FREE FLIGHT news

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FFn DIARY

January 12-13 Salisbury Plain	BMFA Trimming Weekend. See FFn 1301. Must call Peter Tribe on Friday before 01225 862748.
January 19-20	BMFA Salisbury Plain. See January 12-13.
January 26-27	BMFA Salisbury Plain. See January 12-13.
January 21	Chobham Tree Chop
January 27 Middle Wallop	Crookham Gala, Comb P, Comb G, mini vintage, F1G, E36. See FFn 1212 and 1301, Start 10.00, all events may be run in rounds. Roy Vaughn on 01344 779071 or roy.vaughn@btinternet.com
Febuary 2-3	BMFA Salisbury Plain. See January 12-13.
February 10 Area venues	BMFA 1st Area. C/G (Plugge), C/R, C/P (Plugge), B/E(Plugge), Mini Vintage. Contact: Area Comp Secs.
February 9-11 Lost Hills, California, USA	Kiwi Cup of New Zealand. F1A, F1B, F1C, F1E, F1P, F1Q World Cup event. Contact: Roger Morrell, Upper Hutt, 52 Clyma St, New Zealand, tel +1 310 483 8776, r_morrell@yahoo.com web: www.faifreeflight.org
February 12 Lost Hills, California, USA	North American Cup. F1A, F1B, F1C World Cup event. Contact: Tony Mathews, Brampton, 2 Tralee street, L6Z2X4 Ontario, Canada, tel (705) 754 55 53, fax (905) 846 59 46, email: tmathews180@gmail.com web: www.torontofreeflight.org
February 14-18 Lost Hills, California, USA	Maxmen International. F1A, F1B, F1C, F1E, F1P, F1Q World Cup event. Contact: George Batiuk, San Luis Obispo, CA, 576 Dana St # B, USA, tel +1 805 305 0340, fax +1 805 546 0700 e: slogb1@gmail.com
February 18	Chobham Tree Chop
February 24 Nova Pazova, Serbia	4th Koplas Pro Cup. F1N. Contact: Bozo Grubic, tel +381 63 80 17 132, fax +381 22 323 597, email: bozo.grubic@yahoo.com web: www.aknovapazova.com
March 3 Area venues	BMFA 2nd Area. C/P (White), F1A (KMAA/Plugge), B/E, F1G, Vintage R/P (Plugge), Vintage Glider, HLG-CLG(Plugge). Contact: Area Comp Secs.
March 7 Säkylän Pyhhäjärvi, Sweden	Swedish Moose Cup. F1A, F1B, F1C, F1P, F1Q World Cup event. Contact: Per Findahl, 73832 Norberg, Fagerstavägen 25, Sweden, tel +46 223 22 957, per.findahl@telia.com web: http://norbergsfk.se/swedishcup
March 9-10	BMFA Salisbury Plain. See January 12-13.
March 16-17 Gjovik, Norway	Holiday on Ice. F1A, F1B, F1C, F1Q World Cup event. Contact: Tor Bortne, 2840 Reinsvoll, Jernbanev 28, Norway, tel +47 920 95 329, email: tobortne@bbnett.no www.frifluktvegar.no
March 23-24 Rana near Louny, Czech Rep.	23th:Spring Cup I, 24th:Spring Cup II. 2 F1E World Cup events. Contact: Josef Kubes, tel +420 737 164 138, email: j.kubes@centrum.cz
March 25-27 Narrandera, NSW, Australia	Southern Cross Cup. F1A, F1B, F1C World Cup event. Contact: Tahn Stowe, tel +61 296 646 198, email: stowes@ozemail.com.au
March 27-31 Narrandera, NSW, Australia	Australian Free Flight Championships. F1A, F1B, F1C World Cup event. Contact: Vin Morgan, tel +61 39 38 72 531, email: vin.morgan@utas.edu.au

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FFn

Welcome to the 2013 issues to our new continuing readers, and thanks to those who have renewed subscriptions for this year.

OBITUARIES

It is sad to start 2013 reporting the loss of the three flyers reported below and also Jane Howick – noted for running the Lulu postal as well as glider flying.

Stafford Screen

22nd July 1934 - 2nd January 2013. By Mike Fantham

Stafford Screen died in hospital on January 2nd following increasing poor health and an operation on his back on Christmas Eve. He was 78.

Stafford was one of the finest model flyers in the World. His F1C models and support equipment were an inspiration and his approach was totally professional. He had an amazing record in World and European Championships but, sadly, he never quite made it to the top of the podium as an individual.

He represented Great Britain 31 times in F1C, flying in an incredible 23 consecutive World and European teams between 1977 and 1999. Stafford missed two (Euro Champs) in 2000 and 2002 before completing a run of 31 out of 33 up to his last appearance at the 2009 World Champs, where he placed 4th behind the Winner - his club-mate Peter Watson.

He flew in all 17 World Championships between 1977 and 2009 placing 4th twice and also gaining a 7th and an 8th place. He flew in 14 European Championships between 1978 and 2008, taking 4 Team Golds, a Team Silver and 2 Team Bronzes. As an individual, he also picked up 3 Silvers and 8 other top ten places at these events. I haven't even tried to count his other International and National competition successes - there must be dozens of them. The GBR Team successes since the mid-seventies owe a lot to the inspiration many people took from Stafford's presence. In F1C, he was often joined by Birmingham club-mates on National Teams.

I first met Stafford in the mid-seventies and I had the pleasure of being on hand for many of his Championship appearances - he was a team man in every respect and always ready to play his part on the flight line or downwind.

One incident comes to mind. We were in Ukraine in 2006 and Stafford had a fly-away. It was proper - miles away and out over the Black Sea. The Team sprang into action with walky-talkies and trackers, we got a faint signal from the cliff-tops. A boat hire was negotiated and with radio relays and trackers, binoculars and persistence, the model was pulled from the sea a mile or two off-shore. There are nine people in the 'victory picture all gathered around a happy Stafford, holding his model

For me, it was a privilege to retrieve his wonderful aeroplanes and bring them back to the maestro at many events abroad. He is one of the few that I count among my true heroes - he was a real gentleman, a highly skilled engineer and a truly great Free-Flighter.

Our Country has lost its finest ever international F1C flyer - he was loved and respected the world over and will be greatly missed - may he rest in peace.

Our thoughts are with his wife and family.

I'll leave the last words here to a Ukrainian flyer - seen in SCAT News .....

Dear Free Flight Fliers,

I am very sorry to say that our best friend and very good FF flier Stafford Screen passed away.

Me, Valentin Mozirsky, Artem Babenko, Victor Stamov and many model fliers from Ukraine and Russia accept our condolences for everybody who was acquainted with Stafford. He was really GREAT person. The remembrance about Stafford will be stay in our hearts all life.

Yours faithfully, Eugene Verbitsky

Al Wisher & George Fuller

By Dave Hipperson

Over the Christmas period we lost two of UK's greatest Free Flight aeromodelling characters. To me they are both equally important because when I started in the early 60s they stood amongst a small group head and shoulders above the rest of competition flyers on this wonderland I had discovered called Chobham Common. My early visits there were by train. This required walking the not inconsiderable distance from the local station – Longcross Halt – to whichever corner of the common was upwind on that day. I clearly remember now even 50 years later, on my first ever visit there seeing one of Georges Dixielanders climbing into the clear blue sky in front of me as I wheeled my box of very much lesser creations towards his launch point.

