# FREE FLIGHT news

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## FFn DIARY

| | |
|---|---|
| June 8-9<br>Salisbury Plain | BMFA Trimming Weekend. See FFn 1301. Must call Peter Tribe on Friday before 01225 862748. |
| June 9<br>Near Sheffield | BMFA 3rd F1E (Team Selection and SMC Trophy). Contact: Ian Kaynes 01252 512538, or 0794 185 2144 |
| June 15-16 | BMFA Salisbury Plain. See June 8-9. |
| June 16<br>Area venues | BMFA 4th Area. C/G, F1B (Duce/Plugge), F1J-/2A, Mini Vintage(Plugge), P30 (Plugge). Contact: Area Comp Secs |
| June 21-23<br>Boulby Potash Mine | BMFA Indoor Nationals. See FFn 1304. See www.indoorduration-gbr.co.uk |
| June 22-23 | BMFA Salisbury Plain. See June 8-9. |
| June 22-23<br>Monti Lessini, Italy | 2 F1E World Cup events. 22nd: Coppa Primavera, 23rd: Volare Lessini. Contact: Maurizio Tomazzoni, tel +39 3355874188 mautom60@gmail.com www.asdvoli.it |
| June 27<br>Rinkaby, Sweden | Swedish Cup. F1A, F1B, F1C, F1P, F1Q World Cup event. Contact: Per Findahl, tel +46 223 22 957, e: per.findahl@telia.com web: http://norbergsfk.se/swedishcup |
| June 28 - July 1<br>Rinkaby, Sweden | Danish Cup. F1A, F1B, F1C, F1P, F1Q World Cup event. Contact: Steffen Hjorth Jensen, tel +45 6035 3568 or +45 4635 8531, e: steffen.hjorth.jensen@gmail.com web: www.norbergsfk.se/swedishcup |
| June 29<br>Rinkaby, Sweden | Small Swedish Cup. F1G, F1H. Contact: Per Findahl, see June 27 |
| June 29-30 | BMFA Salisbury Plain. See June 8-9. |
| June 29-30<br>Newbigging | Scottish Nationals. See FFn 1305. Saturday: F1A 2 rounds 10.00-13.30, then rounds for flts 3,4,5. Open Vintage 10.00-17.30. Sunday 10.00-17.00 BMFA G,R,P. Contact Jim Arnott, Downside, Farm Road, Hill of Beath, Fife, KY4 8DZ, tel 01383 510279 arnott.downside@btinternet.com |
| June 29-30<br>Sculthorpe | BMFA East Anglian Gala. 29th: B/R, B/G, Classic R/P, Tailless, Vint'G, SLOP, HLG-CLG. 30th: B/P, B/E, Classic Glider, Mini Vintage, Vint' R/P, P30, Bowden. Contact: Mike Woodhouse 01603 457754 |
| June 29-30<br>Salonta, Romania | Harghita Cup. F1A, F1B, F1C, F1P, F1G World Cup event. Contact: Kiss Istvan, tel +40 745161 435 fax +40 266 242 164 tanulokhaza@hrline.ro |
| June 30<br>Rinkaby, Sweden | Norwegian Cup. F1A, F1B, F1C, F1Q World Cup event. Contact: Atle Klungrehaug, tel +47 22 68 0205 or +47 906 73 478, email: aklark@online.no web: www.nordbergsfk.se/swedishcup |
| July 4-7<br>Pazardzik, Bulgaria | Sofia Cup. F1A, F1A, F1B, F1B, F1C, F1P, F1Q World Cup event. Contact: Valentin Savov, tel 359888408940, fax 35961860772, email: valio@dir.bg web: www.F1ABC.com |
| July 6<br>near Melton Mowbray | F1E Saturday League. See FFn 1303. Contact Paul Fynn 01664 454634, paulhfynn@gmail.com |
| July 6-7 | BMFA Salisbury Plain. See June 8-9. |
| July 7<br>Near Sheffield | BMFA 4th F1E (Team Selection). Contact: Ian Kaynes, see June 9 |

**7 Ashley Road, Farnborough, Hants, England GU14 7EZ ffn@btinternet.com**

**New web site address: www.freeflightnews.org.uk**

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

## EQUILIBRIUM P-30, BY SEGUNDO 'DING' ZARATE

Versions of this aircraft have been flying for some time in the Bay area of California among members of the Oakland Cloud Dusters – and other flyers among clubs in the locality. Careful selection of construction materials provides an airframe with light weight and resulting competitive performance in local and national contests. Ding comments -

Simplicity of construction makes EQUILIBRIUM a joy to build and experiment on. Construction involves speed-building techniques that will make the work finish early! One of the aids is the use of aluminium yardsticks, or any two metal straight edges, about a yard long.

Starting with the fuselage, on a very flat table, lay a two by four feet sheet of acoustic board, covered with the usual waxed paper. Secure one straight edge with pins and one longeron (28.5 inches). This is followed by the sheet 'spacers' on both ends and the other 28 ½ inch longeron pressed firmly onto the spacers by the second straight edge and pins. The diagonals are laid into this frame pressed into position one diagonal after another. It makes life easier if you dab the thin cyano-acrylate adhesive onto joints after locating four to six pieces, to firm up the first side. By the time you've dabbed cyano onto the last diagonal, the side is a few minutes from done. A length of fine music wire slid under the structure will detach the complete frame from the waxed acoustic board. You now have one completed fuselage side. Repeat the procedure for the opposite side, making sure the diagonals are located in the same position as the previous side. Use the first side as a reference to ensure satisfactory alignment of the diagonals. When the two sides are complete, they are propped up on edge (with the second side rotated and aligned with side one) and spacers and diagonals inserted and glued as previously. Again, the straight edges ensure the structure is straight and 'true'. There is now less finger space to lay down the diagonals, so tweezers will help a lot in putting the diagonals in place. Check alignment often and always be aware to keep the frame square and avoid it becoming skewed.

The wing and stabilizer are built in a similar way to the fuselage. First the leading edge is marked with a pen to show the rib locations, followed by copying these positions onto the trailing edge. Here again, the LE and TE are pinned down on the waxed board between the two straight edges. Ribs are fitted first, then glued. Note that both tip ribs are slanted to accommodate the vertically-aligned winglets when attached later. After the cyano has set, the spars are glued in. Gussets are then added, together with the webbing for the front spars. The wing is then separated at the dihedral joints and the spars sand-mitred to provide the correct dihedral of one and a half inches – followed by glue-ing. Note that two wing posts are located immediately right of the centre rib on the front spar and trailing edge as strong points for hold-down rubber bands, since the DT action tips the wing. Hinge tube is 1/16 inch aluminium. The original aircraft uses a 'mousetrap' DT arrangement with a viscous timer releasing the hold-down band and thread tensioner which locates the wing for normal flight. Spring action from the 0.025 inch wire tips the wing, with the thread also acting as the movement limiter.

Some further notes: covering on the original models is coloured light plastic. Although this material does have some 'give', this is no problem with the warren girder fuselage construction, while by the nature of the flying surface construction, no problems of flexure should be encountered. For the mainplane wing section, it is worthwhile visiting www.airfoiltools.com for the low-down on this and other airfoils, a selection of which are appropriate for model aviation purposes.

## NEWS FROM BMFA FF TECH COMMITTEE

The FFTC met on 8 May:

### Rule Change Proposals for 2014

The FFTC has so far received two formal proposals for changes to next year's rulebook. Both were discussed at the meeting, and initial thoughts are outlined below. As usual, the FFTC invites further comments and opinions from interested parties, which will form part of the final decision making process later in the year.

1. To separate F1J and BMFA 1/2A as individual classes.

Reason: F1J models appear to have far greater performance than ½ A, leading to a decline in popularity of the latter.

The committee is reluctant to separate the two classes effectively diluting entries. The possibility of extending the engine run of ½ A, perhaps to 10 seconds, was suggested to address the perceived inequity.

2. To allow the use of ball raced motors in SLOP.

Reason: No suitable plain bearing motors are currently in production, and the supply of decent second hand ones is drying up.

The committee recognises the logic of the proposal, but is concerned about the possibility of making current equipment obsolete. Possible ways of integrating certain ball bearing engines into the class on an even footing were discussed. These included a restriction on swept volume, reduced engine runs, and a list of approved engines plus restrictions on modification.

Input on the above, plus any further proposals for rule changes, please, to Chris Strachan at chris.strachan@btinternet.com

### Team Selection

Those wishing to compete in this year's team selection contests for F1A, B & C (to choose teams for the 2014 European Championships) MUST pre-enter before July 31st. A single fee of £25.00 secures entry to all classes at both trials contests. An entry is on the FFTC website. Note that after several years as trials co-ordinator, John Carter is standing down, and Phil Ball has now accepted this role - phil.ball@ntlworld.com 17 Heronswood Drive, Spondon, Derby, DE21 7AX.

