FREE FLIGHT news

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FFn DIARY

July 6 near Melton Mowbray	F1E Saturday League. See FFn 1303. Contact Paul Fynn 01664 454634, paulhfynn@gmail.com
July 6-7 Salisbury Plain	BMFA Trimming Weekend. See FFn 1301. Must call Peter Tribe on Friday before 01225 862748.
July 7 Near Sheffield	BMFA 4th F1E (Team Selection). Contact: Ian Kaynes 01252 512538 or 0794 185 2144
July 7-14 Pazardzik, Bulgaria	Junior European Championships F1A, F1B, F1P.
July 12-15 Denver, USA	MMM FAI 14-Rounder. F1A, F1B, F1C, F1E, F1P, F1Q World Cup event. Contact: Chuck Etherington, 80107 Elizabeth, CO, 33946 Goldfinch Dr, USA, tel +1 720 201 6218, e: chuck.etherington@jeppesen.com web: www.themmmclub.com
July 13-14	BMFA Salisbury Plain. See July 6-7.
July 14 Area venues	BMFA 5th Area. C/P Team (Keil/Plugge), F1B(Gutteridge), P30, Classic Glider (Plugge), Tailless(Plugge). Contact: Area Comp Secs
July 15-22 Ulaanbaatar, Mongolia	Mongolia Cup. F1A F1B F1C F1P World Cup event. Contact: Chimed Ganzorig, tel. +976 11 326 730, fax +976 11 323 297 ganzo_oled@yahoo.com www.masa.mn
July 19-20 Chernigiv, Ukraine	33rd Antonov Cup. F1A, F1B, F1C, F1P World Cup event. Contact: Igor Zavgordniy, tel +380 44 405 68 33 / +380 50 242 0757, email: zivdbox@bigmir.net web: www.f1U.org
July 20-21 Chernigiv, Ukraine	The Commonwealth Cup of Belarus. F1A F1B F1C F1P World Cup event. Contact: Yaroslav Vasilyev / Igor Zavgorodnii, tel. +375 296 207 709, fax +375 175 052 960, zivdbox@bigmir.net web: www.f1u.org
July 20-21 Borden, ON, Canada	Huron Cup. F1A, F1B, F1C, F1Q, F1H World Cup event. Contact: Tony Mathews, +1 905 8402268 tmathews180@gmail.com web: www.torontofreeflight.org
July 20-21	BMFA Salisbury Plain. See July 6-7.
July 21 Odiham	BMFA Southern Area Spring Gala. See FFn 1305. Vint Wake (4oz+8oz),vint ltwt R, tailless, vint+classic G comb, HLG+cat comb, CdH, A1, E36. Pre-register by **July 7:** John Thompson, Beechmede, Meadow Lane, Hartley Wintney, Hants, RG27 8RF 01252 842471 johnd.thompson@btinternet.com
July 26-28 Beauvoir-sur-Niort, France	Azay Le Brulé International. F1A, F1B, F1C, F1G, F1H, F1J, F1K, F1P. Contact: Trachez André, tel +33 6 08 57 35 50, email: andre.trachez@laposte.net
July 28	Tynemouth Mini Rally. CANCELLED
July 28	BMFA Salisbury Plain. See July 6-7.
July 28 Near Sheffield	BMFA 5th F1E (Team Selection). Contact: Ian Kaynes, see July 7 entry
July 29-30 St Jean de Sauves, France	Poitou - Moncontour. F1A F1B F1C F1Q F1G, F1H, F1J Contact: Gerard Marquois, +33 549 226 891 gerard.marquois@sfr.fr web: www.vol-libre-moncontourois.fr
July 31- Aug 1 Thouars – Noize, France	Poitou. F1A, F1B, F1C Contact Yves Bellet +33 549 665 699 bellet.y@orange.fr, www.poitou-aero.com

7 Ashley Road, Farnborough, Hants, England GU14 7EZ ffn@btinternet.com
Web site address: www.freeflightnews.org.uk
Compiled and produced by Ian Kaynes, Paul Masterman and Michael Warren

WORLD CHAMPIONSHIPS 2013 – THE BRITISH TEAMS

With thanks to all our team members, we start with F1A, and with **John Cooper**:

Sixteen years ago I decided not to bother with trying for the UK FF teams. There were several reasons, but it was mainly so that I could enjoy my flying again, with trips to Lost Hills instead of the delights – ? – of attending Team Trials in our wet and windy autumnal weather. However, with the 2013 Champs scheduled for France it seemed to be time to try to make a comeback, not least because I'd be in France for the Moncontour and Poitou events anyway. So, forty years since my first World Champs, I'm proud to get the chance to represent GBR again.

I've currently got six trimmed models to take - all are electronic with Black Magic timers, with four at 2.1 metres span and two at 2.3 metres span. All of these have conventional sections and many flying hours to their credit. They are all part bought and part home made, with the bought bits coming from all the main suppliers. In addition I've three LDA models, two at 2.3 metres and a very recent 2.1 metre Stamov. It has to be said that none of these are sufficiently trimmed and tested yet to risk flying in a competition at such a level. Following a back operation in 2009 my running speed is slow (some might say, even slower than before…) and as a result I'm only currently getting good launches with the LDAs when the wind is over about 8kmh, though I'm hoping that I can get at least one of these fully trimmed before the Champs.