He wasn't to be trifled with of course. No upstart like me would expect to have much contact with such a star. I can't remember when we first spoke but I am sure it was a put down to keep me in my place and quite right too. We didn't know each other that much in those early days but we were to later on.

It was the Croydon Club members who were to become my main influence and as well as the late Ken Smith the other guy that helped me enormously was Al Wisher. He had an amusing and inspirationally casual attitude to flying which belied a natural competitive ability. I liked that. It is easy to forget now in this age of immense and serious complexity in F1A that Al (That's Alan not A1) preferred Glider to the other classes because it was "less fiddlesome". He was great at Rubber and Power too but only in Glider did he win the accolade of having developed a man model combination so well attuned as to be able, when bored by not finding a suitable thermal quickly whilst towing for a comp flight, to tie his line to a car bumper, walk off to get a sandwich, eat it and then suitably refreshed continued towing much to the consternation of the timekeeper who had to keep watching the pendant all that time! This was long before the days of circle tow let alone what we have now. For quite a few years he was the glider flyer to beat.

For some reason he thought I was worth the effort and for the first few years of my contest flying life, before I had a driving licence (1964) and along with the afore mentioned Ken Smith and Norman Elliot and Martin Dilly, sometimes all of us together (Northern Gala 1963!) he would take me to comps the length and breadth of the Country. A door to door service without so much as a mention of financial recompense. Rather the opposite - long conversations on these numerous trips taught me so much and not just about Free Flight! I remember exactly where I was (Beaulieu Heath) when in a few sentences Al explained to me the principles of the Bilgri X Blank and how easy it was to use this system to calculate and create accurate propellor pitches. I went straight home tried it and wrote my prop carving article published Aug 1966 page 446. (I didn't have to look that up either Martyn Colwey reminded me of it a few weeks ago). Let's call that Al Wisher's article.

When we lost Chobham for contests in the early 70s we saw much less of Al and although his business in selling shop furnishings and equipment took him all over the Country he continued to fly but mostly radio glider at which he became proficient. I last met him on a day when he was doing very well at that on Church Fenton on the same day as I was there competing in a Free Flight event the other end of the field. Fortunately Sue was able to meet him that day too. Neither of us were ever saw to see him again. He died of a heart attack at home with is wife Shelia and was buried Wednesday 19th December.

George Fuller died of cancer on 30th December. A cancer brought on, as was Anselmo Zeri's, by a weakening sustained after he contracted valley fever whilst flying at a particularly dusty week's competition on Lost Hill in the USA. He became

quite a celebrity in the West of England as they don't see a lot of that sort of infection down there and specialists were tripping over themselves to get a look at him. He was a popular patient and I got the impression at the time that the hospital staff really took to him and were delighted with his recovery. The cancer emerged only a year or two ago and he knew he was dying but you wouldn't have thought so from his demeanor. He was building flying and gardening hard when I visited him last Summer.

George had also reduced his activities around the time of the loss of Chobham Common and after having had a pivotal role in the fortunes of A.A. Hales and also being responsible for their risking a wholesale importation of something called the TD range of engines (they didn't want to - George persuaded them) he became disenchanted with the hobby business, or at least the way that company was run and branched out successfully into cakes and catering of all things which eventually took him into the West Country. Not however before and whilst still in his travelling rep. guise for Hales, he had pulled the very lovely Kath, virtually off a ladder, when he caught her stacking shelves in her shop at a height quite unsuitable (or perfect depending on how you see it) for a young lady wearing a short skirt!

George with Sue Hipperson last July

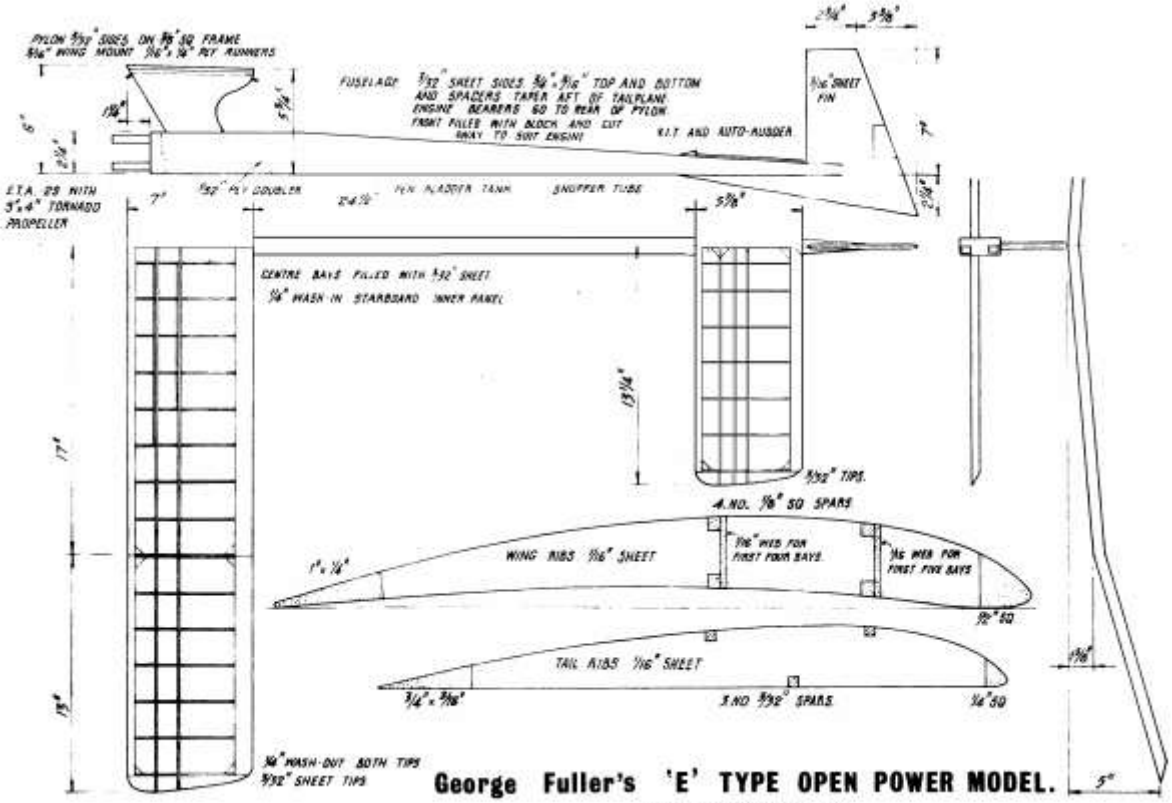
George came back to Free Flight just as soon as he had a moment. That must have been about 25 years ago and this time it was I that was able to welcome him as he drove onto North Luffenham and I spotted him as I returned across the downwind peri-track and he nearly ran me over. If anything he was more enthusiastic than ever returning actively to Power duration once again and along with his chum Alan Parker also domiciled in Devon and with whom he established a Mobile Home/Caravan repair business and his Bristol & West Club mates, he continued the tradition of the popular Devon Rally or Woodbury Weekend as it became known. Be in no doubt it was he who organised the first proper Nostalgia class day in the UK. The vintage guys had broken the ice some years previous with Rubber models and the very forward seeing Mike Kemp has realised the potential and wealth of small and medium class designs between Vintage and Modern but George went the whole hog with Glider and Power too. I wrote to him with questions about the rules and actually advised him AGAINST the whole idea especially nostalgia power – not a hope. He wasn't listening to me. Thank goodness wasn't. The day was a colossal success. I walked around that little mown grass area on the South edge of Woodbury Common astonished by the numbers who had turned up with models in all classes. It was an enormous shot in the arm for us all. It was simply seconds after hearing the beautifully crisp note of Ted Hopgood's AM25 running on alloy bearers in a Dixielander that I knew I had to fly power again.

