthbert	Falcons	12.30	3.01
3	S Screen	Birmingham	12.30	
4	N Allen	E Grinstead	8.36	
5	R Baggott	Birmingham	4.52	
6	J Thompson	Crookham	2.30	

Tailless 9 flew

1	S Willis	Croydon	7.30	3.04
2	C Strachan	Biggles	6.54	
3	A Crisp	Biggles	4.16	
4	G Turnbull	Vikings	3.51	
5	V Willson	Crookham	3.00	
6	R Tiller	Bournemouth	1.53	

Plugge

1	Morley	2783	11	Grantham	566
2	Bristol & West	1552	12	Cleemac	523
3	Crookham	1256	13	Vikings	519
4	Biggles	1234	14	Novocastria	407
5	Timperley	847	15	MFFG	397
6	Croydon	783	16	Scotia F/F	378
7	Birmingham	729	17	Crawley	373
8	E Grinstead	606	18	NWFFG	218
9	Tynemouth	591	19	Falcons	185
10	CVA	567	20	Impington	169

BMFA 3RD TRIALS, Barkston Heath,Oct 14-15

F1A 11 flew

1	J Carter	Falcons	1214
2	A Ball	Grantham	1206
3	P Williams	Richmond	1181
4	D Oldfield	Vikings	1178
5	A Jack	Tynemouth	1176
6	P Tribe	Bristol & West	1163
7	P Ball	Grantham	1132

F1B 10 flew

1	R Peers	Falcons	1200
1	M Woolner	E Grinstead	1200
3	G Stringer	E Grinstead	1190
4	D Greaves	Bristol & West	1180
5	B Martin	Tynemouth	1175
6	R Cheesley	Crookham	1142

F1C 5 flew

1	N Allen	E Grinstead	1200
2	P Watson	Birmingham	1200
3	S Screen	Birmingham	1187
4	A Jack	Tynemouth	1113

BMFA FREE FLIGHT TEAM TRIALS

Top 3 in each class make up our international team.

Scores given in Trials 1, Trials 2, Trials 3 and best 2 scores.

F1C- Aeromodeller Power Trophy

1	N Allen	E Grinstead	50		50	100
2	S Screen	Birmingham	40	50	30	90
3	A Jack	Tynemouth	30	40	25	70
3	P Watson	Birmingham	25	30	40	70
5	R Baggott	Birmingham	20	25	20	45
6	K Faux	Vikings		20		20

F1A- Aeromodeller F1A Trophy

			Tr1	Tr2	Tr3	Best 2
1	C Edge	Scotia F/F	50	50	17	100
2	J Carter	Falcons	20	17	50	70
3	W College	Birmingham	19	40		59
4	A Ball	Grantham	18	18	40	58
5	M Cook	Maidstone	40	15	16	56
6	P Ball	Grantham	25	30	18	55
7	D Oldfield	Vikings	13	25	25	50
8	D Bartle	Morley	30	19		49
9	P Williams	Richmond	14	16	30	46
10	A Jack	Tynemouth	15	20	20	40
11	R Jack	Tynemouth	17	14	15	32
12	P Tribe	Bristol & West		13	19	32
13	M Dilly	Croydon	16	11	14	30
14	K Best	Birmingham	11	12		23
15	S Darmon	Birmingham	12	10		22

F1B- Premier Shield

1	M Woolner	E Grinstead	50	17	45	95
2	R Jones	CM	40	40		80
3	M Woodhouse	Vikings	25	50	17	75
4	R Peers	Falcons	20	20	45	65
5	D Greaves	Bristol & West	30	18	25	55
6	B Martin	Tynemouth	17	30	20	50
7	G Stringer	E Grinstead	19		30	49
8	R Cheesley	Crookham		25	19	44
9	P Martin	Tynemouth	16	19	18	37
10	J Billam	Grantham	18	16	16	34
11	N Cliff	Biggles	15			15
11	D Billam	Grantham			15	15
13	I Taylor		14			14