### East Anglian Gala: Additional events

As well as the advertised programme of BMFA competitions, there will be some additional events at Sculthorpe on June 29/30th. Bill Longley will be running SAM 'Radio Trimmed' events; Vintage Power Duration (Saturday) and RC Sport Precision (Sunday).Please contact Bill on 01258 488833.

Also, in view of the continuing growth of interest in E36, Ian Middlemass will be running a trial contest for this class on the Sunday. He can be contacted on 01733 380754 for further information. Note that none of the additional events score BMFA Championship points.

### Equinox Cup

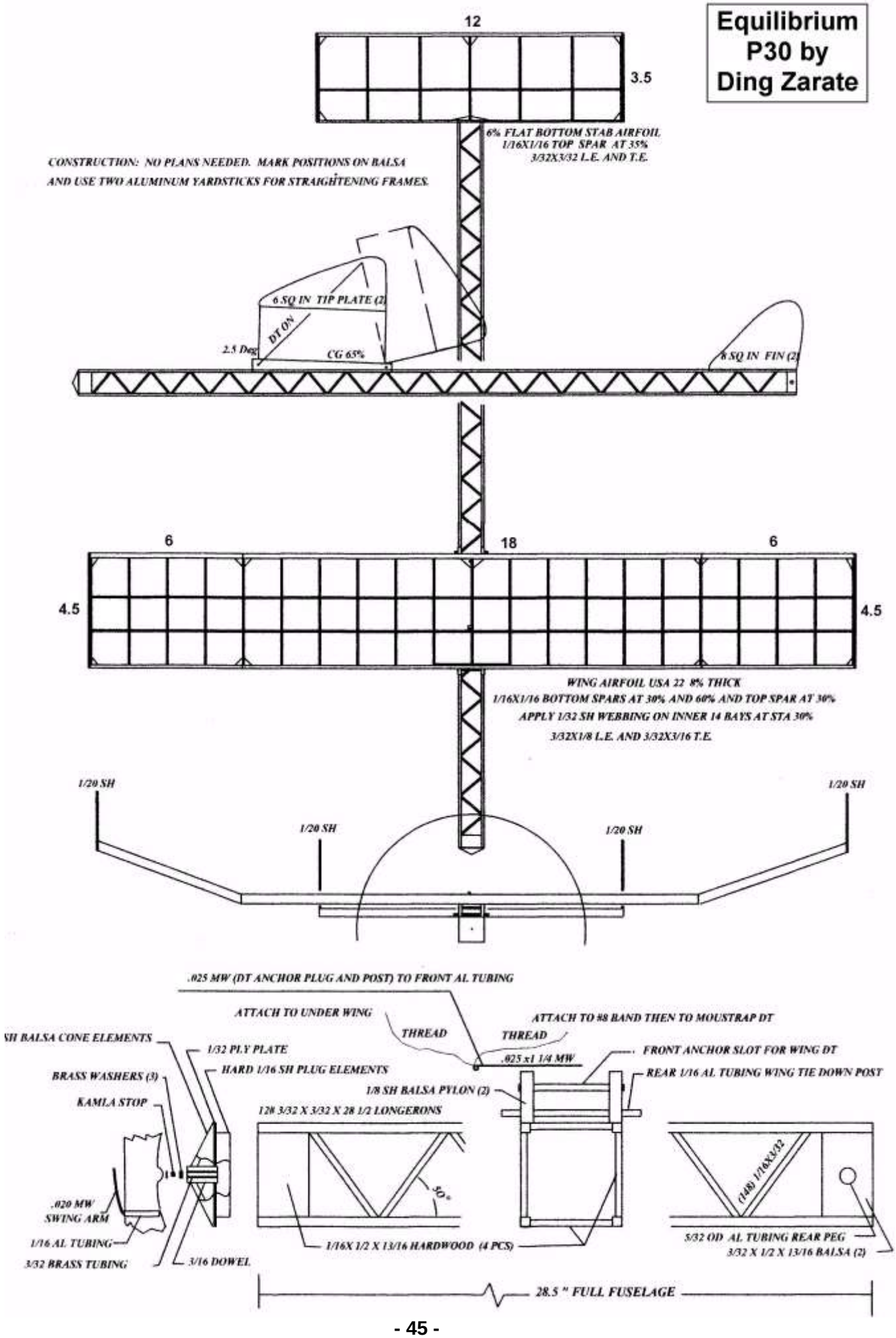
Britain's second World Cup international for F1A, B, C & Q will be held on Salisbury Plain on September 28th & 29th. Details and an entry form are included in this FFn. The contact is John Carter at carterbuild@yahoo.com or nordicf1a@gmail.com

## FOUND AT THE NATIONALS

Found at the Nats. A tracker transmitter, frequency sticker not legible and with no battery in it. Was found on the runway near to the hanger by the Nats entry gates.

Please contact John Cooper on John.f1h@btinternet.com with details to claim.

# Equilibrium P30 by Ding Zarate



## BMFA FREE FLIGHT FORUM REPORT

The 28th Free Flight Forum Report has been published. The contents, based on the presentations at the 2012 Forum, are:

John O'Donnell, an Appreciation, by Andy Crisp
A Knotty Problem (Rubber Winding), by Peter Hall
Stability of Scale Indoor Free Flight Models, by Andy Sephton
The Role of Radio Transmissions in FF, by Stuart Darmon
A Propeller Copying Mill, by Peter Brown
Model aircraft technology with emphasis on F1B, by Neil Cliff
Catapult Launched Glider Technology, by Phil Ball
Electric Bikes for Free Flight Model Retrieval, by Brian Baines
Wrestling with a Slippery One (LDA Airfoils), by Chris Edge
Free Flight in Britain - What's the Future? by Phil Ball
F1A Development and Contest Success, by Stuart Darmon
Indoor Model Steering for Dummies, by Mark Benns
Around (model aircraft) construction in 80 seconds, by Neil Cliff

In addition there are plans and articles on six of the most successful free-flight models of..2012.

As well as providing useful information on new developments in free-flight, sales of the Forum Reports provide funds to defray the heavy expenses of those representing Great Britain at World and European Championships. Prices including postage are as follows: UK £12.00, Airmail to Europe £14.00, Airmail elsewhere £16.00. Cheques should be payable to 'BMFA F/F Team Support Fund', in pounds sterling only, and drawn on a bank with a branch in the UK. You may also order by credit card. Copies are available from: Martin Dilly, 20, Links Road, West Wickham, Kent, BR40QW or by fax to: +4420-8777-5533, or e-mail to martindilly@compuserve.com

## SOUTHERN COUPE LEAGUE

Reports by Peter Hall

### Second Round: London Gala, Salisbury Plain, April 28

The morning air was better than expected with small but distinct bubbles coming through, but by midday a peevish and persistent breeze settled in with little temperature variation and few and very brief lulls. Death Valley, unusually dormant in the morning, was now active, and took its toll. And so, after a promising start none of the eight Coupe contenders maxed out. By mid-afternoon it was clear that the battle for first place was between Chapman, flying locked down as usual, and Vaughn with his all systems Coupe. Chapman had four maxes and a 1-48, Vaughn had four and one flight to go, but he threw too flat for his VIT setting, lost the burst and was sucked down over Death Valley for a nail-biting 1-52. Stringer, Brocklehurst, Moorhouse, Marshall and Stagg all had problems with the air, Paton, Marshall and Hall had systems or operator failures.

Paton's Bukin auto rudder stop failed and spiralled him down, Marshall's hub failed and killed his climb, and Hall's DT operated at four seconds with the usual embarrassing result persisting just beyond the attempt limit.

On the whole, not a very sparkling exhibition of Coupery and no innovatory designs or techniques to report. But it is always worthwhile reviewing contest performance. Failures fall into four classes, systems, operator errors, air - picking and a minor class, call it miscellaneous, for such things as falling off fences, and mid-air collisions. Systems and finger trouble can be managed by careful preparation, practice and and fierce concentration but air picking is, as is well known, far and away the most frequent and intractable cause of failure. Efforts to manage this have so far, been limited to thermal detection - thermistors (I counted thirteen poles carrying a variety of detectors) observing bird flight and other coincidental phenomena, terrain awareness, meteorology etc. Apart from 'flapping' where desperate competitors, impervious to ridicule, run around crouching and flapping their arms like a flock of chickens in order to stir up a bit of warm air, I know of no attempts to actually propagate thermals. We can dismiss crackpot suggestions like that made by a fellow Crookham member who proposed siting upwind, a large oil drum or drums, filled with combustible material (it was abandoned at the design stage when it was realised that non-Crookhamites might also benefit). However, I did spot a new possibility at the Gala.