Based on the above the likelihood is that I'll be competing with:

No 47 (a 2.3 metre M&K model now converted to electronic). This glides really well, but doesn't like thermals, hence I normally use it for the first two rounds plus late evening fly-offs.

No 50, a largely home made 2.1 metre model. This one does like thermals but also launches really well, hence is my spare for early/late rounds.

No 52 (a copy of no 50, but with a 2.1 metre Kosonozhkin 'flat pack' wing). Another good thermal model.

These three all have servos for tail and wing wiggler. They are the models that I used in Lost Hills this February for 3rd and 5th places in the Kiwi and North America Cup events.

As usual a lack of trimming is my main problem, with no suitable local sites and generally poor weather this year. My trimming so far has consisted of around 150 flights at Lost Hills and about 10 flights in the UK! I'm intending to fly both the French events pre the Champs which should provide useful practice.

I've flown at Poitou many times so the conditions should hold no surprises for me - famous last words! Whilst winning would be great, my main hope is that I can perform to the best of my abilities and not make any silly mistakes.

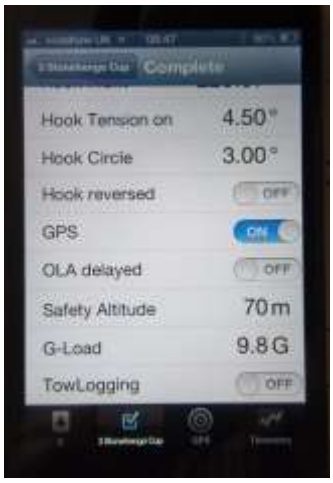
And from John Williams:

This is my first team place since my return to the sport after a seven year break. I was surprised how development had moved on and the height that F1As now achieve on launch.

The four models I will be processing are as follows: two short models with standard B6356 sections, a slightly longer model with Stamov section and a 2.4 meter LDA model with full carbon skin wings.

All the models have the latest technology on them and are among the best in the world today. At this point, for reasons of clarity, I must acknowledge that I had no involvement in the making of any of these models, they were all supplied to me by my friend Victor Stamov. In each of the last two years, in early May, I have been to Kiev for a few days to train/fly with Victor, which I have found invaluable.

All adjustments to the models, including the length of the DT etc are made using the iphone. So when trimming the models, the actual model never gets touched. The only adjustment that cannot be done from the iphone is moving the hook position.



I am trying my hardest not to be taken over by the LDA disease. This is difficult when you have a wristwatch that can tell you about the models' height at any time in flight, and a facility to download data from the model once on the ground into an iPhone. This information shows the complete flight data both in chart or table form. I have been lucky so far and have not experienced too many difficulties in launching the LDA model straight but sometimes have had difficulty getting it to circle round if lift is present. Having the facility to abort any launch regardless of how hard I pull is very reassuring. All models have an adjustable minimum safety height facility. If the model does not reach the chosen height the latch cannot open. I have set this higher on the LDA model than the rounds models.

All models have GPS. When the model lands its position is shown on the iphone on a satellite map. This data is provided by about, normally, nine satellites. This map can be zoomed in or out to suit. It will identify the model's position on the ground within a few meters. The information will also show how far the model is away in meters from the phone. There is no limitation on range.

So in conclusion, the models are good enough to do very well, it's just getting it right on the day and, I suppose, a bit of luck. I'll try my best to be a good representative for the team and Country.

Richard Jack is again in the team:

I'm very much looking forward to flying in a Senior World Championships on the same site where I competed in the 2004 Junior World Championships. That experience in combination with my annual trips to the Poitou World Cup contest means that I can't imagine I'll ever fly a Champs in more familiar conditions. As this is my third team place in a row I'm also feeling more comfortable in that environment, so hopefully I can roll it all together into a good performance on the day.

I've been in reasonable form so far this year, though it feels like I haven't had much competition flying due to missing the Nationals (attending a family wedding) and the cancellation of the World Cup events I had planned to attend in Lithuania due to a flooded flying field. Hopefully that will be remedied by the time I arrive in France, as I'm planning to travel to Sweden to fly in the three World Cup contests there at the end of June – fingers crossed the weather plays ball!

This year I plan to take six models with me, Nos 21, 23, 25, 26, 27 and 29. Of these there is one new model (29) and five others that came to Italy with me last year. 23 and 25 are longer models, with a 2.4m span, and 21, 26, 27 and 29 are all shorter, with a 2.1m wing-span. As I'm sure lots of other glider fliers have, I've spent a great deal of time over the last couple of years trying to get my low drag models flying consistently well, though with mixed results.

My shorter LDA model (No 26 – 2.1m span) was trimmed relatively easily; I used it to make the extended max in round one of the Champs in Italy and it would have been the go-to model if I'd made it to a fly-off. However, the longer version (No 25 – 2.33m span) has not come good so easily, with the major issue being achieving a repeatable action at the launch. However, his seems to be coming gradually, and I'm on the lookout for some calm conditions to really test its fly-off potential.

The new model, No 29 (2.1m span, same planform as the short models 21 & 27), has been developed as a compromise between the launching performance of the LDA models and the stability of a more traditional section. I feel that this type of model could be particularly suited to the conditions I've experienced in France, when there has often been noticeable thermal activity quite late into the evening – and hence the fly-off rounds.