BMFA SENIOR CHAMPIONSHIPS

			1st Area	2nd Area	3rd Area	Northern Gala	London Gala (Sun)	London Gala (Mon)	4th Area	Nats (Sat)	Nats (Sun)	Nats (Mon)	F1E June 4	F1E June 11	5th Area	F1E 2 July	Summer Mini	EA Summer Classic Sat	Southern Gala	Trials 1	6th Area	Trials 2	7th Area	Trials 3
1	P Ball	111.0		6	13	12	13		6	15	6	9					12		6	3	6	4		
2	P Watson	81.0					6		9	9	6	9			9				6	2	9	3	9	4
3	I Davitt	78.0	4	9		10		7	11			7			9		12	3	4		1		1	
4	A Jack	63.5		6	9	9	11.5		3	9										3	3	6		4
5	J O'Donnell	52.0	6	2							4	13			6				9		6		6	
6	C Strachan	50.0				5	1	2			9	6						3	9		9		6	
7	J Cooper	41.0		4		4	7.5	3	3.5		2	4			9		4							
8	D Hipperson	40.5		9	9	2.5		1	4								3		12					
9	S Darmon	40.0	9		4					9									9		9			
10	N Allen	39.0							1	6	2	2			4				9	6			3	6
11	J Cuthbert	38.0	9	9		2			4	4	4												6	
12	T Grey	37.0	1			5	3	4		6	3	6			2				6				1	
13	C Foster	34.0			4	2		2	3	9	3	3					2		2				4	
13	S Screen	34.0					0.5			1					6				3.5	4	6	6	4	3
15	C Edge	32.0								3	9	2								9		9		

16	S Willis	31.0		24	D Beales		22.0	32	S Barnes	19.0
17	G Ferer	28.0		24	J Carter		22.0	32	G Stringer	19.0
18	J Godden	27.0		24	R Vaughn		22.0	32	P Tribe	19.0
19	J Bailey	25.0		27	S Brewer		21.0	35	M Benns	18.5
19	M Croome	25.0		27	C Chapman		21.0	36	A Cameron	18.0
21	P Hall	24.0		27	A Crisp		21.0	36	R Jones	18.0
22	F Rushby	23.0		27	D Davitt		21.0	36	T Payne	18.0
22	M Woodhouse	23.0		31	P Tolhurst		20.0	36	G Peck	18.0

BMFA CONTEST ENTRIES FOR 2006 SEASON

	Average	Total		Average	Total
Open Rubber	23.1	162	Tailless	8.0	16
F1A	20.2	121	Vintage Glider	8.0	8
Mini Vintage	20.0	120	HLG	7.4	37
Open Glider	18.0	126	F1J/1/2A	7.0	42
OP & SLOP	17.6	141	F1C	6.7	40
A/1	14.3	86	E30	5.3	21
Coupe	13.2	79	F1E	5.0	15
Vintage	12.7	38	CO2	4.6	23
F1B	10.3	62	F1Q	3.0	3
P30	10.0	40	Open Electric	2.8	14
Catapult Glider	8.2	41			

OXFORD MFC SEPTEMBERFEST, PORT MEADOW, SEP 24

Report by Mike Kemp.

With pouring rain and M25 and M40 50 mph speed limits, the weather did not bode well on the journey to Port Meadow. However on arrival the rain had ceased and the sun had come out. The gentle southerly breeze was not ideal for this site and it meant a long trek to get to the control area positioned well upwind from the car park.

The max was set to 100 secs for all events except HLG. For this year the Vintage Glider towline length was increased to 100 metres.

Coupe d'Hiver saw Andy Crisp being one of the first to achieve a max and he went on to finish third. The real battle was between Mike Chilton and Andrew Longhurst and it went all the way to the fifth flight with Mike maxing out whilst Andrew just dropped a flight.

In Vintage Coupe, no one maxed out but winner Vic Willson did manage two maxes to beat Peter Tolhurst and Andy Crisp.

Middle weight was poorly supported with only two entries and winner Andrew Longhurst maxed out with his Mick Farthing Mk2.

HLG had a new competitor this year, Harjinder Obhi (from the RC fraternity) who used muscle power impressively to finish second. Winner Peter Tolhurst and third placeman Mike Hadland used catapult launches for their Dingbats. The latter was the only one to achieve the 60 sec max but unfortunately the model disappeared upwards in the process not to be seen again.