I did and the first ones, just a year later were Dixielanders, with AM35s running on alloy bearers and although I quickly developed a better Slow Open Model they were firmly on Dixy. principles. The authentic Dixielander or rather three of them were, on Church Fenton some years later, to provide for me what I consider to be my finest ever contest aeromodelling experience but that's a story for another day.

For the time being - Thanks to both of them. Al for the atitiude and George for the model.

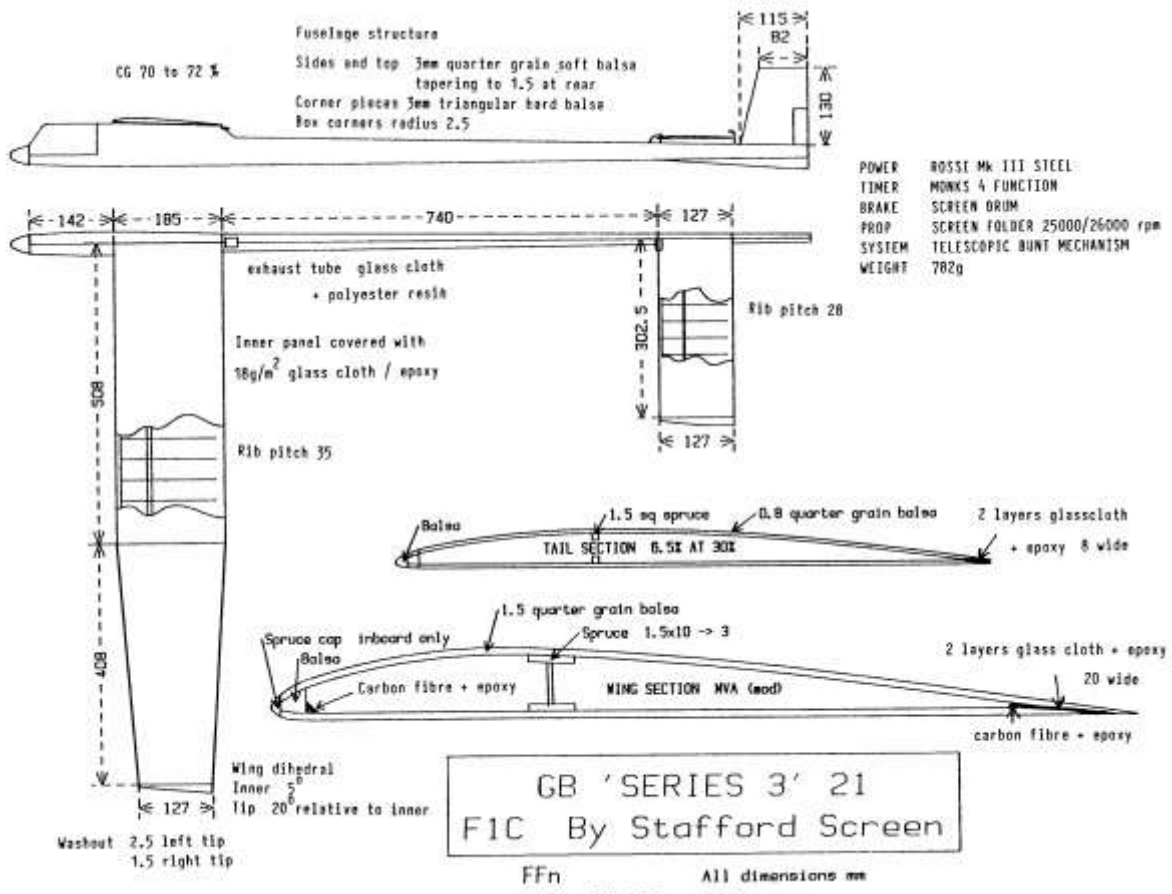
GLIDER LAUNCHER

The photos show John Carter's glider self-launching jig. The size is 42 inch x 24 inch, the rails are balsa with hard wood track carbon capped.



George Fuller's 'E' TYPE OPEN POWER MODEL.

from FFn December 1969



From FFn February 1985

FAI FREE FLIGHT WORLD CUP

This year had a total of more than 4800 entries in the Free Flight World Cup competitions. I can repeat last year's comment that this is the largest number ever and again it resulted from an increased number of F1A F1B F1C competitions to 50, with the average number flying in each competition remaining approximately constant.

The top two F1A places were a repeat of 2011with Mikhail Kosonozhkin of Russia winning the World Cup, again with a bonus point margin of 2 points ahead of the Slovenian Roland Koglot. Roland has now been second for three years in succession. Four points behind him, the third place was taken by Yuri Evdokimov of Russia.

The F1A-Junior podium was also shared between Slovenia and Russia, in this case with Nikolay Lomov of Russia moving up from third last year to win this year. Slovenian flyers Crt Siftar and Miha Lemut were second and third respectively.

The F1B World Cup was won by Anatoly Rybchenkov (Russia) with a bonus point lead over Ismet Yurtseven of Turkey. Third place was taken by Stepan Stefanchuk of Ukraine, with 2 wins and a second place plus 10 bonus points.

F1B Junior was won by Bartlomiej Bilewicz of Poland, Oskar Findahl (Sweden) was second and Pavel Lomov (Russia) third. Mention should also be made of Lithuanian Thomas Mackus who was fourth in F1B Junior, but he was also the highest placed junior in the senior F1B World Cup, placing fifth.

F1C was won by Artem Babenko (Ukraine). Reinhard Truppe (Austria) was second this year, the same as 2011, and Juri Roots (Estonia) was third, all these places decided on bonus points.

Andreas Lindner (Germany) won F1Q in 2011 and now again in 2012, with three wins and second and third places were taken with two wins by Gabor Milak (Hungary) and Heikki Salminen (Finland) respectively

F1P Junior was won by Karolis Linartas of Lithiuania. Second and third places were a direct swap between the holders in 2011, this year Andrey Viazov (Russia) was second and Taron Malkhasyan (USA) third.

Stanislav Kunit of Poland was the clear winner of F1E, his haul of bonus points aided by winning the large Popa Cringu Memorial event just before the European Championships. The other large event in Romania was won by Jacek Zurowski, also of Poland, and he placed second in the World Cup. Third place went to Zorin Valeanu, a Romanian junior. The final World Cup results for F1E were given in the October FFn.

Zorin Valeanu was the winner of the F1E Junior World Cup, beating Konrad Zurowski (Poland) on bonus points. Third place was taken by another Romanian flyer, Mihnea Niculescu.

Three events were cancelled. One was the Canada Cup when the airfield was not available. The other two events were the F1E contests in Serbia, which were cancelled when no entries had been received by the closing date, although one competitor later reported having sent an entry just before the deadline.