About a hundred head of cattle had slowly munched their way through Death Valley during the morning and then drifted off, still munching, eastwards. It occurred to me that all their trampling about, all their rear and forward exhalations, all that great mass of bovine stuff must have made a difference, small maybe, but enough to mitigate the negative effects of Death Valley's morning air. (Had I been an eighteenth century naturalist I would have whipped out my leather covered notebook, counted the cows, noted their distribution, measured their length, girth, and temperature. calculated their surface area, volume, and total mass, arrived at a reasonable estimate of the heat radiated by the herd and had a paper before the Royal Society by next week.) I am not suggesting herds of cows corralled upwind as a thermal propagation technique only that when we see them on Salisbury Plain we might be more welcoming, grateful for their contribution and forgiving of their troublesome habit of eating our aeroplanes.

Mike Marshall now leads the League after two events closely followed by Roy Vaughn and Peter Tolhurst. The next event is F1G at Stonehenge on May 12th.

### Third Round: Stonehenge F1G, Salisbury Plain, May 12

The awful weather on Saturday clearly deterred many, and so again, only eight competitors flew from the same south west ridge as last week, but in a stronger wind with heavy overcast. By round three the rain arrived but it was possible to dodge between the showers. After round four it looked like Brown and Chevenard would go clear, but after a faultless display Chevenard was dumped for sixty one seconds, dropping him to third place. As is now customary, Brown maxed out, and Allen, after using round one to trim his windy weather Coupe, galloped through to take second place. Hall had transition problems in the wind and struggled into fourth. Marshall, Tolhurst and Greaves all suffered from the deceptive air. Chapman was tree'd after maxing round one, changed to his reserve but dropped round two and withdrew.

So, how does Brown do it and why did Chevenard's first four flight patterns look so impeccable in these conditions? Brown's Coupe was often blown beyond the vertical in the burst and on one occasion collided with a glider towline and yet it always pulled strongly through to a positive climb. Chevenard's model flew on rails, - a fast burst, clean transition and lovely glide. Obviously both have great trimming and air-picking skills. Their models are very different, Chevenard's Gorban is small (12dm$^2$) and high A.R, Brown's is around 14 dm$^2$ with a lower A.R. but both used very short motor runs - Chevenard's was timed at 32 seconds and Brown's at 35 - compared to the more usual 45 - 55 seconds. The resulting extra thrust gave a more positive climb in the windy conditions. The longer run models looked dithery and vulnerable in contrast.

It is likely that the jetstream, as last year, like some appalling giant boa constrictor, will remain coiled down over these islands for the rest of the 'summer'. We can't do much about the rain but maybe short fast motor runs are indicated to deal with the unrelenting wind.

**London Gala**

(results given as number of maxes, then score)

| | | | |
|---|---|---|---|
| 1 | R Vaughn | 4 | 16 |
| 2 | C Chapman | 4 | 13 |
| 3 | G Stringer | 4 | 12 |
| 4 | A Brocklehurst | 3 | 9 |
| 5 | A Moorhouse | 2 | 7 |
| 6 | J Paton | 4 | 8 |
| 7 | M Marshall | 3 | 6 |
| 8 | P Hall | 4 | 6 |
| 9 | M Stagg | 2 | 3 |

**F1G at Stonehenge**

| | | | |
|---|---|---|---|
| 1 | P Brown | 5 | 17 |
| 2 | N Allen | 4 | 13 |
| 3 | D Chevenard | 4 | 12 |
| 4 | P Hall | 3 | 10 |
| 5 | M Marshall | 2 | 8 |
| 6 | P Tolhurst | 2 | 7 |
| 7 | D Greaves | 1 | 5 |
| 8 | C Chapman | 1 | 4 |

**Southern Coupe League table after Stonehenge**

| | | | |
|---|---|---|---|
| 1 | M Marshall | Impington | 24 |
| 2 | P Hall | Crookham | 23 |
| 3 | P Tolhurst | Crookham | 20 |
| 4 | C Chapman | Bristol & West | 17 |
| 4 | P Brown | CM | 17 |
| 6 | R Vaughn | Crookham | 16 |
| 7 | N Allen | | 13 |
| 8 | G Stringer | East Grinstead | 12 |
| 8 | D Chevenard | Beaujolais | 12 |
| 10 | A Brocklehurst | Bristol & West | 9 |
| 11 | K Taylor | East Grinstead | 8 |
| 11 | J Paton | Crookham | 8 |
| 13 | A Moorhouse | | 7 |
| 14 | D Greaves | Bristol & West | 5 |
| 15 | M Stagg | | 3 |

## LONDON GALA, Salisbury Plain, April 27-28

**Saturday 27th:** Bright, 10 to 15, hail and thunder pm

**BMFA Glider 9 flew**

| | | |
|---|---|---|
| 1 | C Parry | 7.30 |
| 2 | J Cooper | 7.22 |
| 3 | C Foster | 7.10 |
| 4 | P Ball | 6.58 |

**BMFA Rubber 4 flew**

| | | | |
|---|---|---|---|
| 1 | P Ball | 7.30 | +8.02 |
| 2 | C Redrup | 7.30 | +6.20 |
| 3 | D Greaves | 7.30 | 0.00 |

**BMFA Power 3 flew**

| | | |
|---|---|---|
| 1 | P Watson | 7.30 |
| 2 | T Payne | 6.51 |

**Vintage R&P 3 flew**

| | | |
|---|---|---|
| 1 | S Willis | 7.14 |
| 2 | C Foster | 6.30 |

**BFMA Electric 3 flew**

| | | |
|---|---|---|
| 1 | T Grey | 7.30 |
| 2 | P Tolhurst | 6.10 |

**P 30 4 flew**

| | | |
|---|---|---|
| 1 | S Willis | 6.00 |
| 2 | C Strachan | 5.34 |

**CO2**

| | | |
|---|---|---|
| 1 | P Tolhurst | 1.08 |

**Sunday 28th:** Cold 10 to 15 SSW

**F1G 9 flew**

| | | |
|---|---|---|
| 1 | R Vaughan | 9.52 |
| 2 | C Chapman | 9.48 |
| 3 | G Stringer | 9.23 |
| 4 | A Brocklehurst | 8.57 |

**F1H 10 flew**

| | | | |
|---|---|---|---|
| 1 | C Parry | 10.00 | +1.35 |
| 2 | G Madelin | 10.00 | +1.21 |
| 3 | R Heap | 9.42 | |
| 4 | B Lavis | 9.24 | |
| 5 | P Tribe | 8.37 | |

**HLG/CAT 8 flew**

| | | |
|---|---|---|
| 1 | S Brewer | 5.58 |
| 2 | P Ball | 5.20 |
| 3 | M Cook | 4.58 |
| 4 | P Tolhurst | 4.12 |

**Mini Vintage 7 flew, 4 F/O**

| | | | |
|---|---|---|---|
| 1 | P Ball | 6.00 | +3.54 |
| 2 | C Foster | 6.00 | +3.38 |
| 3 | C Strachan | 6.00 | +3.33 |
| 4 | T Tyson | 6.00 | +2.19 |

**SLOP 4 flew 2 F/O**

| | | | |
|---|---|---|---|
| 1 | C Foster | 7.30 | +3.25 |
| 2 | D Cox | 7.30 | +3.19 |

**E30 4 flew 2 F/O**

| | | | |
|---|---|---|---|
| 1 | P Tolhurst | 6.00 | +3.05 |
| 2 | A Shepherd | 6.00 | +2.05 |

**F1J/1/2A 4 flew 2 F/O**

| | | | |
|---|---|---|---|
| 1 | B Aslett | 10.00 | +3.28 |
| 2 | P Watson | 10.00 | +2.57 |