Turning to F1B, and to **Peter Brown**:

I can't say that much has changed with my models and equipment since the Euros in Italy last year. That's not to say I haven't been busy, far from it, but just keeping models in flying condition takes time.

The biggest change to my six models was to convert two of my oldest six panel designs to LDAs. This was done because the six panel wings were well past their best, with numerous repairs, and in my opinion lacked dihedral. This now means I have four LDA and two six-panel 'conventional' 1800mm models.

The latest LDAs I have been flying are without any form of turbulators and as yet seem to fly without huge problems, which makes me wonder what I am doing wrong as not everyone likes them. Now I've said that, maybe I'll come back from France with stories of stalling out of the sky... I hope to do more back-to-back testing with turbulated and non-turbulated wings in the coming weeks prior to going to France. It does seem to hurt the climb with turbed wings, as one would expect.

My F1G flying has had to take a back seat for a while and has suffered as a consequence but that was always going to be the case. And I have just remembered the biggest change from last year – wet rags to stop the wound motors getting too hot. High technology or what!

Ivan Taylor is back in the team after a gap of several years:

Great joy – another chance to compete in a Championship : this will be my seventh.

I have had more time than ever before over the last 18 months to enjoy my aeromodelling and flying BMFA/rubber has helped improve my building and is enormous fun. Since the Trials I have built four F1Bs, going back to a higher A/R, which is about the same that I was using 30 years ago, although the structure is now D-box. My models are certainly not high tech – the only concession is a VP unit on two models. They fly R/L, as always, with just VIT and instant start.

I have only flown F1B at the Nats this year so far, but have managed 30 hours of test flying. Special attention has been paid to using wing differential settings, stab sections, props, fin size and, of course, reliability. Flight testing has indicated a good batch of 2010 1/16th inch rubber. My aim until the event is to fly all seven models enough to choose three to really get to know.

I love building and flying and when you can see things getting better it gives great satisfaction. I meet up with old friends and make new ones and the help and generosity is quite breathtaking.

I will do my best and also help my team-mates in any way I can. My target will be to place higher than my 12th in France in '87. However, the game has changed. I don't think we realised at the time before the "factory" models what individuality there was in design and approach. This, for me, was part of the attraction.

I hope that we all have a good time, with the success of which our teams are capable.

Mike Woolner has had an eventful couple of months, which he thinks of as *Bullocks and their bits*:

In early May I decided to use the Stonehenge Cup as my main training session for this year's Champs in France. After all, both locations are windy plains. There are small differences in

temperature, landscape and flora, but, otherwise, to a keen Champs-focussed modeller the locations are usefully similar.

Mike Woolner launching in Stonehenge Cup

The wind was certainly in evidence at the Stonehenge Cup, seemingly strengthening with every round, and, by the time I made my final flight in round 5, it must have been gusting to 25mph plus. One of my windy weather models (number 17) had survived a tree in the first round, and another three flights into open fields, but by round five, an eager band of frisky and wet-tongued bullocks in a small field three miles downwind were licking their lips at the prospect of the plaything that was soon to land amongst them. By the time I arrived, several hours later, the bullocks were in a jovial state, bucking and snorting, and obviously feeling very smug. The only evidence of the model I could find was part of a chewed wing tip. I asked the one who appeared to be their leader where my model was, but he just looked at me defiantly. The signal from the transmitter had disappeared, leading to the intriguing but improbable conclusion that the entire model had become a bovine breakfast. The prop blades would be satisfyingly crunchy, but wouldn't the carbon shards be like eating fish bones?

Retrieval efforts by John Carter and Russell Peers also came to nothing, but a day later I was buoyed by a phone call from Peter Tribe telling me that the remains had been picked up by the bullocks' farmer, who had, in turn, kindly delivered them to a local model club.

Several weeks later a large box arrived in the post, and, when opened by my eager hands, the well-bullocked bits fell out on the floor. Nothing much to salvage was my initial thought, but the key element, the front fuselage, was, despite a hoof-print and bent wing joiner, relatively undamaged, with the kevlar motor tube being fairly chew resistant. Cleaned of the bullocks' defecation, and with the help of a spare boom and two hours of F1B transplant surgery, number 17 is ready to take to the skies again. Sweden will be its re-trimming site, and the Salisbury bullocks can wait until September to try and have another chew. Let the Swedish bullocks approach at their peril.

Following the transplant surgery, a thought dawned on me. Why not use the opportunity to electrify number 17? I couldn't resist, and so I've added two AAA batteries to the pylon with some carefully applied gaffer tape, plus two small servos and a gyroscope, all of which allow the stab and wing wiggler to move in smooth continuous movements, a bit like Bruce Forsyth on *Strictly Come Dancing* (so I've heard) with, I calculate, the model being perfectly balanced and inclined at all stages of the climb. There is the small matter of the model being 20 grams overweight, but I reckon reduced drag and an improved flight pattern will more than compensate for this.

Avid readers can follow the progress of number 17 on Twitter, after the field trials in Sweden, in the lead up to the real thing in France. With luck, the opposition will also be electrified.