Total number of participants in all competitions: **4811**

Full results at www.freeflightnews.org.uk/wcup/wc12/WCP12F1.HTM

Number of competitors per country, only those scoring points in 2 or more events:

F1A		F1A Junior		F1B		F1B Junior		F1C		F1Q		F1P Junior		F1E		F1E Junior		All	
RUS	25	CZE	6	RUS	23	POL	3	UKR	9	FIN	2	LTU	1	POL	11	FRA	3	RUS	59
GER	14	RUS	6	UKR	12	RUS	3	RUS	8	GER	2	RUS	1	ITA	10	GER	3	GER	41
UKR	12	SLO	5	USA	12	BUL	2	USA	6	CRO	1	USA	1	GER	8	POL	3	UKR	34
CZE	11	BIH	3	GER	11	LTU	2	POL	5	GBR	1			ROU	8	ROU	3	POL	33
SLO	10	HUN	3	FRA	8	UKR	2	GER	4	HUN	1			CZE	5			USA	28
FRA	9	LTU	3	CZE	6	FRA	1	HUN	4	USA	1			FRA	5			CZE	26
BUL	8	POL	3	POL	6	LAT	1	ITA	3					SUI	4			FRA	24
ISR	8	ROU	3	GBR	5	SWE	1	AUS	2					SVK	3			ITA	17
FIN	7	BUL	2	NOR	5	USA	1	CAN	2					AUT	2			ROU	16
SVK	7	SVK	2	SWE	5	SRB	1	EST	2					GBR	1			SLO	16
HUN	6	AUT	1	NED	4			GBR	2					UKR	1			BUL	13
NED	6	CRO	1	SLO	4			SRB	2					USA	1			GBR	13
POL	6	EST	1	AUS	3			AUT	1									HUN	13
USA	6	FRA	1	CRO	3			BIH	1									FIN	12
BIH	5	GER	1	FIN	3			BUL	1									LTU	12
ROU	5	MKD	1	ISR	3			CHN	1									ISR	11
SWE	5	NZL	1	LTU	3			CRO	1									NED	11
AUT	4	SWE	1	NZL	3			CZE	1									SVK	10
DEN	4	UKR	1	SRB	3			LTU	1									SWE	10
GBR	4	SRB	1	BIH	2			NED	1									BIH	9
LTU	4			CAN	2			SLO	1									SRB	9
SRB	4			HUN	2													AUS	8
AUS	3			ITA	2													CRO	8
CRO	3			LAT	2													AUT	7
EST	3			ARM	1													SUI	7
MKD	3			BUL	1													CAN	6
SUI	3			CHN	1													NOR	6
CAN	2			DEN	1													DEN	5
ITA	2			ROU	1													EST	5
LAT	2			TUR	1													NZL	5
TUR	2																	LAT	4
NZL	1																	MKD	3
NOR	1																	TUR	3
																		CHN	2
																		ARM	1

	A	AJ	B	BJ	C	Q	PJ	E	EJ
No. contests	56	51	56	45	55	21	20	18	14
Total of entries	1925	385	1180	148	499	60	30	563	95
No. competitors scoring points:									
in 1 event	198	34	120	21	60	14	8	52	14
in 2 events	79	20	61	7	25	5	0	24	7
in 3 events	41	9	30	4	16	2	1	14	2
in 4 events	32	6	18	1	4	0	1	5	0
in 5 events	19	4	10	2	5	1	0	6	1
in 6 events	10	2	5	1	1	0	0	4	1
in 7 events	8	1	4	0	2	0	0	2	1
in 8 events	0	1	3	1	2	0	1	2	0
in 9 events	0	1	5	0	1	0	0	2	0
in 10 events	1	1	1	1	0	0	0	0	0
in 11 events	0	0	1	0	2	0	0	0	0
in 12 events	1	0	0	0	0	0	0	0	0
in 13 events	1	0	0	0	0	0	0	0	0
in 14 events	1	0	0	0	0	0	0	0	0
in 15 events	0	0	0	0	0	0	0	0	0
in 16 events	1	0	0	0	0	0	0	0	0
in 17 events	1	1	0	0	0	0	0	0	0
Total number of competitors scoring World Cup points	393	80	258	38	118	22	11	111	26

Key to contests and numbers flying in each class

			A	AJ	B	BJ	C	Q	PJ
KW	Kiwi Cup	USA	54	5	49	4	22	5	2
PA	Pan American	USA	48	1	35	1	17	0	0
MM	Maxmen	USA	56	2	48	3	23	3	3
HL	Holiday on Ice	NOR	36	2	23	2	1	2	0
KU	Kotuku Cup	NZL	8	1	10	0	1	0	0
MV	Matfors VT	SWE	14	2	8	0	1	0	0
OM	Omarama Cup	NZL	7	1	10	0	1	0	0
BC	Bear Cup	FIN	40	2	21	2	4	2	0
SB	Slavonije Baranje	CRO	24	8	8	2	7	0	0
SC	Southern Cross	AUS	10	1	16	0	5	0	0
AC	Australian FFCh	AUS	10	1	16	0	5	0	0
NL	Naloev Cup	RUS	43	11	29	6	19	0	3
NC	Novohrad Cup	SVK	54	17	29	4	12	0	0
LC	City Cup Lucenec	SVK	48	17	24	4	8	0	0
BL	Baltic Cup	LTU	48	9	18	7	13	2	1
HG	Harghita Cup	ROU	38	11	5	0	4	0	0
ES	Estonian Cup	LTU	45	9	18	5	13	2	1
SF	Sofia Cup	BUL	14	3	5	3	3	0	0
JP	Jihocesky pohar	CZE	78	15	34	4	21	0	0
SZ	Szabó Miklós	ROU	33	8	5	0	4	2	0
SH	Stonehenge Cup	GBR	22	0	19	0	5	1	0
ZM	Zmiev Cup	UKR	38	7	36	4	18	0	2
SM	29th Srem Cup	SRB	25	7	18	2	9	1	0
HE	Herend Cup	HUN	90	21	37	4	24	6	1
MR	Mura Cup	HUN	64	17	31	4	15	2	1
IC	Istanbul FF Cup	TUR	13	3	8	3	0	0	0
DZ	Djordje Zigic	SRB	28	8	12	3	4	0	0
SE	Swedish Cup	SWE	52	12	36	4	11	4	1
DK	Danish Cup	SWE	42	10	34	4	6	5	1
CR	FF CRO Cup	CRO	31	14	20	3	7	0	0
NO	Norwegian Cup	SWE	45	11	34	4	6	5	1
AN	Antonov Cup	UKR	30	3	23	3	14	0	1
MA	MMM 14	USA	9	0	11	0	1	0	0
CB	Commonwealth	UKR	21	3	14	3	9	0	1
MG	Mongolia Cup	MGL	24	5	19	3	13	0	1
HC	Huron cup	CAN	4	0	8	2	3	1	0
MS	Mostar Kup	BIH	22	5	12	2	3	4	0
PT	Poitou	FRA	55	5	33	4	14	0	0
SL	Salonta Cup	ROU	28	12	12	2	7	0	0
IS	Negev Open	ISR	52	11	21	4	6	0	0
IK	Izet Kurtalic	BIH	26	8	12	0	4	0	0
HM	Hunt a Max	LTU	11	4	9	3	6	0	1
KZ	Kietrz Cup	POL	40	10	16	6	8	6	0
MK	Mikhail Knyazev	RUS	31	8	29	6	16	0	3
EF	Eifelpokal	GER	64	4	34	2	6	2	0
SU	Summer Cup	POL	35	9	15	5	7	0	0
HS	FFH Switzerland	UKR	40	8	30	3	16	0	1
BE	FFH Belarus	UKR	41	8	41	3	22	0	2
BU	Bulgarian Cup	BUL	17	4	12	7	5	0	2
EQ	Equinox Cup	GBR	11	0	11	0	3	1	0
MC	Macedonia	MKD	37	7	12	1	2	0	0
PR	Prilep	MKD	35	7	14	1	3	0	0
SR	Sierra Cup	USA	17	0	29	1	11	1	1
CT	Capannori	ITA	22	5	18	3	8	0	0
KC	Krka Cup	SLO	56	15	24	1	17	3	0
PL	Philippe Lepage	FRA	39	8	25	1	6	0	0