## BMFA FREE FLIGHT CHAMPIONSHIP

| | | London d1 | London d2 | total |
|---|---|---|---|---|
| 1 | P Ball | 7 | 15 | 57 |
| 2 | C Foster | 6 | 10 | 49 |
| 3 | C Parry | 9 | 9 | 33 |
| 4 | C Strachan | 4 | 5 | 29 |
| 5 | S Willis | 7 | | 27 |
| 6 | S Barnes | | | 21 |
| 6 | D Cox | 3 | 3 | 21 |
| 8 | T Grey | 3 | 2 | 19 |
| 9 | P Tolhurst | 3 | 7 | 17 |
| 10 | M Quinn | | | 15 |
| 11 | P Woodhouse | | | 14 |
| 12 | S Brewer | | 9 | 13 |
| 13 | G Madelin | | 6 | 12 |
| 13 | P Watson | 3 | 3 | 12 |
| 15 | A Moorhouse | | 211.33 | |
| 16 | R Heap | 1 | 5 | 11 |
| 16 | T Payne | 2 | | 11 |
| 16 | G Peck | | | 11 |
| 19 | A Brocklehurst | | 3 | 9 |
| 19 | J Carter | | | 9 |
| 19 | A Jack | | | 9 |
| 19 | B Lumb | | | 9 |
| 19 | F Rushby | | | 9 |
| 19 | R Vaughn | | 9 | 9 |
| 25 | C Chapman | | 6 | 8 |
| 25 | R Jack | | | 8 |
| 25 | A Shepherd | | 3 | 8 |
| 28 | J Cooper | 6 | | 7 |
| 28 | C Redrup | 4 | 2 | 7 |
| 28 | P Tribe | | 2 | 7 |

## BMFA FF NATIONALS, BARKSTON HEATH, MAY 25-27

**Saturday**

Light wind with plenty of sun

**British Glider, Thurston Cup**

51 entered 34 flew

| | | | |
|---|---|---|---|
| 1 | C F Parry | 7.30 | 21.22 |
| 2 | D M Cox | 7.30 | 8.47 |
| 3 | C P Williams | 7.30 | 7.28 |
| 4 | D T Hambley | 7.30 | 4.56 |
| 5 | P A Ball | 7.30 | 3.55 |
| 6 | J Carter | 7.30 | 3.51 |
| 7 | M Gibbs | 7.30 | 1.59 |
| 8 | P N Tribe | 7.28 | |
| 9 | J H Cooper | 7.14 | |
| 10 | B Baines | 7.10 | |
| 11 | R J Heap | 7.07 | |
| 12 | J Gibbs | 7.04 | |
| 13 | H Peck | 6.39 | |
| 14 | P M Gibbons | 6.27 | |
| 15 | R C Marking | 6.26 | |
| 16 | S H Heap | 6.19 | |
| 17 | D A Brawn | 6.13 | |
| 17 | S P Brewer | 6.13 | |

**British Power, Shelley**

33 entered 15 flew

| | | | |
|---|---|---|---|
| 1 | T F Payne | 7.30 | 7.11 |
| 2 | M Lester | 7.30 | 7.09 |
| 3 | P Watson | 7.30 | 6.54 |
| 4 | N A Allen | 7.30 | 6.34 |
| 5 | D M Cox | 7.30 | 4.38 |
| 6 | T Dobson | 7.30 | 3.24 |
| 7 | S J Dixon | 7.30 | 3.23 |
| 8 | S J Barnes | 7.30 | |
| 8 | D B Limbert | 7.30 | |
| 8 | M Sibson | 7.30 | |

**Catapult Glider**

38 entered 17 flew

| | | | |
|---|---|---|---|
| 1 | P A Ball | 6.35 | |
| 2 | S P Brewer | 6.21 | |
| 3 | W E Colledge | 5.58 | |
| 4 | A Brown | 4.24 | |
| 5 | I Clark | 4.23 | |
| 6 | K S Bates | 4.16 | |
| 7 | R J Heap | 3.53 | |
| 8 | J Whitmore | 3.42 | |
| 9 | R A Clinker | 3.28 | |

**Womens Cup 2 flew**

| | | | |
|---|---|---|---|
| 1 | G Gibson | 6.48 | |
| 2 | M Dixon | 5.11 | |

**British Rubber Model Aircraft** 56 ent 39 flew

| | | | |
|---|---|---|---|
| 1 | P A Ball | 7.30 | 12.44 |
| 2 | D May | 7.30 | 8.14 |
| 3 | C Chapman | 7.30 | 6.20 |
| 4 | A Beales | 7.30 | 4.47 |
| 5 | M K Stagg | 7.30 | 4.44 |
| 6 | C C Redrup | 7.30 | 4.33 |
| 7 | J Foster | 7.30 | 4.32 |
| 8 | G M Stringer | 7.30 | 4.01 |
| 8 | R Wykes | 7.30 | 4.01 |
| 10 | A Moorhouse | 7.30 | 3.38 |
| 11 | M Marshall | 7.30 | 3.00 |
| 12 | P J Jellis | 7.30 | 2.57 |
| 13 | J Paton | 7.30 | |
| 14 | I T Taylor | 7.16 | |
| 15 | D Beales | 7.15 | |
| 16 | P Woodhouse | 7.14 | |
| 17 | J Arnott | 7.09 | |
| 18 | M Doyle | 7.04 | |

**BMFA Electric**

23 entered 17 flew

| | | | |
|---|---|---|---|
| 1 | C D J Strachan | 7.30 | 5.07 |
| 2 | A J Shepherd | 7.30 | 4.24 |
| 3 | T J Grey | 7.30 | 4.03 |
| 4 | J Paton | 7.30 | 3.38 |
| 5 | B V Waterland | 7.30 | 2.41 |
| 6 | P Tolhurst | 7.10 | |
| 7 | C Redrup | 6.42 | |
| 8 | F G Chilton | 5.53 | |
| 9 | J Richardson | 5.49 | |

**Tailless Lady Shelley**

20 entered 9 flew

| | | |
|---|---|---|
| 1 | S Willis | 7.30 |
| 2 | C Foster | 7.05 |
| 3 | D S Taylor | 6.58 |
| 4 | M Marshall | 6.50 |
| 5 | R L Elliott | 6.43 |

**Frog Junior**

8 entered 7 flew

| | | |
|---|---|---|
| 1 | J Gibbs | 7.30 |
| 2 | J A Chilton | 7.24 |
| 3 | J K Day | 5.22 |
| 4 | L Chilton | 4.58 |

**Sunday**

Light wind with plenty of sun

**F1A, Ronytube**

36 entered 19 flew

| | | | |
|---|---|---|---|
| 1 | D Bartle | 14.00 | 3.47 |
| 2 | J R Williams | 14.00 | 3.09 |
| 3 | M Gibbs | 14.00 | 1.05 |
| 4 | C P Williams | 13.50 | |
| 5 | P N Tribe | 13.31 | |
| 6 | N Parry | 13.28 | |
| 7 | J Carter | 13.15 | |
| 8 | J H Cooper | 13.02 | |
| 9 | B Baines | 12.51 | |
| 10 | J Arnott | 12.26 | |

**F1Q Electric 4 flew**

| | | | |
|---|---|---|---|
| 1 | A Shepherd | 14.00 | |
| 2 | T Grey | 13.04 | |
| 3 | D Chilton | 11.14 | |

**F1B Rubber Fred Boxall** 17 ent 12 flew

| | | | |
|---|---|---|---|
| 1 | P Martin | 14.00 | 7.00 |
| 2 | M A C Evatt | 14.00 | 3.57 |
| 3 | G M Stringer | 14.00 | 2.09 |
| 4 | C J Chapman | 13.28 | |
| 5 | I T Taylor | 13.23 | |
| 6 | K Taylor | 13.18 | |

**F1C Eddie Cosh 36e 5 fl**

| | | |
|---|---|---|
| 1 | K A Faux | 14.00 |
| 2 | M D Lester | 13.36 |
| 3 | N A Allen | 11.30 |

**Junior 55/35 R/G 4 flew**

| | | |
|---|---|---|
| 1 | J Gibbs | 6.00 |
| 2 | M Dixon | 5.08 |
| 3 | J Mosley | 4.07 |

**P30 55 entered 25 flew**

| | | | |
|---|---|---|---|
| 1 | C C Redrup | 6.00 | 6.55 |
| 2 | D Davitt | 6.00 | 3.08 |
| 3 | P M Gibbons | 6.00 | 2.13 |
| 4 | C A Rushby | 6.00 | 2.01 |
| 5 | J Foster | 6.00 | 1.48 |
| 6 | S Willis | 6.00 | 1.43 |
| 7 | J Paton | 5.54 | |
| 8 | S D Firth | 5.53 | |
| 9 | P K Jackson | 5.52 | |
| 10 | P M Ingham | 5.47 | |
| 11 | P J Watt | 5.45 | |
| 12 | R C Marking | 5.38 | |
| 13 | P L Adams | 5.25 | |