Vintage Glider flight times were better this year no doubt due to the longer towline and there was a flyoff between Mike Chilton's Shelagh and Rex Woodruffe's Gully Hatchet with the former emerging the winner.

In Classic Glider only one maxed out namely Tony Clark's Seraph followed by Rex Woodruffe's Caprice which dropped a flight.

Lightweight Rubber, the best supported event produced five who maxed out and in the flyoff, Andrew Longhurst's Scram beat Dave Taylor's Senator and Vic Willson's Buckeridge.

Prizes consisting of bottles of wine and Flitehook vouchers were awarded at the end of the contest when as always the conditions were ideal with the sun shining and the breeze almost non existent.

The event will be run at the same time next year with the addition of a modern HLG contest but no Middleweight event.

Coupe d'Hiver 5x100

1	M Chilton	500	
2	A Longhurst	493	
3	A Crisp	471	
4	R Kimber	468	
5	P Hall	200	

Vintage Coupe d'Hiver 3x100

1	V Willson	293	M. Etienvre
2	P Tolhurst	288	Fuit
3	A Crisp	255	PAM

Vintage Glider 3x100

1	M Chilton	300	+196	Shelagh
2	R Woodruffe	300	+164	G. Chopper
3	P Michel	248		Thor

Classic Glider 3x100

1	T Clark	300	Seraph
2	R Woodruffe	260	Caprice
3	C Shepherd	256	Eaglet
4	P Michel	205	Pjerri

Lightweight Rubber 3 x 100 8 flew

1	A Longhurst	300	+218	Scram
2	D Taylor	300	+190	Senator
3	V Willson	300	+118	Buckeridge
4	P Brown	300	+92	Gollywock
5	M Kemp (Proxy R Knight)	300		Senator
6	R Chilton	298		Senator

Middleweight 3 x 100

1	A Longhurst	300	MF2
2	V Wilson	209	Aprila

Vintage HLG 9 x 60

1	P Tolhurst	274	Dingbat
2	H Obhi	246	Walleston
3	M Hadland	107	Dingbat

Gala Champ A Longhurst

CRANFIELD CLASSIC, NEWBIGGING, OCT 1

Report by Jim Arnott

Having been postponed in September due to gales, the re-arranged Cranfield Classic event was held on 1st October in ideal conditions. A warm dry day with a light wind all day. The breeze veered right round the compass during the day causing short periods when the trees caused concern. Five flights to a 2:30 max from a 12sec run was a fairly comfortable target. Although all five Cranfield designs were on the field and flown, the eight contest entries comprised 4 Lucky Lindy's, 3 Gloworm's, and a Mister Max. With most models able to max unassisted, it was poor choice of air or pilot error that blotted the scorecards. Ewan B-Jones completed four perfect flights before making what had become the obligatory mistake. He needed 2:21 on the final flight to win. Too straight a launch put the climb off pattern and it went over the top to finish at only 150 ft. Fortunately he had launched into a well marked thermal, which was carrying Tommy McLaughlin's model away with a d/t failure for a 25 min flight. Ewan's Gloworm quickly centred in this and climbed away to win the event.

8 flew

1	E Baxter-Jones	12:30	Gloworm OS15
2	A Brown	12:20	Lucky Lindy OS15
3	M Quinn	11:55	Lucky Lindy OS15
4	J Arnott	11:32	Gloworm OS15
5	G Blair	11:23	Lucky Lindy OS15

ROD KENWARD TROPHY, MIDDLE WALLOP, OCT 15

Report by David Beales

October 15th saw the first contest flown for the Rod Kenward Trophy; it also marked the return of free-flight to Middle Wallop, thanks to Mike Parker and others. Most will remember Rod, who died last year, as a keen and successful Vintage and Classic glider flyer, so it seemed an appropriate class for the first Kenward Trophy contest.

As an experiment the field was shared with the full-size flying club; in the circumstances this worked well, allowing two contests, glider and rubber, plus plenty of trimming to take place. Unfortunately the strong breeze didn't co-operate, its direction only allowing use of half of the potential space allotted to model flying. Should the drift have shifted a few degrees diagonally across this area a 2 or even 2½ minute max would have been possible and welcome. The minute and a half max used kept most on the field; those that flew off were unlucky not to land in an open field.