F1A

1	Mikhail Kosonozhkin	RUS	158	HE-1 NC-1 BE-1 SL-1 MV-1 MR-2 DK-2 BC-2 PL-1 HS-13 EF-24 KC-2 PT-10 SE-4 NO-5 HL-10 SZ-1
2	Roland Koglot	SLO	157	MR-1 MM-1 PA-1 SM-1 EF-2 CR-2 HE-5 MC-5 JP-9 KC-1 KW-4 PR-5
3	Yuri Evdokimov	RUS	153	MK-1 AN-1 CB-1 NL-21 ZM-6
4	Brian Van Nest	USA	150	SC-1 KU-1 OM-1 AC-2 MA-3 MM-12
5	Per Findahl	SWE	147	DK-1 BC-1 HE-2 MV-2 PA-3 HL-3 MG-3 MM-4 SH-5 MR-8 ES-7 BL-23 SE-9 NO-9
6	Jes Nyhegn	DEN	135	NO-1 SU-1 SE-3 KW-5 HE-10 KC-15 MM-17
7	Thomas Weimer	GER	129	KZ-1 HL-1 NC-4 PT-5 DZ-6 BL-9 MR-11 PR-11 SE-13 NO-7
8	Sergey Makarov	RUS	125	MM-2 PA-2 MK-2 HL-4 KW-19 NL-3
9	Yuri Titov	RUS	124	NL-2 BE-2 HS-2 ZM-4 MK-3 AN-2 CB-2
10	John Carter	GBR	121	SE-1 EQ-1 BL-8 HL-11 CT-11 ES-15 SH-2
11	Crt Siftar (J)	SLO	121	LC-1 SB-2 JP-4 SL-13 CR-4
12	Ambroz Vrtovec	SLO	120	PR-1 IK-1 CR-8 MC-7 MS-2
13	Victor Stamov	UKR	113	SR-1 MM-3 BE-3 HS-9 ZM-10
14	Rene Limberger	USA	113	MA-1 LC-2 MM-6 KW-24 NC-23 PA-16
15	Istvan Halasz-Szabo	HUN	108	SZ-2 DZ-2 SB-4 HG-15 HE-19
16	Jama Danier	CAN	105	MA-2 HC-2 SR-4 PA-7
17	Ivan Bezak	SVK	104	KZ-2 KC-3 DK-3 SB-3 HE-8 HG-6 KW-8 NO-11 PA-12 MR-13 MM-15 SE-15 SZ-5
18	Danijel Terlep	SLO	104	DZ-1 IK-3 HE-7 KC-18
19	Robert Hellgren	SWE	103	HL-2 ES-3 MV-3 BC-4 DK-5 NO-19
20	Rudolf Holzleitner	AUT	103	MS-1 HE-4 JP-5 HG-7 KC-22
21	Lee Hines	USA	100	KU-2 OM-2 SR-5
22	Nikolay Lomov (J)	RUS	99	BL-2 CB-3 KC-4 DK-6 HS-6 PA-8 KW-10 HE-12 SE-12 ES-13 NL-13 MM-16 MR-21 BE-6 ZM-9 AN-15

F1B

1	Anatoly Rybchenkov	RUS	156	HS-1	NL-1	AN-1	HE-4	NO-7	MC-5	SE-10	MK-12	CB-3	PR-6	
2	Ismet Yurtseven	TUR	152	MS-1	MC-1	IC-1	MR-2	NC-2	ZM-3	BU-3	HE-6	EF-17	LC-9	PR-5
3	Stepan Stefanchuk	UKR	150	PA-1	JP-1	MM-2	BE-2	HE-3	NC-4	MR-6	EF-11	CB-2		
4	Mihaly Varadi	HUN	150	SB-1	HG-1	SZ-1	DZ-3	MR-7	HE-10	SM-5				
5	Thomas Mackus (J)	LTU	147	HE-1	NO-1	CT-2	SU-3	HM-3	DK-5	MR-8				
6	Russell Peers	GBR	145	SE-1	BL-1	BC-2	EQ-2	HL-3	ES-4	CT-7	DK-16	SH-10		
7	Svetozar Gostojic	SRB	144	KC-1	DZ-1	MC-2	NC-6	BU-6	PR-4					
8	Stanislaw Skibicki	POL	143	KZ-1	SL-1	BL-2	DZ-4	BU-4	CR-5	KC-10	SU-4			
9	George Batiuk	USA	142	AC-1	KU-1	SC-2	OM-2	PA-7	MA-5	EF-13				
10	Michael Woolner	GBR	136	BC-1	DK-2	SH-2	SE-3							
11	Tony Mathews	CAN	133	HC-1	PA-2	MA-2	MM-19							
12	Radoje Blagojevic	SRB	132	PR-1	IK-2	SB-2	SL-5	LC-7	SM-8	KC-11	NC-10	MS-2		
13	Viktor Rosonoks	LAT	122	CT-1	MV-2	ES-3	HL-5	BC-5	BL-5	DK-8	SU-8	NO-13		
14	Alexander Andriukov	USA	122	MM-1	EF-1	SR-11	KW-23							
15	Walt Ghio	USA	117	SR-1	HL-2	KW-6	PA-10							
16	Bernd Silz	GER	115	NC-1	JP-2	DK-7	HE-19							
17	Wu Yun Sheng	CHN	112	MG-2	KU-2	AC-3	OM-5	SC-7						
18	Yrjo Waltonen	FIN	108	HM-1	PR-3	KC-4	HL-4	ES-5	SE-13	MM-18	PA-16	BL-7		
19	Oleg Kulakovsky	UKR	108	EF-2	AN-2	BE-5	ZM-4							
20	Vladislav Urban	CZE	107	MR-1	NO-4	SE-4	JP-10	DK-10						
21	Charlie Jones	USA	105	KW-1	MA-1	MM-21								