**Hand Launched Glider**

30 entered 19 flew

| | | | |
|---|---|---|---|
| 1 | M Benns | 7.00 | |
| 2 | S P Brewer | 6.42 | |
| 3 | I Clark | 5.46 | |
| 4 | M J P Page | 5.30 | |
| 5 | P J Cowley | 3.19 | |
| 6 | G J Percival | 3.12 | |
| 7 | P Woodhouse | 3.08 | |
| 8 | R A Clinker | 2.58 | |
| 9 | C F Parry | 2.38 | |
| 10 | C M-Siproski | 2.06 | |

**SLOP, Peter Harris**

34 entered 17 flew

| | | | |
|---|---|---|---|
| 1 | H R Quinn | 7.30 | 19.46 |
| 2 | T Dobson | 7.30 | 9.19 |
| 3 | P Watson | 7.30 | 8.26 |
| 4 | P A Ball | 7.30 | 7.32 |
| 5 | C Foster | 7.30 | 2.02 |
| 6 | D B Limbert | 7.24 | |
| 7 | A Beales | 7.05 | |
| 8 | P Woodhouse | 6.58 | |
| 9 | J B Spooner | 6.55 | |

**Lulu/Gold Wings**

| | | | |
|---|---|---|---|
| 1 | G Hart | 2.59 | |

**Vintage Rubber/Power**

49 entered 19 flew

| | | | |
|---|---|---|---|
| 1 | H R Quinn | 7.30 | 4.25 |
| 2 | F A Rushby | 7.30 | 3.58 |
| 3 | C Foster | 7.30 | 3.48 |
| 4 | S Willis | 7.30 | 3.28 |
| 5 | G Ferer | 7.30 | 3.11 |
| 6 | D Beales | 7.30 | 2.57 |
| 7 | E Challis | 7.30 | 0.04 |
| 8 | M Sanderson | 7.30 | |
| 9 | P K Jackson | 6.27 | |
| 10 | R Taylor | 6.05 | |

**Monday**

Clear, sunny, windy and very turbulent

**F1H BA Trophy 33 e 14 flew**

| | | | |
|---|---|---|---|
| 1 | A C Gibbs | 7.30 | |
| 2 | C F Parry | 6.35 | |
| 3 | J H Cooper | 5.47 | |
| 4 | M Gibbs | 4.48 | |
| 5 | B W Lavis | 3.25 | |
| 6 | S P Brewer | 3.00 | |

**F1G 308 Trophy 34e 12 fl**

| | | | |
|---|---|---|---|
| 1 | M Marshall | 7.27 | |
| 2 | C J Chapman | 6.45 | |
| 3 | G Ferer | 5.31 | +1.28 |
| 4 | G M Stringer | 5.31 | |
| 5 | A Moorhouse | 4.48 | |
| 6 | P Jellis | 3.29 | |

**F1J/BMFA 1/2A 21e 7 flew**

| | | | |
|---|---|---|---|
| 1 | M Lester | 7.30 | 0.22 |
| 2 | P Watson | 7.30 | |
| 3 | S J Dixon | 7.16 | |
| 4 | B W C Aslett | 3.41 | |

**E30 6 flew**

| | | | |
|---|---|---|---|
| 1 | A Shepherd | 4.30 | 1.54 |
| 2 | T Grey | 4.30 | 1.18 |
| 3 | P Tolhurst | 4.14 | |

**CO2 3 flew**

| | | | |
|---|---|---|---|
| 1 | C Strachan | 4.30 | |
| 2 | A Ingham | 3.56 | |
| 3 | P Tolhurst | 3.34 | |

**Vintage Glider 5 flew**

| | | | |
|---|---|---|---|
| 1 | M Doyle | 5.20 | |
| 2 | D Cox | 5.07 | |
| 3 | I Wilkinson | 4.56 | |

**Classic Rubber/Power**

36 entered 9 flew

| | | | |
|---|---|---|---|
| 1 | R Wykes | 6.00 | 3.18 |
| 2 | F A Rushby | 6.00 | 2.17 |
| 3 | H R Quinn | 4.29 | |
| 4 | P A Ball | 4.05 | |
| 5 | R J Taylor | 2.31 | |

**Mini Vintage Weston Cup**

64 entered 19 flew

| | | | |
|---|---|---|---|
| 1 | M Sanderson | 4.30 | 2.30 |
| 2 | P A Ball | 4.30 | 2.18 |
| 3 | J Arnott | 4.30 | 2.14 |
| 4 | N Allen | 4.30 | 2.13 |
| 5 | D S Taylor | 4.30 | 1.45 |
| 6 | C C Redrup | 4.30 | 1.35 |
| 7 | C D J Strachan | 4.30 | |
| 8 | D E Ginns | 4.27 | |
| 9 | G C Hart | 4.09 | |
| 10 | P K Jackson | 2.18 | |

**Classic Glider 34 ent 14 flew**

| | | |
|---|---|---|
| 1 | C Foster | 6.00 |
| 2 | A J Crisp | 5.53 |
| 3 | D T Hambley | 5.26 |
| 4 | D M Cox | 4.57 |
| 5 | J Richardson | 3.20 |
| 6 | S H Heap | 3.01 |
| 7 | G J Percival | 2.39 |

**Overall Championships**

**Glider**

| | | |
|---|---|---|
| 1 | M Gibbs | 26.18 |
| 2 | J Cooper | 26.03 |
| 3 | J Williams | 22.08 |
| 4 | P Tribe | 21.31 |
| 5 | P Williams | 21.20 |
| 6 | B Baines | 20.37 |

**Rubber**

| | | |
|---|---|---|
| 1 | C Chapman | 27.43 |
| 2 | G Stringer | 27.01 |
| 3 | A Moorhouse | 24.58 |
| 4 | I Taylor | 20.39 |
| 5 | M Marshall | 15.57 |
| 6 | P Martin | 14.00 |

**Power**

| | | |
|---|---|---|
| 1 | M Lester | 28.36 |
| 2 | S Dixon | 22.29 |
| 3 | N Allen | 19.00 |
| 4 | P Watson | 15.00 |
| 5 | K Faux | 14.00 |
| 6 | T Payne | 8.40 |

**Electric**

| | | |
|---|---|---|
| 1 | A Shepherd | 26.00 |
| 2 | T Grey | 25.04 |
| 3 | C Strachan | 16.30 |
| 4 | D Chilton | 14.43 |
| 5 | P Tolhurst | 11.24 |
| 6 | J Paton | 7.30 |

**Junior**

| | | |
|---|---|---|
| 1 | J Gibbs | 20.34 |
| 2 | J Mosley | 13.07 |
| 3 | S Heap | 12.24 |
| 4 | M Dixon | 9.01 |
| 5 | J Day | 8.55 |
| 6 | J Chilton | 8.10 |

## NALOEV CUP, Nalchik, Russia, April 16-20

**F1A 61 flew 24 full scores**

| | | | | | | |
|---|---|---|---|---|---|---|
| 1 | N Lomov | RUS | 1290 | +300 | +420 | +530 |
| 2 | A Ryazantsev | RUS | 1290 | +300 | +420 | +397 |
| 3 | P Khoroshev | RUS | 1290 | +300 | +420 | +286 |
| 4 | A Matsuk | RUS | 1290 | +300 | +420 | +244 |
| 5 | V Shirkov (J) | RUS | 1290 | +300 | +380 | |

**F1A-Junior 17 flew**

| | | | | | |
|---|---|---|---|---|---|
| 1 | V Shirkov | RUS | 1290 | +300 | +380 |
| 2 | O Marzoev | RUS | 1290 | +300 | +277 |

**F1B 47 flew 18 full scores**

| | | | | | |
|---|---|---|---|---|---|
| 1 | A Burdov | RUS | 1320 | +300 | +420 |
| 2 | E Yakukhin | RUS | 1320 | +300 | +384 |
| 3 | V Afanasiev | RUS | 1320 | +300 | +313 |
| 4 | O Abramov | RUS | 1320 | +300 | +307 |

**F1B-Junior 8 flew**

| | | | | |
|---|---|---|---|---|
| 1 | D Abdullaev | RUS | 1320 | +224 |
| 2 | P Lomov | RUS | 1290 | |
| 3 | G Pakulin | RUS | 1256 | |

**F1C 28 flew 14 full scores**

| | | | | | |
|---|---|---|---|---|---|
| 1 | B Ivanov | UKR | 1320 | +300 | +420 |
| 2 | A Kaitchuk | RUS | 1320 | +300 | +417 |
| 3 | A Babenko | UKR | 1320 | +300 | +386 |

**F1P-Junior 10 flew 3 full scores**

| | | | | | |
|---|---|---|---|---|---|
| 1 | D Siromyatnikov | RUS | 1260 | +300 | +297 |
| 2 | A Shotin | RUS | 1260 | +300 | +266 |