Finally to F1C and to **Alan Jack:**

As usual at this time before the Champs my plans are rather too fluid! After the Italy fly-off left me a bit underwhelmed I had three flappers that were going well, Nos 29, 34 and 35. The first of these is a 2011 generation model, 34 and 35 were from 2012 with thinner sections, 34 with glass covered foam core flaps and 35 with a flap torsion spar and built-up flaps. Testing had persuaded me that the folding flapper route was not the way to go and hence my winter building produced 36 and 37, both flappers.

The first of these two turned out too heavy and it's currently a testing platform. No 37 is like 35 but with less taper and a smaller root chord to give the same aspect ratio as 35. Another winter change was to modify 34, 35 and build into 37 more flap movement to give flap up slightly beyond flat bottomed and more camber on flap down. I had my usual week of early testing at Lost Hills and after a lot of messing about with 37's modified flap actuation (Question – why is it that a system works perfectly on the bench but on the flying field it becomes obvious that it's hopelessly unviable?) I flew it in some rounds of all three comps. Whilst 37 looked promising it was clear that the glide was somewhat "away with the mixer" (as we say in the North East) with random direction changes and stalling. I think I have ironed that out and it flew quite well in an open contest at Church Fenton. It did OK in the fly-off too but Alzheimer's kicked in and I forgot to take the flight cards in straightaway and was disqualified as a result. Harrumph!

Also at Church Fenton, 37 sported some flap cover/fairing details which should improve the glide. Referring back to Lost Hills I worked quite a bit on 35 and by the Maxmen fly-off I had that working well to the tune of a 9 mins plus flight in the early morning showdown. Some good I suppose, but the big boys can do 10 minutes so I need something more. I also have a new machine, No 38 or its current nickname of B&YB. It is very unusual for me to get a year's models to go well for the same year's champs but we shall see. I have various other refinements but to be honest I suspect simply maxing is going to be a major challenge with severe up and even more nasty down in and around the Poitou thermals, model-busting super stubble, heat, dust, wind and blinding light bouncing off the reflecting ground. A week flying toys on farmland in a French summer and we will know we have been tested.

From Ken Faux:

I will be taking the same models to France that I took to the European Champs in Italy last year, two Verbitsky geared and two Nelson straight drive models, all using Verbitsky wings and tails. All models are on trim and two feature Sidus electronic timers, the others having stand-alone radio DT. I plan to do a minimum of test flying in France as the site can be

tough on the models. In addition, I will be taking one of the Verbitsky geared flappers that I have recently acquired from Stafford's estate.

I intend to really enjoy the World Championships and to put in the best performance that I can on the day. Let's hope the weather is classic Poitou!

And finally, from **Mick Lester**:

As the young, inexperienced upstart in the power team for the first time, I find myself short of models and trimming opportunities, and with little over four weeks before departure to France the lack of trimming weather is starting to play on my mind, although I expect most flyers are in the same situation.

I only have three models to take. My best model is very similar to Peter Watson's World Champs winning model with a Eggleston F1C LDA section powered by a Nelson Hummer, and I believe this model can compete with the best.

My second model is again something similar to Peter Watson's Number 31, though with a more conventional wing section and powered by a Fora geared motor built last winter This was intended to be my rounds model and as yet is not fully trimmed and tested which my biggest problem at the moment. The third model is a relatively old and small four-panel wing model with a direct drive Nelson, not my favourite model at the moment but it's capable of maxing out.

All three of my F1Cs have Sidus electronic timers, which have proved to be very reliable so this should eliminate the dreaded over-run worries. I believe this is the first British F1C team to have 100% electronic timers fitted.

Assuming I go to France with all my models fully trimmed I will be confident of a solid performance. I enjoy the challenge of flying in the notoriously difficult-to-pick air which should give me some edge over the opposition, and with all the preparation, support and advice available, what could possibly go wrong! MCW

BUDAPEST CUP OF HUNGARY, SALONTA, ROMANIA, MAY 12

F1A 53 flew

1	M Kosonozhkin	RUS	1260	+300	+276
2	L Robert	CRO	1260	+300	
2	B Igor	CRO	1260	+300	
2	M Grozdan	CRO	1260	+300	
2	R Assmuss	GER	1260	+300	
6	K Ferenc	HUN	1260	+289	
7	H Istvan	HUN	1260	+232	
8	P Findahl	SWE	1260	+231	
9	J Santha	HUN	1260	+140	
10	S Zachara (J)	SVK	1257		
11	J Abad	ESP	1253		
12	J Guti	HUN	1250		
13	K Kulmakko	FIN	1240		
14	J Nyhegn	DEN	1233		

F1A-Junior 15 flew

1	S Zachara	SVK	1257		
2	P Meglaj	CRO	1225		
3	M Lomov	RUS	1203		

F1B-Junior 3 flew 3 full scores

1	T Mackus	LTU	1260	+300	+300
2	P Lomov	RUS	1260	+300	+290

F1B 19 flew

1	T Mackus (J)	LTU	1260	+300	+300
1	S Gostojic	SRB	1260	+300	+300
3	B Silz	GER	1260	+300	+297
4	P Lomov (J)	RUS	1260	+300	+290
5	J Ancans (J)	LAT	1260	+300	+236
6	J Drapeau	FRA	1260	+300	+211
7	I Kocsis	HUN	1260	+300	+204
8	W Liberatore	ITA	1260	+300	
9	S Stas	SLO	1244		
10	D Larsen	NOR	1224		