An interesting pointer to next year's Combined Glider rules is that the first five places were taken by Vintage designs using a 100 metre line; the potentially superior Classic designs used the 75 metre line, proving in the words of the great Sal Taibi, "Altitood is everything". Does this mean that in 2007 with a 25 metre line advantage straight tow will be fashionable again?

Very pleasing that talented junior Brindley Taylor was victorious; at the prizegiving he paid a gracious tribute to Ron Kenward who had helped and advised him when he first started contest flying.

16 flew

1	B Taylor	4:30 +1:45	Nord	Vintage
2	K Taylor	4:30 +1:35	Lulu	Vintage
3	G Smith	4:30 (watch failed)	Hyperion	Vintage
4=	V Driscoll	4:30	Nord	Vintage
4=	P Michel	4:30	Thor	Vintage
6	A Clark	4:23	Seraph	Classic
7	A Crisp	4:15	Corsair	Classic
8	E Bennett	4:14	Nebula	Classic

2006 TIMPERLEY LEAGUE POSITIONS

From Dave Hipperson.

The leading five in the 2006 Timperley League as of 1st November 2006 are as follows:

G.Beal	9.9.9.9.6.4.2.	=	48
C.Strachan	9.9.9.6.6.6.2.	=	47
J.O'Donnell	9.6.6.6.6.4.	=	37
S.Barnes	9.9.9.6.2.1 .	=	36
D.Limbert	9.6.6.4.4.3.2.2.	=	36

I still have no results for Rod Audley's Glider Day at Middle Wallop in the Spring nor the Steel Cup in Scotland in the Summer. The Glider day may well add to Gordon Beal's points slightly and I expect to receive these results before the next issue of Free Flight News. (Six months is a fair old time to wait!)

As of the moment the only other event that could effect these results would be the Vintage Coupe d'hiver in December probably to be held at Middle Wallop. However that doesn't mean there can't be any others. Events need only be advertised in Free Right News to qualify and the season doesn't end until 16th December.

I hope to attend at least one of the Morley Club run events just before Xmas at Church Fenton to award the Trophy. If on the other had it transpires that the League might be won at the Vintage CdH event in the South then I shall see to it that the Trophy is presented there.

THE 2007 ALMOST OPEN RUBBER LEAGUE

From Phil Ball.

Dave Hipperson has passed the baton to me so I will be running the Open Rubber League during 2007.

Because of the BMFA rule change restricting Open Rubber to 50 grams of rubber Vintage and Classic models should now become competitive and hopefully more contestants will have a chance of winning the league.

With the introduction of these rule changes from 2007 the League will now include events for BMFA Rubber, Combined Rubber and hopefully Open Rubber providing Clubs continues to promote the class, all will count towards the final placing.

For the first time Area Events will count towards the final classification as will BMFA Centralised Events and Galas such as the Devon Rally, Timperley Gala, Scottish Nationals and the Brum Fly.

To qualify for inclusion in the league all events must have been advertised in an Edition of FFN published at least 5 weeks prior to the date.

A different points system will also be introduced to encourage greater participation. Points will be automatically awarded to the first 3 contestants with added bonus points for each contestant you beat down to and including 21st place. This will allow up to 20 contestants to score points compared to the old system that only awarded points to the top 6.

The new system will come into its own at large events such as the Nationals and Team Rubber but will still encourage entries in poor conditions as there are no restrictions to points awarded to the top 3 who will still receive 15,10 & 5 points respectively plus any bonus points if the no of entries are sufficient .

To make the League more visible it will be updated regularly and hopefully published in FFN, a full listing will also be available from me at contests.

Results will also be available direct form me by email, send your address to me at phil.ball@ntlworld.com

Rules for the Almost Open Rubber League.

The league is organised to find the season's top performer for contests conforming to: -

BMFA Rubber, Combined Rubber, Open Rubber

Definitions of BMFA Rubber and Combined Rubber as per October 2006 BMFA News, Open Rubber to 2006 Rule Book

Events

BMFA Rubber at the Nationals, Northern and Southern Galas

BMFA Combined Rubber at Area Venues for the Gamage Cup and Farrow Shield and the Centralised London Gala

Club Galas or the Scottish Nationals, these must have been advertised in an edition of FFn published at least 5 weeks prior to the event.