## NOVOHRAD CUP, Lucenec, Slovakia, April 20

**F1A 54 flew**

| | | | | |
|---|---|---|---|---|
| 1 | V Papez (J) | CZE | 1290 | +161 |
| 2 | M Kosonozhkin | RUS | 1290 | +145 |
| 3 | D Krasznai | HUN | 1283 | |
| 4 | I Treger | SVK | 1269 | |
| 5 | I Szabo | HUN | 1266 | |
| 6 | G Domokova | SVK | 1243 | |

**F1A-Junior 16 flew**

| | | | | |
|---|---|---|---|---|
| 1 | V Papez | CZE | 1290 | +161 |
| 2 | S Zachara | SVK | 1192 | |
| 3 | D Rossler | CZE | 1165 | |

**F1B 22 flew**

| | | | | |
|---|---|---|---|---|
| 1 | D Stankovic | SLO | 1320 | +400 |
| 2 | A Krawiec | POL | 1320 | +380 |
| 3 | B Silz | GER | 1320 | +295 |
| 4 | M Varadi | HUN | 1320 | +270 |
| 5 | L Hribar | SLO | 1320 | +260 |
| 6 | M Seifert | GER | 1320 | +207 |

**F1B-Junior 4 flew**

| | | | | |
|---|---|---|---|---|
| 1 | V Kratky | CZE | 1279 | |
| 2 | D Lipski | POL | 1269 | |

**F1C 9 flew**

| | | | | | |
|---|---|---|---|---|---|
| 1 | L Patocs | HUN | 1320 | +300 | +421 |
| 2 | B Bauer | HUN | 1320 | +300 | +400 |
| 3 | F Gradi | ITA | 1306 | | |
| 4 | G Venuti | ITA | 1300 | | |
| 5 | G Zsengeller | HUN | 1298 | | |

## SOUTH BOHEMIAN CUP, VSECHOV, CZECH REPUBLIC, MAY 4

**F1A 99 flew 32 full scores**

| | | | | | |
|---|---|---|---|---|---|
| 1 | M Kosonozhkin | RUS | 1260 | +300 | +370 |
| 2 | R Koglot | SLO | 1260 | +300 | +327 |
| 3 | E Ragot | FRA | 1260 | +300 | +315 |
| 4 | D Sauter | GER | 1260 | +300 | +313 |
| 5 | N Lomov | RUS | 1260 | +300 | +296 |
| 6 | D Simek | CZE | 1260 | +300 | +292 |
| 7 | M Dvorak | CZE | 1260 | +300 | +274 |
| 8 | D Stezalski | POL | 1260 | +300 | +256 |
| 9 | V Papez (J) | CZE | 1260 | +300 | +252 |
| 10 | V Polyaev | RUS | 1260 | +300 | +236 |

**F1A-Junior 16 flew**

| | | | | | |
|---|---|---|---|---|---|
| 1 | V Papez | CZE | 1260 | +300 | +252 |
| 2 | M Lomov | RUS | 1260 | +158 | |
| 3 | S Zachara | SVK | 1231 | | |

**F1B 39 flew 12 full scores**

| | | | | | |
|---|---|---|---|---|---|
| 1 | S Stefanchuk | UKR | 1260 | +300 | +339 |
| 2 | M Novy | CZE | 1260 | +300 | +330 |
| 3 | J Cihak | CZE | 1260 | +300 | +321 |
| 4 | A Gey | GER | 1260 | +300 | +294 |
| 5 | B Bilewicz (J) | POL | 1260 | +300 | +269 |
| 6 | G Marquois | FRA | 1260 | +296 | |
| 7 | P Windisch | GER | 1260 | +287 | |
| 8 | P Lomov (J) | RUS | 1260 | +284 | |
| 9 | V Kratky (J) | CZE | 1260 | +259 | |
| 10 | S Tedeschi | FRA | 1260 | +251 | |

**F1B-Junior 7 flew**

| | | | | | |
|---|---|---|---|---|---|
| 1 | B Bilewicz | POL | 1260 | +300 | +269 |
| 2 | P Lomov | RUS | 1260 | +284 | |
| 3 | V Kratky | CZE | 1260 | +259 | |

**F1C 19 flew**

| | | | | | |
|---|---|---|---|---|---|
| 1 | M Sondhauss | GER | 1260 | +300 | |
| 2 | J Wlodarczyk | POL | 1260 | +262 | |
| 3 | P De Boer | NED | 1260 | +178 | |
| 4 | V Patek | CZE | 1260 | +177 | |
| 5 | J Blatny | CZE | 1260 | | |
| 6 | M Gasiorowski | POL | 1256 | | |
| 7 | R Truppe | AUT | 1255 | | |
| 8 | V Sychov | SLO | 1250 | | |
| 9 | B Fiegl | ITA | 1239 | | |
| 9 | P Plachetka | POL | 1239 | | |

## STONEHENGE CUP, SALISBURY PLAIN, MAY 11-12

Generally windy with some showers.

**F1A 15 flew**

| | | | |
|---|---|---|---|
| 1 | A Cameron | GBR | 750 |
| 2 | B Bernard | FRA | 733 |
| 3 | T Canler | FRA | 706 |
| 4 | E Bernard | FRA | 699 |
| 5 | C Marquois | FRA | 695 |
| 6 | J Carter | GBR | 679 |
| 7 | B Baines | GBR | 678 |
| 8 | G Bernard | FRA | 639 |

**F1B 12 flew**

| | | | |
|---|---|---|---|
| 1 | M Woolner | GBR | 750 |
| 2 | R Peers | GBR | 703 |
| 3 | P Martin | GBR | 674 |
| 4 | G Marquois | FRA | 472 |
| 5 | D Greaves | GBR | 450 |
| 6 | A Robert (J) | FRA | 340 |

**F1B-Junior 1 flew**

| | | | |
|---|---|---|---|
| 1 | A Robert | FRA | 340 |

**F1C 4 flew**

| | | | |
|---|---|---|---|
| 1 | A Jack | GBR | 696 |
| 2 | N Allen | GBR | 526 |

**F1Q 3 flew**

| | | | |
|---|---|---|---|
| 1 | T Grey | GBR | 750 |
| 2 | A Shepherd | GBR | 572 |

## SZABÓ MIKLÓS MEMORIAL CONTEST OF HUNGARY, SALONTA, ROMANIA, MAY 11

**F1A 63 flew 22 full scores**

| | | | | | |
|---|---|---|---|---|---|
| 1 | N Lomov | RUS | 1260 | +300 | +349 |
| 2 | R Lesko | CRO | 1260 | +300 | +325 |
| 3 | R Koglot | SLO | 1260 | +300 | +309 |
| 4 | P Findahl | SWE | 1260 | +300 | +301 |
| 5 | M Kosonozhkin | RUS | 1260 | +300 | +299 |
| 6 | R Holzleitner | AUT | 1260 | +300 | +287 |

**F1A-Junior 14 flew**

| | | | | | |
|---|---|---|---|---|---|
| 1 | M Lomov | RUS | 1260 | +274 | |
| 2 | P Meglaj | CRO | 1260 | +240 | |

**F1B 27 flew 14 full scores**

| | | | | | |
|---|---|---|---|---|---|
| 1 | V Rosonoks | LAT | 1260 | +300 | +330 |
| 2 | P Monninghoff | GER | 1260 | +300 | +323 |
| 3 | M Varadi | HUN | 1260 | +300 | +313 |
| 4 | B Suranyi | ROU | 1260 | +300 | |
| 5 | T Mackus (J) | LTU | 1260 | +298 | |
| 6 | B Gostojic (J) | SRB | 1260 | +288 | |

**F1B-Junior 4 flew 3 full scores**

| | | | | | |
|---|---|---|---|---|---|
| 1 | T Mackus | LTU | 1260 | +298 | |
| 2 | B Gostojic | SRB | 1260 | +288 | |

**F1C 12 flew 6 full scores**

| | | | | | |
|---|---|---|---|---|---|
| 1 | V Sychov | SLO | 1260 | +300 | +359 |
| 2 | L Patocs | HUN | 1260 | +300 | +345 |
| 3 | R Truppe | AUT | 1260 | +300 | +314 |

**F1Q 8 flew**

| | | | |
|---|---|---|---|
| 1 | R Assmuss | GER | 1260 |
| 2 | G Kertesz | HUN | 1236 |
| 3 | A Jancso | HUN | 1202 |

## ZMIEV CUP, KHARKIV, UKRAINE, MAY 17-20

**F1A 33 flew**

| | | | | |
|---|---|---|---|---|
| 1 | S Makarov | RUS | 900 | +434 |
| 2 | Y Evdokimov | RUS | 900 | +400 |
| 3 | M Teterin | RUS | 900 | +333 |