F1C

1	Artem Babenko	UKR	159	MM-1	HS-1	AN-1	KW-2	HE-5	BE-6	PA-5	CB-3			
2	Reinhard Truppe	AUT	157	HE-1	MR-1	SL-1	EF-1	PR-1	KW-3	HS-3	CR-4	BE-5	KC-2	MC-1
3	Juri Roots	EST	152	DK-1	NO-1	BC-1	HM-2	SE-2	MV-1	HL-1				
4	Laszlo Patocs	HUN	152	LC-1	KZ-1	HG-1	SM-3	HE-6	KC-5	JP-7	NC-3	SL-2		
5	Franco Gradi	ITA	143	CT-1	CR-1	LC-2	HE-3	JP-5	MR-6	NC-4	SB-2			
6	Zou Jiong Yu	CHN	140	OM-1	KU-1	SC-2								
7	Vladimir Sychov	SLO	138	MG-1	HE-2	MR-2	LC-3	HS-4	MM-5	BE-7	PA-6	JP-9	KC-6	NC-4
8	Alan Jack	GBR	133	SH-1	PT-2	SR-2	MM-4	EQ-2						
9	Pieter De Boer	NED	133	SE-1	PL-1	DK-3	KC-7	JP-8	HE-12	PT-6				
10	Raimond Naaber	EST	124	ES-1	BC-2	BL-3								
11	Eugene Verbitsky	UKR	119	PA-1	BE-2	ZM-5	KW-7	MM-12						
12	Edward Burek	POL	118	BU-1	KZ-2	MR-4	NC-6							
13	Manfred Nogga	GER	112	JP-1	NC-2	HE-11								
14	Gabor Zsengeller	HUN	109	NC-1	HE-3	SL-4								
15	Arunas Grasys	LTU	109	HM-1	MR-3	ES-4								
16	Mariusz Gasiorowski	POL	93	SU-2	KC-3	HE-8	ES-6	BL-6						
17	Yuri Perchuk	RUS	93	BL-2	NO-3	ES-5	SE-6	HS-7	BE-10					
18	Terry Bond	AUS	90	SC-1	AC-2									

F1P-Junior

1	Karolis Linartas	LTU	150
2	Andrey Viazov	RUS	140
3	Taron Malkhasyan	USA	100

F1A-Junior

1	Nikolay Lomov	RUS	158
2	Crt Siftar	SLO	156
3	Miha Lemut	SLO	154
4	Oscar Findahl	SWE	151

F1B-Junior

1	BartlomIiej Bilewicz	POL	152
2	Oskar Findahl	SWE	151
3	Pavel Lomov	RUS	151
4	Thomas Mackus	LTU	150

F1Q

1	Andreas Lindner	GER	151
2	Gabor Milak	HUN	101
3	Heikki Salminen	FIN	100
4	Matti Lihtamo	FIN	100

CORRESPONDENCE

Martin Dilly: In the mid-1990s I negotiated with the Army to obtain the use of Area 8 for the use of those training for a possible place on the British national teams for World and European Championships. There was a limited number of dates and the fee was £50 for a year or £5 per day. Each year we had to make an educated guess about the fee to set, bearing in mind the vagaries of weather and the possibility that the licence charge may increase.

Over the years, with the help of Lindsey Smith, Bernard Aslett and Peter Tribe, we built up a good relationship with the Army and with Landmarc, who issue the licences; it was then possible to extend the use to all types of free flight and, eventually to reduce the cost to today's £15 for a year and with access limited only by the Army's priority training needs. Also over the years the surplus built up and, even in 1999, some was forwarded to the Free Flight Team Travel Fund to offset the costs incurred by those representing the UK at World and European Championships.

My intention is to continue to keep the annual fee low, and also to allocate part of any surplus to help our national teams for whom Area 8 was originally made available. All we need now is some good weather and maybe some hungry cows to get the grass a bit shorter.

SOUTHERN COUPE LEAGUE

Coupe Europa F1G

Martin Dilly, David Beales and the Croydon Club have been organising Coupe Europa for longer than they care to remember and it is no secret that Martin sacrifices a goat just before the event in order to guarantee good weather. Such practices, unremarkable in many countries in earlier times, are bizarre let alone illegal in contemporary Croydon.

Never mind, goat sacrifice has a lot in common with aeromodelling - arcane, skilled, messy and subject to unsubstantiated claims. My records show that out of eight December events, 2004 - 2011 the goats delivered only two good results. A 25% success rate is only half as good as the average for any sacrifice method but just before we asked Martin to lay off the goats along came Sunday December 2nd, a perfect day, the best this year, possibly the best ever, affording a rare opportunity to compare coupe performance not so totally dependent on air-picking.

Thirty two entered F1G and by about 2.45 pm well into round four, twelve had four maxes. The gentle northwest drift became variable and high cloud masked the sun. The CD decided that a cull was needed and set a four minute max. for round five. Just after the hooter a small rise in temperature triggered a multiple launch. The sight of a flock of coupes circling so high on only

ten grams of rubber reminded us what a great class this is when the conditions are right. Like the BMFA 50 gram class (shouldn't it be 30 grams?) it generates design variety. Three types are now common. High tech with systems, low tech with locked down surfaces and increasingly a hybrid - locked down with high tech construction.

Compare for instance Chris Redrup's tiddly vintage Etienvre (placed first in vintage coupe and sixth in F1G) David Greaves' locked down giant (bigger than an F1B, placed 7th), Gavin Manion's PGI trimmed hybrid (placed 4th) and Jim Paton's Bukin (the only factory built coupe flown this year, placed 16th).

Three high tech and two hybrids maxed round five and flew off at 3.10 pm. By then the temperature was flat-lining and it was clear that the southwest drift would allow unlimited flights. Because of the uncertain drift direction the CD relaxed the flight line restriction. Peter Brown flew immediately from close to the car line, Gary Manion following. Roy Vaughn and Peter Hall trekked out east into the field to find a safer launch point. Ted Tyson, also near the car line, flew late after breaking a motor. Brown took the Aeromodeller Trophy with a very fine 4.39, 55 seconds ahead of Hall with 3.44 and Vaughn with 3.42. Manion took fourth place with 2.47 and Tyson 5th with 2.04. Crookham took the team prize. Given the conditions can we conclude anything from these results? Hall and Vaughn flew from the same position within seconds of each other with similar models and the same motors using March 2011 Supersport rubber, Hall wound 408 turns Vaughn only 380. Did that account for the two second difference? Let's pretend it did. Why the difference in turns? Hall winds outside the model, fussy but it emboldens you to go to the limit. How do we account for Brown's extra 55 seconds? Well now, he is totally dedicated, super-skilled, and is arguably UK's best F1B/F1G flyer today. He was flying his latest coupe, 85 grams, around 220 sq.in. wing area, large 20.5in. prop. and full systems. Not markedly different from Hall/Vaughn. It was beautifully trimmed of course - perfect burst, transition and a lovely glide. So was it the sum of small differences? He was using 2002 Supersport 1/16" sq. rubber with at least 24 strands and would you believe it, wound to 470 turns ! Rossiter (FFQ 2011) found March 2002 to be the best Supersport ever and Brown has confirmed this with his own tests. Just all round excellence then, or was the air not so innocent? After all, it never is. In the morning the grass was white with hoar frost which melted and left it wet all day. Cold wet grass is not good for generating lift. Hall and Vaughn, unthinking, walked out into it to launch. Brown was adjacent to the peritrack and apron area - lovely dark dry asphalt storing the sun's meagre heat all day, gently lifting a warm parcel of air over Mr. Brown's thermal detection apparatus.....