The class i.e. BMFA Rubber, BMFA Combined Rubber or Open Rubber to be clearly stated.

Points System

1st 15 points 2nd 10 points 3rd 5 Points

1 Bonus point to be added for each competitor you beat down to and including 21 entries.

For example 1st place and 21 entries receive 35 points (15 points for winning and 20 bonus points), at the same event 16th place receives 5 points and 20th place receives 1 point.

Classification

Best 5 scores to count

In case of a tie most 1st places to count then most 2nd places etc and if still a tie the 6th then, 7th scores etc to count.

REACTION TO RULES MEETING IN ODESSA

From Andrew Crisp

With horror and dismay I read the ideas for rule changes which were put forward by Stamov et al at the meeting during the Eurochamps in Odessa.

Time and again it has been shown that performance reducing changes to existing rules also preduce participation. There is concern on this score across the board. Think of the countries who used to raise regular teams in the F1C category in World and Euro Champs. Some are now lucky to put forward a single flier.

Surely the obvious answer to curt performance in all classes, but particularly in F1B and F1C, is to eliminate thermal detection devices – thermistors, streamers, fluffies or whatever. Oh yes, and ban flapping under models in flight, while you're at it. "Impossible to police", they all cry, but when motor heaters were banned in F1B flyers seemed to accept it in good grace. I may be naïve, but I have heard of no cases of cheating.. There has to be trust in aeromodelling, after all when did you last have the specifications of your model checked, outside of a major championship?

Let's get specific…

F1A

The 40m will only create confusion fo the gliding enthusiasts. If he or she flies in GB lines will also be required at 75m for straight tow open (as from next season) and for classics, 50m for F1H and 100m for vintage models. If he or she flies gliders of different sizes, heavy and light lines will be required at each length. It will be on a par with fishing!

The answer to reduce performance at the highest level is to ban the bunt. The best bunting models are supposed to reach 1½ times towline height on launch and do 4 minutes unaided. Two thirds of this would give about 2.45 which is less than the maximum, which **should** give smaller flyoffs. Circle tow would still be allowed (it gives the class an element of athleticism), but the line, even though removed from the winch, must not be thrown. Eeven so, this would still give some height gain for the well adjusted model, but would not give the flight performance we are experiencing with electronic bunters.

As for adding "drag" to reduce performance… would you really want to fly what is basically an elegant machine with table tennis balls sprouting all over it?

F1B

Banning thermal detection equipment should cut down overall scores. Rather than reducing the rubber yet again, what about prohibiting moving surfaces? Yes, a kind of "slow" Wakefield. This can still give a decent flying model. Need I instance Bob White, or the Canadian Wake flyers. Look at the relative popularity of SLOP in this country compared to the gadget bound F1C, F1J and open classes.

F1C

The more the motor run is reduced, the more timekeeping arguments will arise. It's bad enough with 5 seconds now. Reducing motor power seems more sensible than drastic changes in model specification, which, although logical, might completely put off the dangerously low numbers now participating. Surely suitable intake and prop size limits can be devised for both straight and geared motors, the latter included to appease those who have invested a lot in their "Hummers" or whatever the going motor is. This could reduce the power output to the level were it might be advisable to **increase** the motor run to give a respectable performance. Motor runs would be easier, and less critical, to time and participation might increase.

Note that all these suggestions, give or take a bunt or VIT lever (or two) the actual models remain essentially the same

PS You might be interested in this item from December 1961 Aeromodeller following the World Champs of that year. So what's new?

> *1961 C.I.A.M. Meeting*
>
> *The annual F.A.I. models commission meeting is taking place in Paris as this issue reaches the model shops and newsagents. As we go to press, very little is known of the agenda and we were unable to get any inkling of propositions which are likely to be put forward for formula changes. We have, however, observed in the French magazine "Modele" that the following suggestions are being made in France regarding the International free-flight classes. They are, for the A/2 glider, a reduction of the line length to 40 metres, surface area same size, but weight 17-18 ozs. according to area within limits. Wakefield rubber motor reduced to 30 gm (1.05 oz), wing area and weight unchanged. Power models, engine size unchanged, 15 seconds engine run, loading 400 gm/cc (14.08 oz per cc) and surface loading 25 gm (0.88 oz) per square decimetre. For all three classes the proposition includes six flights with 120 second maximums. One would have thought that after this year's World Championship results that everyone was satisfied with the current formulae. The view is taken in France that it is about time other countries appreciated their "400" engine loading formula which, of course, they proposed many years ago and have been using as a National formula for several seasons. We also hear of a Czech proposition to make A/l, Coupe d'Hiver and l cc power the new International f/f classes!*