F1C 6 flew 3 full scores

1	B Bauer	HUN	1260	+300	
1	M Roman	POL	1260	+300	
3	G Zsengeller	HUN	1260		

F1Q 6 flew

1	G Milak	HUN	1258		
2	K Gabor	HUN	1236		
3	M Richter (J)	GER	1212		

ISTANBUL FREE FLIGHT CUP, VIZE - KIRKLARELI, TURKEY, JUNE 7-9

F1A 13 flew

1	B Bardarov	BUL	1260	+300	
2	C Kargin	TUR	1260	+126	
3	B Dimeski (J)	MKD	1260	+100	
4	M Yordanov	BUL	1260		
5	N Nikolov	BUL	1237		
6	Y Olgun	TUR	1225		

F1A-Junior 2 flew 1 full scores

1	B Dimeski	MKD	1260	+100	

F1B 9 flew

1	A Ribchenkov	RUS	1260		
2	V Savov	BUL	1253		
3	I Yurtseven	TUR	1172		
4	D Kalnakov	BUL	977		

F1B-Junior 1 flew

1	M Savova	BUL	328		

F1C 1 flew

1	N Nikolov	BUL	45		

SWEDISH CUP, RINKABY, SWEDEN, JUNE 27

F1A 44 flew

1	C Breeman	BEL	900	+361	
2	P Findahl	SWE	900	+353	
3	M Kosonozhkin	RUS	900	+327	
4	P Rasmussen	DEN	900	+286	
4	D Halbmeier	GER	900	+286	
6	S Jensen	DEN	900	+281	
7	M Farber	GER	900	+268	
8	C Bachmann	SUI	900	+243	
9	E Jensen	DEN	900	+224	
10	F Wilkening	GER	900	+85	
11	S Limberger	GER	900		
12	K Huber	SWE	896		
13	A Persson	SWE	890		
14	J Carter	GBR	879		
15	T Linkosalo	FIN	878		
16	S Rumpp	GER	866		
17	K Valkonen	FIN	861		
18	I Bezak	SVK	843		
19	P Kuikka	FIN	839		
20	E Ragot	FRA	832		
21	S Reuss	GER	825		
22	B Pouzet	FRA	811		

F1A-Junior 3 flew

1	B Karlowski	POL	808	
2	R Westerlund	SWE	372	

F1B 36 flew

1	M Solodov	RUS	900	+402
2	M Woolner	GBR	900	+306
3	R Peers	GBR	900	+300
4	B Silz	GER	900	+286
5	A Gey	GER	900	+278
6	S Tedeschi	FRA	900	+263
6	K Lamers	NED	900	+263
8	A Burdov	RUS	900	+249
9	G Marquois	FRA	900	+225
10	J Bodin	FRA	900	+168
11	T Wiesiolek	GER	900	
12	B Eimar	SWE	897	
13	V Rosonoks	LAT	896	
14	R Mackus	LTU	887	
15	T Mackus (J)	LTU	884	
16	H Broberg	SWE	883	
17	M Soderling	SWE	882	

F1B-Junior 2 flew

1	T Mackus	LTU	884	

F1C 6 flew 3 full scores

1	Y Perchuk	RUS	900	+420
2	C Wachtler	GER	900	+387
3	J Roots	EST	900	+325

F1Q 8 flew 4 full scores

1	H Salminen	FIN	900	+388
2	R Assmuss	GER	900	+374
3	M Amthor	GER	900	+294
4	A Lindner	GER	900	+290

DANISH CUP, RINKABY, SWEDEN, JUNE 28 - JULY 1

F1A 42 flew

1	T Weimer	GER	900	+336
2	J Swenungsson	SWE	900	+306
3	I Bezak	SVK	900	+293
4	P Kuikka	FIN	900	+291
5	D Halbmeier	GER	900	+261
6	F Aberlenc	FRA	900	+241
7	M Kosonozhkin	RUS	900	+223
8	S Rumpp	GER	900	+148
9	S Reuss	GER	900	+111
10	D Varhos	SWE	900	
11	S Limberger	GER	893	
12	B Pouzet	FRA	891	
13	A Persson	SWE	890	
14	K Huber	SWE	862	
15	M Wachtler	GER	846	
16	E Ragot	FRA	841	
17	P Rasmussen	DEN	835	
18	F Wilkening	GER	832	
19	P Findahl	SWE	829	
20	R Jack	GBR	828	
20	J Zarins	LAT	828	

F1A-Junior 3 flew

1	R Westerlund	SWE	776	
2	T Mackus	LTU	731	

F1B-Junior 2 flew 2 full scores

1	T Mackus	LTU	930	+328

F1C 6 flew 4 full scores

1	Y Perchuk	RUS	930	+440
2	A Jack	GBR	930	+342
3	C Wachtler	GER	930	+264

F1B 33 flew

1	A Burdov	RUS	930	+372
2	R Peers	GBR	930	+353
3	T Mackus (J)	LTU	930	+328
4	B Silz	GER	930	+315
5	M Woolner	GBR	930	+288
6	T Christensen	SWE	930	+282
7	D Larsen	NOR	930	+276
8	M Solodov	RUS	930	+268
9	M Soderling	SWE	930	+264
10	J Ancans (J)	LAT	930	+245
10	V Rosonoks	LAT	930	+245
12	D Brehm	GER	930	+240
13	P Monninghoff	GER	930	+230
14	T Bortne	NOR	930	+229
15	G Marquois	FRA	930	+225
16	A Gey	GER	930	
17	B Eimar	SWE	923	