Manion, nearby probably just missed it but Tyson certainly did. Well, it's possible, but a glance at the Southern Coupe League 2012 final results, to which we shall now turn, show just how good P. Brown is.

		maxes	score		flyers with 3 or more maxes		
1	P Brown	5	15	9	P Carter	4	6
2	P Hall	5	14	10	A Brocklehurst	4	5
3	R Vaughn	5	13	11	C Shepherd	4	4
4	G Manion	5	12	12	G Stringer	4	4
5	E Tyson	5	11	13	A Crisp	3	3
6	C Redrup	4	9	14	P Tolhurst	3	3
7	D Greaves	3	7	15	D Thomson	3	3
8	T Grey	4	7	16	C Chapman	3	3

Southern Coupe League 2013

To keep you on your toes for 2013 we are changing the scoring system yet again, and reducing the number of events over the summer to avoid coincidences with French competitions.

Points will be awarded on the scale of 12 for first place, 9 for second and so on down to 10th place, plus 1 point for each max. Five best scores from six events to count.

The provisional 2013 calendar of events is:

Jan 27	Crookham Gala	Middle Wallop
April 28	London Gala	Salisbury Plain
May 12	F1G at Stonehenge	Salisbury Plain
June 2	Oxford Rally	Port Meadow
Aug 11	6th Area	Merryfield, S Plain, Beaulieu, Ashdown
Dec 2	Coupe Europa	Middle Wallop

Southern Coupe League 2012

This year, a total of 40 flew in league events - about the same as last year, but the average number of fliers per event was up from 8.8 to 12.4. Competition weather was better this year than last (although you may not believe it) so this may account for the increase. Peter Brown took the cup with three firsts and a second (the four best scores count) and a score of 59 points out of a possible 60. There were notable performances from Alan Brocklehurst, Gavin Manion and Chris Redrup all competing for the first time in the league. Andy Longhurst started strongly with two wins but didn't compete again until Europa where he dropped his second flight. He spent the rest of the day trimming, amongst others, a Scalded Kitten. Small vintage power seems to have got its claws into him.

			Crookham Gala	London Gala	F1G at Stonehenge	Oxford Gala	Sixth Area	Southern Gala	Crookham Coupe Day	Eighth Area	Coupe Europa	Total
1	P Brown	CM			15	12		15	11	14	15	59
2	R Vaughn	Crookham			7	14	1	11		15	13	53
3	P Hall	Crookham	13		2	5	14		7	10	14	51
4	D Greaves	B&W	14		10	6	10		4	13	7	47
5	E Tyson	Crookham	9				15			8	11	43
6	A Brocklehurst	B&W						14	10	12	5	41
7	C Chapman	B&W			11		8	11	4	6	3	36
8	P Tolhurst	Crookham	4		7	11			11	4	3	33
9	C Redrup	Crookham	9		6	8	1				9	32
10	A Longhurst	SAM35	15			15					1	31
11	J Paton	Crookham	7		13	7	1	3			1	30
12	T Grey	Crookham				13	9				7	29
13	P Seeley	B&W			5		12	4				21
14	K Taylor	E Grinstead							13		2	15
15	D Thomson	Croydon					11				3	14
16	G Manion	Birmingham				1					12	13
17	B Martin	Tynemouth			11							11
18	R Elliott	Croydon				10						10
18	M Marshall	Impington						9			1	10
20	A Crisp	Biggles			4						3	7
20	M Cook	Crawley					2	5				7
20	G Ferer	Timperley							7			7
23	G Stringer	E Grinstead					2				4	6
23	P Carter										6	6
25	J White	Croydon	3								2	5
25	J Minshull	Brighton	2				1				2	5
25	D Neil	B&W					5					5

NOTICEBOARD

MODELS FOR SALE BY TONY ROGERS. Tony describes these as

Slow Open Power model, flies very fast, Cox 09 engine, almost new never been in a model, excellent timer - £75

Slow Open Power brand new never flown MVVS diesel 1.5cc engine with plenty of power, excellent timer, two previous models of this design flew with distinction £75.

Southern dragon open vintage or ½A, brand new model, very good Cox TD 049 glow engine, three previous models all flew very well, BMFA comps engine runs vintage 22 sec and ½A 20 sec, £60.

Mini vintage rubber Ajax, very good condition, very reliable £40.

Buy your models now for the new year. Please phone Tony any day 01793 722859 8.30am to 8.30pm.

TRACKER TRANSMITTERS. Peter Brown: I have had some tracker transmitters made for my own use. Like the LED project I have extra's for sale. You must be aware that although these are functioning transmitters they are not completed to the same standard as the Ruyter ones. Dimensions are 19mm x 8mm x 2.2mm and weight is 0.5 gram without antenna or battery.

They require the purchaser (you) to connect a battery (between 2.2v and 4.5v) of your choice. They will work with LiPo Nicad, lithium etc, but NOT with the "fishing float" type battery and they are not potted. I intend to use the battery already on board my model which is a 3.7v LiPo.

They can be supplied to whatever frequency you wish, as can the transmitting pulse timing etc. Cost is £30 each, as the LEDs if you are not happy you get a full return of the cost. Further details email fifiuk@hotail.com mark your email fftracker.

MICAFILM ? Miuchael Warren: Does anyone have a roll or part-roll of Micafilm which is no longer needed. If so, I'd be grateful to hear from you. The email address is michael.c.warren@btinternet.com

AREA 8, SALISBURY PLAIN

There are several planned Army exercises in 2013, and apart from that the following dates are provisionally available.

Jan 5/6, Jan12/13, Jan 19/20, Jan 26/27, Feb 2/3, March 9/10, April 6/7, April 13/14, April 20/21, May 4/5, May 18/19, May 25/26, June 1/2, June 8/9, June 15/16, June 22/23, June 29/30, July 6/7, July 13/14, July 20/21, July 28, Aug 3/4, Aug 10/11, Aug 31/Sept 1, Sept 7/8, Sept 14/15, Sept 21/22, Oct 5/6, Oct 12/13, Oct 19/20, Oct 26/27, Nov 2/3, Nov 9/10, Nov 16/17, Nov 23/24, Nov 31/Dec 1, Dec 7/8, Dec 14/15.

For those using satnav the coordinates of the only permitted access points are as follows 51°11'31.36"N, 1°57'20.10"W (Point Oscar) and 51°11'29.53"N, 1°57'32.59"W (Point Papa).

For a season ticket send an SAE and your £15 cheque, payable to BMFA, to Bernard Aslett, 25, Honeyhill, Wooton Bassett, Swindon, Wilts, SN4 7DX; in return you will receive a sketch map showing where we fly on Training Area 8, and a 2013 pass to display on your windscreen. If you come as a passenger, bring your pass anyway. Your name will be included on the Army security list (unless you're already on it). Please send Peter Tribe (petertribe46@talktalk.net) your e-mail address in case of any short-notice changes.