From Henning Nyhegn and Tom Oxager

In short, the reason for the meeting was "The same old song": Modern FAI class models are performing too well!!! The result is there are very few fields large enough for the performance of the present models.

The suggested cure was also the same old theme: Shorter towlines, less rubber and a try to strangle engines by reducing intake area. Nothing new in that, but the last proposal, which would work for all classes, suggested that some form of drag devices should be attached to the models in order to reduce performance.

This really upset us!

First, we do our very best to design, build and trim our models aiming for the very best performance and always trying to optimize the lift/ drag ratio, only to find that somebody wants to destroy our efforts by adding drag to our models in order to make sure they do not fly too well!

This is a terrible and desperate cure which for sure will not only reduce the performance of our models but also very quickly kill free flight in the FAI classes. The result would be comparable with formula one racing with the handbrake pulled.

What can we do then?

Before we start blaming our models for flying too well or feel we need to restrict their performance, lets have a look at the real "sinner": WIND VELOCITY.

During the last three years Henning Nyhegn and his Nordic Cup crew has gathered wind speed/altitude and direction data by releasing and timing the ascent of helium filled balloons for the purpose of finding the best starting position for the contests. Data gathered during this period shows that wind speed measured 2 metres above ground level quickly increases with altitude and reaches the ground value +40% at F1A

release altitude and then remains surprisingly constant upwards for several hundred metres which covers the altitude band our models are operating in, even when flying a max in a strong thermal.

How far do they get?

Worst case: 9 m/sec. On the ground + 40% means our models are travelling at 12.6m/sec:

First round flown with 210 sec max:	210 x 12.6 =	2646 m
First round flown with 240 sec max:	240 x 12.6 =	3024 m
Rounds flown with 180 sec max:	180 x 12,6 =	2268 m

And they travel even further than that! To these figures we have to add the distance travelled from DT to the ground.

Now let's look at a more normal day with a wind speed of 5 m/sec. On the ground +40% = 7m/sec in the air.

First round flown with 210 sec. max:	210 x 7 =	1470 m
First round flown with 240 sec. max:	240 x 7 =	1680 m
Rounds flown with 180 sec. max:	180 x 7 =	1260 m

Not so bad. Again we have to add the distance travelled from DT to the ground.

Looking at these figures we should limit the distance flown by:

1. Using available meteorological data to avoid flying in the periods with the highest wind and strongest thermal activity.
2. Not start contests when wind speeds exceed 6m/sec.
3. Accept the need for a reserve day for each flying day/ model class.
4. start flyoffs later and use the reserve day early morning for completing the flyoff if the weather forecast favours this.

It is evident that a careful study of meteorological conditions is very important when selecting a site for continental and world championships.

On most locations the wind speed is increasing towards noon and is reaching its maximum around 2pm local time. At the same time the thermal activity reaches its maximum. If we stopped flying between noon and 2pm and reduced the number of rounds to be flown to 6 or 5, the flights in the periods taking our models farthest away could be reduced. Already now some world cup contests are run with 5 rounds. Many competitors have also expressed, that it would be an improvement if they were less worn out from a hard days retrieval when the flyoff started .(where the real competition begins within the existing contest format).

If the wind speed is exceeding 6m/sec already in the first early morning round, it is very likely that the wind around noon will exceed 9m/sec. "Let the best man win" is always the goal, and the flyoff will assure that, but it would be fine if most of us enjoyed the competition and returned many more times.

Accepting the need for delaying / stopping competitions during periods with the fiercest conditions also calls for an increased need for reserve days.

Finally, in search of means to avoid "outflying" our flying fields, DO NOT CHANGE THE MODEL SPECIFICATIONS. If such changes in the future are being proposed, they must be preceded by at least a flying season trial period before being judged and approved.