F1Q 8 flew

1	A Lindner	GER	930	+319
2	M Amthor	GER	930	+248
3	H Salminen	FIN	930	+238
4	M Wermter	GER	910	

F1E MONTI LESSINI, ITALY, JUNE 22-23

By Ian Kaynes

A good weekend for F1E flying, winds between 3 and 6 m/s, dry with sunny periods and a pleasant temperature of 20 to 25C in the hills. Afterwards, there was a total contrast with strong winds overnight on Sunday and thunderstorms Monday morning.

The Coppa Primerva on Saturday started with a 3 minutes max in round 1, increased to 4 minutes for round 2, a max which was then used for all the other flights of the weekend. A lot of people dropped a single flight, leaving just 4 in the flyoff. This was flown from a low hill and was one by a beautifully judged flight by Marian Popescu holding just the right speed and drifting slowly along the ridge to the right.

Waiting for the Coppa Primerva flyoff. Marian Popescu's models in foreground

After a pleasant evening meal and prize giving on Saturday evening, the Volare Lessini contest was on Sunday. The only difference in the weather today was some occasional low cloud, which hid a few high climbing models. However, more people managed the five maxes, the total of 8 including 3 juniors. The only criticism of the day was the total lack of a scoreboard, particularly critical in the event of timing mistakes.

The organisers were keen to avoid any need for a second flyoff and so set a 10 minute max and flew from much lower down the hill than the previous day's flyoff. This position had another hill of similar height directly upwind, which claimed some models while others drifted right and found no lift. There were just two good flights with Paulo Perini beating junior Christian Winker, with third place also taken by a junior Natan Laura.

8th Coppa Primavera 2013, June 22

F1E 40 flew

1	M Popescu	ROU	500.00	+323
2	J Chabot	FRA	500.00	+185
3	K Zurowski (J)	POL	500.00	+157
4	P Perini	ITA	500.00	+86
5	A Borchia	ITA	498.33	
6	D Chevenard	FRA	493.33	
7	C Winker (J)	GER	491.66	
8	M Niculescu (J)	ROU	491.25	
9	A Roux	FRA	490.83	
10	I Kaynes	GBR	486.25	

F1E-Junior 8 flew

1	K Zurowski	POL	500.00	+157
2	C Winker	GER	491.66	
3	M Niculescu	ROU	491.25	

3rd Volare Lessini, June 23

F1E 39 flew

1	P Perini	ITA	500.00	+246
2	C Winker (J)	GER	500.00	+237
3	N Laura (J)	FRA	500.00	+187
4	G Berto	ITA	500.00	+107
5	J Drapeau	FRA	500.00	+92
6	Z Valeanu (J)	ROU	500.00	+81
7	P Chaussebourg	FRA	500.00	+58
8	A Borchia	ITA	500.00	+20
9	M Agosti	ITA	498.33	
10	J Zurowski	POL	496.66	

F1E-Junior 7 flew

1	C Winker	GER	500.00	+237
2	N Laura	FRA	500.00	+187
3	Z Valeanu	ROU	500.00	+81

BMFA 4TH AREA MEETING, JUNE 16

Area	Weather
Scotland	Dry, light wind
Northern	Windy AM, light later
North East	No return
North West	No return
Midland	Sunny 10 to 15mph, 8 at FO
East Anglia	Sunny periods moderate, light at FO
South East	Rain till noon then hot, 6mph
Southwest	No return
Southern	Rain till 12, 5mph
London	Rain till 12 5 to 8mph
Western	Rain till 12, cool

F1B Mike Duce Trophy 10 flew

1	D Greaves	Bristol & West	12.30	+3.04
2	M Woodhouse	Vikings	12.16	
3	D Davitt	Morley	11.06	
4	A Moorhouse	Vikings	10.55	
5	C Chapman	Bristol & West	8.23	

F1J/1/2A 7 flew

1	M Lester	Birmingham	10.00	+3.20
2	C Foster	Morley	10.00	+1.32
3	P Watson	Birmingham	10.00	+0.00
4	F Rushby	Cleemac	9.16	

Combined Glider 27 flew

1	J Carter	Grantham	7.30	+10.57
2	P Williams	Richmond	7.30	+4.39
3	G Peck	Grantham	7.30	+2.05
4	J Williams	Birmingham	7.30	
5	D Truluck	Vikings	7.02	
6	T King	Impington	6.55	
7	R Heap	Biggles	6.51	
8	K Best	Birmingham	6.44	
8	D Oldfield	Vikings	6.27	
10	A Cameron	Crawley	6.26	
11	T Knight	Crawley	6.25	
12	G Oulds	Crawley	6.20	
13	C Parry	Biggles	6.12	