**F1A-Junior 6 flew**

| | | | |
|---|---|---|---|
| 1 | A Khoroshev | RUS | 831 |
| 2 | A Bezchasnyy | UKR | 721 |
| 3 | D Yaremenko | UKR | 716 |

**F1B 27 flew 12 full scores**

| | | | | |
|---|---|---|---|---|
| 1 | A Bulatov | RUS | 900 | +600 |
| 2 | V Romanchenko | UKR | 900 | +461 |
| 3 | O Kulakovsky | UKR | 900 | +442 |

**F1B-Junior 2 flew**

| | | | |
|---|---|---|---|
| 1 | V Goncharenko | UKR | 897 |

**F1C 20 flew 10 full scores**

| | | | | |
|---|---|---|---|---|
| 1 | I Andriushchenko | UKR | 900 | +454 |
| 2 | D Stakhanov | UKR | 900 | +418 |
| 3 | A Vyazov | RUS | 900 | +416 |

**F1P-Junior 2 flew**

| | | | |
|---|---|---|---|
| 1 | G Radchenko | UKR | 866 |

## SREM CUP, ZRENJANIN, SERBIA, May 24-26

**F1A 33 flew 6 full scores**

| | | | | | |
|---|---|---|---|---|---|
| 1 | D Zulic | SLO | 1260 | +300 | +420 |
| 2 | M Hrast | SLO | 1260 | +300 | +390 |
| 3 | M Lemut (J) | SLO | 1260 | +300 | +351 |

**F1A-Junior 12 flew**

| | | | | | |
|---|---|---|---|---|---|
| 1 | M Lemut | SLO | 1260 | +300 | +351 |
| 2 | M Jezik | SVK | 1228 | | |
| 3 | M Borkovic | BIH | 1168 | | |

**F1B 10 flew**

| | | | |
|---|---|---|---|
| 1 | A Shelepov | MNE | 840 |
| 2 | R Blagojevic | SRB | 796 |
| 3 | V Tomljanovic | CRO | 540 |

**F1B-Junior 4 flew**

| | | | |
|---|---|---|---|
| 1 | B Gostojic | SRB | 496 |
| 2 | S Gajic | SRB | 350 |

**F1C 4 flew**

| | | | |
|---|---|---|---|
| 1 | Z Grepl | CRO | 540 |
| 2 | S Janovic | SRB | 448 |

**F1Q 2 flew**

| | | | |
|---|---|---|---|
| 1 | Z Grepl | CRO | 244 |

## F1E SATURDAY LEAGUE, JUNE 1

Report by Ian Kaynes

This was the first of Paul Fynn's planned F1E events to get underway. Paul, Barry Lumb and I attended. Paul showed us both sites: a grass bowl facing south and a north facing slope, less than a mile apart. The latter slope was used since the wind was northerly. There were bushes on the slope, becoming trees to the right and with gorse bushes on the left side, but with clear fields in front of the slope with just a few trees and a distant power line.

The wind was about 8 m/sec and it proved difficult to reach the fields in front of the slope. The longer the DT you set the further the model progressed in front of the hill but the more it climbed in the smooth lift – to blow back to the slope on DT. All models landed safely but it was decided not to fly a contest. It would be a good site with just a little less wind.

The next one is scheduled for July 6.

## F1E WORLD CUP EVENTS, TURDA, ROMANIA, MAY 25-26

Report by Ian Kaynes

After considerable rain the Tankodrome was used because of its good access road. The weekend had rather mixed weathyer with one severe storm each day. On the Saturday a storm arrived as predicted at midday when two rounds had been flown. The organisers were concerned about another storm forecast for 17.00 and decided to fly one more round and then a flyoff. As one of the four people with double maxes at this stage I made a test flight to check steering direction, when it was seen to be alright, I went to RDT but got no response and the model completed a perfect 240 flight (later it worked perfectly, had I not switched on the transmitter???). By the time I had driven down to get the model and back to fly again, the wind had shifter slightly and it flew out from the ridge and failed to max. Jaromir Orel dropped even more time on his flight so two were left for the flyoff down in the valley. In test flights it seemed that Maurizio Tomazzoni was setting a course across the valley while Frantisek Doupovec was flying more along the ridge. When it came to the actual contest flights this was reversed – Maurizio launched first and stayed up well flying along the ridge while Frantisek flew across the valley and they both landed at about the same instant, giving Murizio a clear victory. What was most disappointing was that no storm arrived and the weather stayed flyable all evening.

Sunday started with a wet morning and flying started late after the rain stopped. One round was flown in good conditions then the wind got up and was very strong for the next three rounds. After an early afternoon storm the wind changed and the last round was started on the north slope. Soon the wind dropped and then reverted to be southerly, so at least the last half of the round had wind down the slope. The locals came out best of the difficult day, with Romanians taking the top 7 places.

**Turda Cup May 25**

**F1E 43 flew**

| | | | | |
|---|---|---|---|---|
| 1 | M Tomazzoni | ITA | 300.00 | +92 |
| 2 | F Doupovec | CZE | 300.00 | +71 |
| 3 | B Ionel | ROU | 269.16 | |
| 4 | I Kaynes | GBR | 267.50 | |
| 5 | S Ionut | ROU | 263.33 | |
| 6 | A Roux | FRA | 255.41 | |
| 7 | V Zorin (J) | ROU | 247.91 | |
| 8 | D Florian | ROU | 247.50 | |
| 9 | I Treger | SVK | 244.57 | |
| 10 | D Petcu | ROU | 241.66 | |

**F1E-Junior 9 flew**

| | | | |
|---|---|---|---|
| 1 | V Zorin | ROU | 247.91 |
| 2 | H Razvan | ROU | 228.75 |
| 3 | N Mihnea | ROU | 208.74 |

**Memorial Popa Crangu, May 26**

**F1E 32 flew**

| | | | |
|---|---|---|---|
| 1 | D Ionut | ROU | 472.50 |
| 2 | V Zorin (J) | ROU | 472.49 |
| 3 | P Marian | ROU | 427.91 |
| 4 | F Cristian | ROU | 410.83 |
| 5 | V Simeon | ROU | 409.16 |
| 6 | D Bildea | ROU | 387.07 |
| 7 | P Eugen | ROU | 379.16 |
| 8 | W Dziuba | POL | 368.33 |
| 9 | P Chaussebourg | FRA | 353.74 |
| 10 | J Drapeau | FRA | 348.32 |

**F1E-Junior 9 flew**

| | | | |
|---|---|---|---|
| 1 | V Zorin | ROU | 472.49 |
| 2 | H Razvan | ROU | 341.24 |
| 3 | M Vysoka | CZE | 317.49 |

## MARTYN COWLEY

Martyn died from a massive heart attack during May

The memorial service for Martyn Cowley will be on Wednesday 12th June at 13:15 at Northampton Crematorium. There is a reception afterwards. If you plan to attend please let **Mike Fantham** know so that I can give Martyn's parents an idea of numbers – mainly for the reception. (mike.fantham@btinternet.com)

There is also an event in Simi Valley, California on June 15th in the evening – Mike Fantham has details if you need them.

Sat nav users are advised to head for NN4 0JF and then follow signs to the crematorium. (The Crematorium say that some sat navs try to turn you off the M1 motorway between junctions if you use the actual location, NN4 9RN.)

*Dave Hipperson writes:*

There have been some kind and accurate observations made in the Scat Newsletter by some of Martyn's English friends. I recommend you read them.

My memories of him were of a guy who always had something positive and enthusiastic to contribute. Martyn was always someone whom you sought out on the flying field. This wasn't so difficult as he had such a distinctive sound - not always the voice so much as the laugh. He was easy to find and he usually had a small entourage around him attracted by the same thing - personality.

He took over the Editorship of Aeromodeller (Feb '78) from Pete Richardson about the time I was stepping up my contributions and John O'Donnell was reducing his. Quite a pivotal moment in the history of Aero's collaboration with all things free flight. I had volunteered to run that year's Nationals and thought I would be in a good position to report the whole contest as well. However Martyn was worried that if he simply give me the job it might have looked like he was handing it over to a mate. (Croneism they call it nowadays). So if you can believe it I was summoned to the Aeromodeller offices in

Hemel Hempstead to be checked out as to my suitability by none other than Ron Mouton himself. As it happened this interview consisted of little more than Ron saying "Oh hellow Dave, I hear you can report the Nats for us - jolly good!" However Martyn had covered the bases beautifully and so tactfully that no face was lost on any side. His usual demeanor belied it, but in truth, he was the consumate diplomat. Show me someone that didn't like him - now or then

Lovely thing was that this particular Nats, held uniquely at Cranwell, was blessed with sensational weather and made my running and reporting task a doddle. Martyn had made a point when he took over as Editor of assuring everyone he would now be doing less flying. Thankfully this didn't happpen. At this Nationals and remember it was the days of big entries - more than 70 flying just in A1, he placed 3rd in the F1C flyoff, also winning a team place (and soon he would start building his reserve model - sorry could resist that) 2nd in HLG, 2nd in the CDH flyoff and 2nd in the A1 flyoff.