From Peter Buchwald

Obsolete rules on performing competition ?

Does lack of new thinking concerning competition rules contribute to a limitation of the possibilities of development for free-flying model planes?

The basic rules on performing competition in the F1X classes have not changed basically for many, many years.

As I started the interest in competitive flying in approx. 1970 the issue was that the number of starts was increased from 5 to 7. The issue then was also to make sure that the stop watches were calibrated correctly so that the measured flying time could the trusted.

The max time was 180 seconds – as today – and as for a few ones, the top placing in Fly-off was to be decided as well

In the meantime many measures have been taken in respect of rules with the real purpose of limiting the number of participants in the FLY-off rounds.

My suggestion is to "re-think" whether the present of possibilities and limitations could establish modern fair rules on performing competition, providing a realistic, accurate and exiting competition, where the end placing will be respected by everyone for the basic reason that the "best ones were those who won" on the day concerned.

I have the following idea/suggestion to the up-to-date rules on performing competition for the classes F1-A, B, C and Q:

1. No changes in the model specifications.
2. Number of starts and flying time as of today, i.e. the decision is made by the contest director based on the weather conditions as well as the possibilities at the flying location.
3. "Time-taking". The suggested change is the following:

   Today the performance is measured in seconds which in the reality most often will be a "max" for by and large all participants. I suggest the performance to be measured in metres…

   Concretely so that the competition management hands out a "measuring device/recorder" to each participant and at any start. This "measuring device/recorder" records the result of any competitive flying.

   This "measuring device/recorder" is a little electronic Altimeter / "Flight Recorder" (probably with a weight of 5-10g). The participant must be responsible for having mounted this device on the model for the competitive flying.

   The altimeter is programmed for recording time and altitude for the reason of the flight quite automatically (by release or launch) and then the time and altitude after 30 seconds, after 60 seconds, after 90 seconds, etc.

   After the flight the participant is responsible for delivering the altimeter to the judges' committee. The judges' committee will then read-out, validate and approve the flight and the result of this.

   Example: 3. flight/period is e.g. decided to take place between 10:15 a.m. and 10:45 a.m. "measuring time" of 2 minutes.

   a. The participant receives from the judges' committee a detectable and prepared Flight Recorder to be used for the flight concerned.
   b. The flight is performed by the participant starting from a joint starting field for the class concerned.
   c. The participant performs the model retrieval and delivers the Flight Recorder to the judges' committee again.
   d. The judges' committee reads out the Flight Recorder of the participant and controls that the start has taken place during the printed time interval (between 10:15 a.m. and 10:45 a.m.) and reads out the altitude which

the model had at the measuring time (by this example after 2 minutes of flying).

Thus the results of the flight concerned – provided that the flight has been performed during the printed interval – will be that that for participant XX the result yyy metres will be noted for this flight.

4. The result calculation for the flight/period:

   The placing for each participant is calculated for each flight/period.

   The participant for whom most metres have been recorded will obtain 1st placing. The participant for whom second most metres have been recorded will obtain 2nd placing, etc.

   If the an identical number of metres have been recorded for 2 participants, the placing will be equal to the average of possible placings. Participants whose flight is not approved will obtain placings as the last ones.

   Thus the result of the flight/period is the placing obtained by the participant for the flight concerned. – This result is recorded on the score board related to each participant in respect of the flight/period concerned.

5. The entire competition result is calculated based on the "lowest placing sum method".

   Basically, this is made by summing up the placings of the individual flights.

   Example: Participant xx has obtained the following placings in the printed 8 starts printed:

   5,2,8,1,9,15,7,4 which means a placing sum of 51.

   The participant with the lowest placing sum will be no. 1 of the entire result. The participant with the secondlowest placing sum will be no. 2, etc.

   In case of an identical placing sum for 2 participants supplementary rules for settling such a situation are available too.

PS: I have reused the rules and principles applied in connection with competitive sailing. As a matter of fact, sailing also depends on the weather conditions, and course lengths (measuring time) might also be settled based on local conditions, possibilities, etc.