Mini Vintage 37 flew

1	P Ball	Grantham	6.00	+9.25
2	F Rushby	Cleemac	6.00	+8.32
3	C Strachan	Biggles	6.00	+7.14
4	A Shepherd	Crookham	6.00	+6.25
5	C Redrup	Crookham	6.00	+4.50
6	M Stagg	Bristol & West	6.00	+4.46
7	C Foster	Morley	6.00	+3.47
8	J Foster	Morley	6.00	+2.30
8	G Peck	Grantham	6.00	+2.30
10	T Tyson	Crookham	6.00	+2.26
11	J Leadbeater	NWFFG	6.00	+2.04
12	K Taylor	East Grinstead	6.00	+1.55
13	J Thompson	SAM 1066	5.55	
14	M Quinn	Novo	5:53	
15	J Northrop	Morley	5.52	
15	P Seeley	Bristol & West	5.52	
15	D Ginns	MHMAC	5.52	
18	D Taylor	Grantham	5.48	

P30 25 flew

1	S Fielding	Morley	6.00	+4.20
2	C Strachan	Biggles	6.00	+3.49
3	R Sparrow	Timperley	6.00	+2.17
4	P Woodhouse	Morley	6.00	+2.05
5	D Davitt	Morley	6.00	+2.02
6	P Jellis	Croydon	6.00	+1.39
7	G Peck	Grantham	5.45	
7	C Redrup	Crookham	5.45	
8	P Seeley	Bristol & West	5.38	
10	J Foster	Morley	5.20	
11	R Marking	CVA	5.19	
12	G Warburton	Morley	5.12	

Plugge

			Area 4		
		MV	F1B	P30	Total
1	Morley	165	130	188	1654
2	Bristol & West	148	160	92	1187
3	Grantham	178	20	124	889
4	Crookham	191		104	832
5	Biggles	95		140	656
6	CVA	89		96	301
7	Vikings	55	70		293
8	Cleemac	143			273
9	East Grinstead	70	40		253
10	Birmingham				245
11	Croydon	46		100	238
12	Timperley	22		92	200
13	Crawley			8	174
14	Novo	65			165
15	Scotia				150
16	NWFFG	81		40	121

BMFA F1E TEAM SELECTION 2, JUNE 9

Event also for Sheffield Magnet Trophy.
5 flights, 180 max.

1	D Bartle	500.00%
2	I Kaynes	357.78%
3	P Fynn	348.33%

Doug Bartle waiting to launch his new model on the final flight, which not only maxed again but landed after 11 minutes following a DT failure

BMFA INDOOR NATIONALS, BOULBY DOME, JUNE 21-23

L.P.P 10 flew

1	N Stewart	7.57	8.20	16.17
2	P Roberts	7.53	7.50	15.43
3	C King	7.18	7.40	14.58
4	A Hebb	6.05	7.25	13.30
5	T Chambers	6.15	6.23	12.38

F1M 1flew

1	C King	5.01	6.23	11.24

No-Cal 6 flew

1	C King	2.46	2.54	5.40	Fike
2	M Evans	2.35	2.33	5.08	Heinkel He119

F1N 4 flew

1	M Benns	0.45	0.47	1.32
2	A Hebb	0.17	0.21	0.38

F1L 5 flew

1	A Hebb	12.43	12.14	24.57
2	M Benns	12.22	12.19	24.41
3	G Chappell	8.09	8.14	16.23

35cm 6 flew

1	C King	7.28	9.05	16.33
2	G Chappell	6.35	6.51	13.26
3	R Sellwood	6.05	6.20	12.25

Gym. Crick. 4 flew

1	A Hebb	6.25	6.39	13.04
2	J Andrews	6.18	6.19	12.37

F1D 4 flew

1	M Benns	10.08	10.16	20.24
2	A Hebb	8.43	8.46	17.29
3	C King	7.03	7.15	14.18

F1R–35 cm 4 flew

1	M Benns	26.57	25.01	51.58
2	A Hebb	22.40	23.12	45.52

Legal Eagle 4 flew

1	K Bates	2.29	2.31	5.00
2	R Sellwood	2.13	2.04	4.17

L. R.S. 7 flew

1	C King	6.25	6.52	13.17
2	A Hebb	6.40	6.29	13.09
3	M Benns	5.28	6.38	12.06
4	R Sellwood	5.36	5.39	11.15

Nationals Overall Champion

1	C King	43	3	M Benns	24
2	A Hebb	34	4	R Sellwood	16

OXFORD FREE FLIGHT RALLY, JUNE 1-2

Report by Andrew Crisp

I suppose we were lucky with the weather this yea rafter the winter and spring we have endured. Saturday was fresh and bright with a wind which dropped away to relative calm for the evening “still air” champagne flyoffs. Sunday was calmer all round with variable wind speed, direction and turbulence. The drift was basically from the north which gave the maximum length of Port Meadow for flying. Nevertheless, Pete Brown had to swim to retrieve one of his F1G flights. From the river Thames, which was colder and faster than he imagined. Later he suffered the ignominy of a double zero with DPR problems. In all, quite a day!

The largest entry was in F1G with 15, perhaps encouraged by the prestige of the Southern Coupe League.

There was a reversal of type preponderance from previous years in E30/P30/CO2 combined, with the rubber option taking the top 3 places., and there only being one electric job entered. Life in the old elastic yet!