UK COMPETITION NEWS

CROOKHAM GALA. There is an addition to the announcement published last month for this event on January 27: The competition may be flown in some form of rounds in order to make best use of the field in changeable weather conditions. It is therefore important that competitors plan to arrive at the airfield promptly for the 10am start. This applies to all classes. Contact Roy Vaughn on 01344 779071 or roy.vaughn@btinternet.com

OXFORD MFC FREE FLIGHT RALLY will be at Port Meadow, Wolvercote, Oxford on June 1 and 2. 'Champagne flyoffs' for F1G, F1H, and HLG/Catapult will start at 6.30pm on the Saturday. Flying on Sunday starts at 10am with the following events:

Flown to 5 flights in rounds from a line: F1G, F1H, E30/P30/CO2 combined.

Flown with 3 flights from line with no rounds will be: vintage rubber (34" max span), vintage glider (A/2 or 72" max span), classic glider 1951-1960 inclusive, tailless rubber/glider combined.

HLG/Catapult combined will be flown from a box.

All gliders will use 50m towlines.

No thermistors, streamers on poles, bubbles, etc. No i/c power models to be flown. All flyers must be insured. Contact: Andrew Crisp, 4 Grove Street, Oxford OX2 7JT tel 01865 553800

CROYDON WAKEFIELD DAY announced last month will be held at Middle Wallop on MARCH 30. That is Easter Saturday. Contact Martin Dilly 020 8777 5533 martindilly@compuserve.com

BMFA FREE FLIGHT CHAMPIONSHIP

		1st Area	2nd Area	3rd Area	4th Area	NG	London G D1	London G D2	F1E	Nationals D1	Nationals D2	Nationals D3	5th Area	E Anglia D1	E Anglia D2	6th Area	FIE	7th Area	SG	F1E	8thArea	Wint	Total
1	P Ball	13	6	12	9	15	10			12		12	9	10	12			9	15		4	6	154
2	C Strachan	1		15	2	4	8			7	1	6	2	12	6	13.5			8		4.5	18	108
3	F Rushby	13	3			4					6	13		15	10	3		1			6	9	83
4	J Foster			3	4	18				1	7	6		9	13	6						15	82
5	A Shepherd	12	9		7		1			9		4				1		1	12		9		65
6	C Redrup	4	4	9			4			2	9	6	7.5			2			4			9	60.5
7	C Foster		9	1		5				6		12	3	12	9							2	59
7	T Grey		6		4	11	3			3	2	3		3	4			2	5		6	7	59
9	D Cox	3	2		3		6							13		9		2.5	4		9	6	57.5
10	P Watson		1		2	12				9		9						5	9		6	4	57
11	P Seeley		3		3								9			12		15	1		9		52
12	S Willis	1		2			5				10		12	3	3	1					2	12	51
13	P Tolhurst						8			8		12						9	5			8	50
14	J Cooper				4	15	4			1		9				2		4	6				45
15	P Woodhouse			4		3				9	9	6		4	6			1					42
16	S Philpott					2			6			5				7.5				2.5		15	38
17	G Madelin				9	9													9			9	36
18	M Lester	2	2			1				4	2	2	3.5					4	4		1	9	34.5
19	S Darman	1	2	6	1					9	6	4	4					1					34
20	S Barnes	11			6					3	2					2		6				3	33

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F1A	MD10	Michal Dvorak	31/4				

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Naloev Cup, Nalchik, Russia, Apr 17 46/6
Novohrad Cup, Slovakia, Apr 21 47/6
City Cup of Lucenec, Slovakia, April 22 47/6
Sofia Cup, Levski, Bulgaria, April 27-29 47/6
Baltic Cup,, Lithuania, Apr 27 47/6
Estonian FF Cup, Lithuania, Apr 28 48/6
Harghita Cup, Romania, Apr 28-29 48/6
BMFA London Area Gala, S Pln,Apr 28 50/6
F1E Liptovsky Mikulas, Slovakia May 5 50/6
Vsechov, Czech Republic, May 5-6 48/6
Croydon Wakefield, M.Wallop, May 6 51/6
Szabó Miklós, Romania, May 12 48/6
Stonehenge Cup, Salisbury Pln, May 12 44/6
F1G at Stonehenge Cup, May 13 46/6
Zmiev Cup, Ukraine, May 18-20 57/7
Srem Cup, Zrenjanin, Serbia, May 25 57/7
BMFA F1E, May 27 46/6
BMFA Nationals, Barkston Heath, Jun 2 59/7
Herend Cup, Tapolca, Hungary, June 2 57/7
Mura Cup of Slovenia, Hungary, June 3 58/7
Istanbul Cup, Turkey, June 8-10 58/7
Oxford MFC Rally, Port Meadow, Jun 9 61/7
BMFA Indoor Nats, Boulby, June 15 56/7
BMFA 1st Team Sel, Barkston, June 16 60/7
Djordje Zigic, Zrenjanin, Serbia, Jun 23 58/7
F1E Monti Lessini , Italy, June 23-24 58/7
BMFA 5th Area Meeting, June 24 60/7
Swedish Cup, Rinkaby, Sweden, July 5 86/9
Danish Cup, Rinkeby, Sweden, July 6-9 86/9
FF CRO Cup, Krbava, Croatia, July 6-8 73/8
Norwegian Cup, Rinkaby, Sweden, Jul 8 87/9
Antonov Cup, Kyiv, Ukraine, July 13 73/8
MMM, Denver, USA, July 13-15 87/9
Antonov Cup, Kyiv, Ukraine, July 13 95/10
Commonwealth, Ukraine, Jul 14 73/8,95/10
Mongolia Cup, Ulaanbaatar, July 16-18 72/8
BMFA E.Anglian Gala,Sculthorpe,Jul 21 83/9
Moncontour 2-min, July 26 87/9
Poitou, Pas de Jeu, France,July 27-28 87/9
BMFA 6th Area Meeting, August 5 83/9
Timperley Gala, Barkston, Aug 18 100/10
Salonta Cup, Romania, August 18-19 96/10
Negev Open, Ofakim, Israel, Aug 24 96/10
Kietrz Cup, Kietrz, Poland, August 25 96/10
Hunt a max, Lithuania, August 25 96/10
Mikhail Knyazev, Russia, Aug 28 96/10
Eifelpokal, Zülpich, Germany, Aug 30 96/10
Summer Cup, Turbia, Poland, Aug 31 97/10
FF Holiday Switzerland, Ukraine,Sep 8 97/10
FF Holiday Belarus, Ukraine, Sep 14 97/10
F1E in Poland, September 14-16 98/10
BMFA 7th Area Meeting, Sept 16 95/10
Bulgarian Cup, Levski, Sept 21-23 97/10
Southern Gala, Salisbury Pln, Sep 22 107/11
Poitou F1E, September 22-23 98/10
Equinox Cup, Salisbury Plain, Sep 29 104/11
Macedonia, Macedonia, Sept 29 106/11
Prilep, Macedonia, September 30 106/11
Negev Open part 2, Israel, Oct 5-6 104/11
BMFA F1E, October 6 and 7 108/11
Grantham GP, Barkston Heath, Oct 7 108/11
Sierra Cup, USA, Oct 13-15 102/11
US Team Selection 104/11
Capannori, Italy, October 13-14 106/11
BMFA 8th Area Meeting, October 14 107/11
Krka Cup, Slovenia, October 19-21 106/11
Midland Gala, N. Luffenham, Oct 21 108/11
Philippe Lepage, Arzay, France, Nov 3 125/12
Coupe Europa, Middle Wallop, Dec 2 125/12
BMFA Team Selection 126/12