MUSIC, MUSIC, MUSIC

There are some things you think you'll never see. Like Graham Norton getting married, or Tony Blair admitting that he made a terrible mistake about Iraq. Or model aircraft being mentioned on the sleeve notes of a CD. OK, the first two will probably never happen, but the third is now reality. Peter King's new CD Janus has sleeve notes by Alan Barnes and they mention model aviation not once but twice.

It's an album that's well worth a listen. It's somewhat unusual because in addition to a couple of relatively conventional items with the jazz quartet, there's a five-movement piece by Peter the title tracks combining string quartet, jazz quartet and of course Peter's extraordinary alto sax playing. It was recorded live back in 1997 in London's Purcell Room in front of an audience that, if I remember rightly, contained several FFn readers... (MCW)

NOTICEBOARD

½A MINI-WOODPECKERS. Russell Peers has 3 of these for sale with TD.049 at £40 each. Contact Russell at 487 Crewe Road, Wells Green, Wistaston, Crewe, Cheshire CW2 6QP, tel 01270560893.

THERMIKSENSE

Thermiksense, the German free flight magazine is produced by Bernhard Schwendemann. It is published four times a year and reports on the international FAI-classes. The text is in German but this does not affect appreciation of the plans. Every copy contains about 60 A4 pages. The subscription rate for one year (4 issues) is €18 in Germany, Europe and world-wide surface mail, €21 Europe airmail, €25 world-wide airmail. Payment may be made by sending € or $ cash, by international transfer (account details from Bernhard), or pay by credit card via Paypal (follow the Kontakt link on the web page www.thermiksense.de). Contact Bernhard at Fuchshofweg 25, D-73614 Schorndorf, Germany, fax +49 40 3603 156 213, BeSchwende@aol.com

RUBBER STRIPPER

I have the stripping machine I just need someone to use it. As part of the product lines I offer I sell rubber stripped for indoor flying. David Deadman had carried out the stripping task for me however David passed away earlier this year. If you are interested let me know. The payment is on a piece work basis, something to do while watching the TV! Payment in cash or free flight goodies, your choice. If you are interested please get in touch: tel 01603 457754, mike@freeflightsupplies.co.uk

LONDON GALA CDS REQUIRED

The London Gala is scheduled for May 6/7th on Area 8 on Salisbury Plain, but David Beales is unable to take on the co-CD task and Martin Dilly will probably not be available either.

What is needed is a couple of people to handle the advance planning, deciding on any additional events, scoreboards, signposting, publicity and whatnot, as well as doing the on-the-spot CD-ing on site. London Area free-flighters are a bit thin on the ground, but unless we can find people to do the jobs there won't be a 2007 London Gala. Please now stampede to your phones or your computers and contact Martin Dilly on 020 8777 5533 or at martindilly@compuserve.com.

UK COMPETITION NEWS

COUPE EUROPA will be at Middle Wallop on December 3rd. It is now one of the 12 international contests counting for the new Euro Challenge, organised by the Italian AGO Torino club and running till September 2007; there will also be a Vintage Coupe d'Hiver class for the AAA Cup. Contact Martin Dilly (martindilly@compuserve.com) or David Beales (addickab@aol.com) for a pre-entry form for the contest and save some money. See the July FFn for full details.

OXFORD MFC FREE FLIGHT RALLY will be at Port Meadow, Wolvercote, Oxford on June 9 and 10. 'Champagne flyoffs' for Coupe d'Hiver (F1G), A1 glider (F1H), and HLG/Catapult combined will start at 7pm on the Saturday. Flying on Sunday starts at 10am with the events:

Flown to 5 flights 2 min max in rounds: CdH (F1G), A1 (F1H), E30/P30/CO2 combined.

Flown with 3 flights 2 min max no rounds will be: vintage rubber (34" max span), vintage glider (72" max span or A2), classic glider 1951-9160 (72" max span or A2), tailless rubber/glider combined.

HLG/Catapult combined will be flown to 1 min max.

A1 gliders will use 50m towlines. Special awards are the Ian MacDonald Trophy, Top Lady, and Gala Champ. You must own but do not have to have built your model. No thermistors, streamers, poles, etc. No motor heaters. No power models. Insurance required by all flyers. Contact: Andrew Crisp, 4 Grove Street, Oxford OX2 7JT tel 01865 553800.

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