However the piece from all this that I would most like you all to remember was this. As I mentioned he had flown well in F1C but the timetable in those days was somewhat more imaginative than it is now and the FAI events were held in the late evening of one day and the early morning of the next - over the top of all the other classes I seem to recall. The final FAI flyoff procession was held as a climax right at the end of the third day. Anyway Martyn had qualified for this FAI Power flyoff by lunchtime. He immediately entered A1. It was virtually flat calm - clear blue sky. Not ideal for small towline gliders. As CD I just happened to notice the time when Martyn took his A1 card from control - it was 12 minutes after the FAI event had ended. There was a short pause and his card came back with a 2minute max on it. It was taken away again and in no time returned with another two minute max on it. This happened three more times. His full score was completed in 55 minutes. He explained that it would have been quicker had he not had to make a couple of trim flights during the sequence!

Alongside his contest achievements he was to make a magnificent job of his two and a half year tenure of the Editorship of Aeromodeller. It is well known now that his interests extended deep into full size aviation particularly once he was ensconced in his natural habit of the United States of America. His abilities, fuelled by wild enthusiasm for everything he touched were boundless. I don't think he ever stepped on the Moon but he was very quiet about some stuff he did so I can't be totally sure.

## F1J EURO CHALLENGE

| | | London Gala | Nationals | Total |
|---|---|---|---|---|
| 1 | P Watson | 9 | 9 | 18 |
| 2 | B Aslett | 10 | 7 | 17 |
| 2 | M Lester | 7 | 10 | 17 |
| 4 | S Dixon | 8 | 8 | 16 |
| 5 | M Wills | - | 6 | 6 |
| 6 | F Chilton | - | 5 | 5 |
| 7 | T Payne | - | 4 | 4 |

Remaining events are Moncontour, Southerm Gala, Midland Gala, Eurofly

## UK COMPETITION NEWS

BRUMFLY 2013. Following a somewhat chaotic period of uncertainty over the availability of Barkston, and other organisational issues, Birmingham MAC can confirm that the Brumfly will go ahead at RAF Barkston Heath on July 7th, starting at 9am.

It was felt that although the event may need a rethink in the long term due to the large number of classes; this year's gala will retain the format originated by Stafford, who started the ball rolling in the 1980s. Classes will be: BMFA Glider, BMFA Power, BMFA Rubber, SLOP, F1H, F1G, F1J/1/2A, Mini Vintage and CLG/ HLG combined. The Jim Baguley shield will be awarded to overall Gala Champion. All flights to be made upwind of a line (except HLG/CLG), no rounds.

The usual trophies will be awarded to the winners, with prizes down to 3rd. place, and once again refreshments will be available at the prize giving.

COUPE EUROPA will be on December 8th at Middle Wallop (SO20 8DY 51° 08' 59.18"N, 1° 34' 25.15"W). Events are F1G for Aeromodeller Trophy and Vintage Coupe d'Hiver for AAA Cup, Flitehook Europa Team Trophy for F1G teams. 10 a.m. start. F1G in rounds. Contact David Beales on +44 (0)20 8858 2714 or e-mail; addickab@aol.com or phone or fax Martin Dilly on +44 (0)20 8777 5533 or e-mail: martindilly@compuserve.com.

## F1D EUROPEAN CHAMPIONSHIPS

The organisers have just changed the date of this event, bringing it forward from September, when it would have been slightly cooler, to the usual time in mid August. This results from the hall becoming unavailable, which reverts to the usual situation when the hall would only be available for flying in August and used for exhibitions from September onwards. The Championships will be from August 13 to 18th, with the open international on August 11 to 13th.

## NOTICEBOARD

FOR SALE – STAFFORD SCREEN QUALITY MODELS etc All in tip-top condition

F1C VE Geared Engine 3 blade prop, 6 panel carbon wing flapper

F1C VE Geared Engine 3 blade prop, 6 panel carbon wing with wing wiggler

F1C VE Straight drive, 6 panel carbon wing with wing wiggler

F1C Nelson Straight drive, 6 panel carbon wing with wing wiggler

F1C Hummer APC 2 blade, 6 panel carbon wing with wing wiggler

F1C Nelson/VE Gear APC 2 blade, 6 panel carbon wing with wing wiggler

F1C Nelson Straight drive, 4 panel foil wings

Each of the above complete models could be sold with or without engine.

Lots of equipment, spares and raw materials, plus Emco Compact 5 Lathe, Emco Compact 5 Milling Machine, Emco Chucks, Machine Vices, Tools etc.

All genuine enquiries for further details welcomed by:-

Peter Watson 01926 421028 or peterwatson47@hotmail.com or

Roger Baggott 01562 66219 rogerddodger43@hotmail.co.uk

For international sales collection could be made at the World Championships in August.

FOR SALE - VICTOR STAMOV MECHANICAL TIMERS AND BUNT ARMS. Package consisting of :-

2 x 9 minute mechanical timers
2 x glass laminate timer box and screws (one box damaged but repairable)
2 x bunt arms
2 x hook to timer start levers
1 x winding key
1 x timer pointer

All in excellent condition with timers checked to ensure reliable running. Price is £80 with free UK postage, overseas postage at cost. Contact chris.edge@jordonlaw.com

CARBON FUSELARGE BLANKS: F1A, F1C/Open/SLOP, F1J/½A . Full details to nordicf1a@gmail.com J Carter or 07725164372. Also carbon spars to suit F1A /power and tracker/ transceiver suitable to use with Biotrack bugs.

## EQUINOX CUP ENTRY FORM

The Equinox World Cup Free Flight event for F1A (Glider), F1B (Wakefield),F1C (Power) and F1Q (Electric) classes will be held on Salisbury Plain over the weekend of September 28-29. Salisbury Plain is close to the pre-historic monument, Stonehenge, and has easy access from London and the southern ports. The contest site is situated to the south of the B390 between Shrewton and Chitterne north west of Salisbury, and will be signposted from the B390.

F1B and F1C will take place on Saturday and F1A and F1Q on Sunday. Start on each day will be 9.30am and there will be 5 rounds of 1hour 20mins with 10mins break between. Round 1 maxes will be F1A – 3.30mins, F1B and F1C – 4.00mins and F1Q – 3.00mins. Max for rounds 2 to 5 will be 3.00mins. The round times and max times may vary if the weather dictates.

Timekeepers will be provided but flyers will be allowed to use other timekeepers if necessary.

Trophies will be awarded down to 5th place for F1A /F1B and 3rd place for F1C/F1Q.

Closing date for entries 20/ September 2013. All entries, accompanied by payment of total in Euro/GBP (cheque drawn on UK bank or cash) to: John Carter, Petite Maison, 45 Grindley Lane, Meir Heath, Stoke on Trent, Staffs, ST3 7LN. Cheques payable to: BMFA – Equinox Cup. E Mail Enquiries: carterbuild@yahoo.co.uk or nordicf1a@gmail.com

| | |
|---|---|
| **Surname** | |
| **First Name** | |
| **Address** | |
| **Town/City** | |
| **Country** | |
| **Post/Zip Code** | |
| **Nationality** | |
| **Telephone Number** | |
| **Mobile Phone Number** | |
| **E Mail Address** | |
| **FAI Licence Number** | |
| **Senior or Junior?** | |

## WORLD CUP EVENTS

| **Day** | **Saturday** | **Saturday** | **Sunday** | **Sunday** |
|---|---|---|---|---|
| **Class** | **F1B** | **F1C** | **F1A** | **F1Q** |
| **Please tick** | | | | |

**Timekeeping**

Please help if possible because the success of the event relies on your goodwill.

| **DAY** | **SATURDAY** | **SUNDAY** |
|---|---|---|
| **Please tick day** | | |

Volunteer official timekeepers will receive a sticker and a bottle of wine.

**Entry Fees**

| **World Cup Events** | | **Paid** |
|---|---|---|
| Single Class (Senior) | 35 Euro / £30 | |
| Single Class (Junior) | 7 Euro / £6 | |
| Additional Classes (both) | 7 Euro / £6 | |
| | **Total paid** | |