Tailless had an encouraging 6 participants, winner Ray Elliott DTing early to just miss a full house with his large rubber model. To encourage gliders to be flown, this year we factored up times by 1.25. This let Tony Thorn into second place with his *Brevity*, an old design from the Model Aircraft magazine. Unfortunately it was lost on its last long thermal flight. And when I found it next day, it had received some serious attention from a herd of bullocks!

Catapult glider continues to impress. The modification from the norm of a very forward, elevated hook position and the finger grip under the front of the wing gives a high straight-up climb path. The models of first and second placers Tolhurst and Colledge were set up thus, although old-hand Mick Page in third looked the business with his discus launch model.

The models flown in vintage and classic glider showed the suspects although Kris Best won the latter class with a rendition of *Comadian*, Don MacKenzies’ A/2 from the 1957-8 Zaic Year Book. Not the prettiest of models, it is essentially practical and of good performance potential.

For the flyoffs this year we again tried the unlimited flight, which to count must land in the field. Timekeepers were allowed to follow. I must admit that we were only partially successful, as some models went OOS in very strong lift, despite conservative DTs.

F1G was close, Peter Hall producing a nice 2.38 and not going too far. He was closely followed by Roy Vaughn some five seconds behind.

In mini vintage rubber, Chris Redrup did 4.04 to win with his *Dinah-Mite*. This design is taking over from the *Senator* as the weapon of choice in this class. It is solid, has a good propeller and has a high climb when suitably powered and wound. Chris also won P30 with a full house.

Competition for the Gala Champion was keen, Ken Taylor amassing 15.18 over three events to win from Trevor Grey and Chris Redrup.

A large sun-burnt crowd assembled for the prizegiving to applaud the winners, who received wine and plates of a rather lurid nature.

Saturday

F1H 1.00+1.30+2.00

1	S Bewer	4.03
2	S Darmon	3.44
3	P Tribe	3.42

F1G 1.00+1.30+2.00

1	J Paton	4.27
2	J White	2.29

HLG / Catapult 5x1.00

1	W Colledge	4.29
2	S Brwer	4.15
3	P Tolhurst	3.25

Sunday

F1H 11 entries 5x1.30

1	B Lavis	Biggles	7.30	+0.52
2	G Madelin	CM	7.30	+O.O.F
3	S Brwere	Biggles	6.52	

F1G 15 entries 5x1.30

1	P Hall	Crookham	7.30	+2.38
2	R Vaughn	Crookham	7.30	+2.33
3	J Paton	Oxford	7.30	+2.16

E30 / P30 / CO2 11 entries 5x1.30

1	C Redrup	Crookham	7.30
2	M McHugh	Peterborough	7.08
3	P Jellis	Croydon	6.57

Tailless Rubber/Glider 6 entries 3x1.30

1	R Elliott	Croydon	4.27
2	T Thorn	SAM35	3.55
3	A Longhurst	SAM35	3.25

Vintage Glider 10 entries 3x1.30

1	R Taylor	Nord	E Grinstead	7.30	+1.08
2	P McMahon	Lulu	CM	7.30	+O.O.F
3	P Michel	Gill-hatchet	SAM35	4.03	

Classic Glider 7 entries 3x1.30

1	K Best	MacKenzie A/2	Birmingham	4.15
2	C Parry	Caprice	Biggles	4.05
3	P McMahon	Snoek	CM	4.03

Gala Champion

1	K Taylor	15.18
2	T Grey	13.24
3	C Redrup	12.00

Lady

K Best (1st Classic Glider)

Junior

Sam Heap (6th catapult)

SOUTHERN COUPE LEAGUE

Fourth Round - Oxford Gala

Report by Peter Hall

A bright blue day at Oxford's Port Meadow, strewn with buttercups. Groups of grazing cows and horses had been carefully placed to give maximum picturesque effect. And there was cake for all of course, a perfect iced sponge with raspberry jam. Impresario Andy Crisp caters for all our aeromodelling needs including the aesthetic.

A cool northerly, more frisky than expected, swinging like a pendulum between northeast and northwest and the hot sun generating vigorous lift and sink produced some entertaining flight patterns in the morning. No thermal detection aids were allowed and a 1.30 max. was set to keep flights within the west and east boundaries - easy-peasy you might think. But many of the fifteen Coupe competitors were caught out. Peter Brown launched a trimming flight into good air which veered suddenly to take him into the river. Abandoning all Health and Safety considerations and his clothes, he swam out to the rescue, thought better of it, returned to the bank, thought again, plunged in and this time rescued his model. Shortly after, Mike Chilton's first round flight disappeared at a great height over the trees on the east side after the wind backed 90 degrees. His Coupe was flown without re-trimming after four year's layoff in its box. It climbed like an F1B. How? I got a close look. Average size, all balsa. V.I.T and A.R. 14 strands of 1/8 Tan 2 which Mike said, "smelled of May 99" driving an average prop. carrying four invigorators. Do these make a difference? Mike doesn't know but he carried them over from his F1B practice. In contrast John White again demonstrated his unique powered glide approach. The motor run must be well over two minutes.

Hall, Vaughn, Paton and Chilton got through to the flyoff, finishing in that order. Taylor, Thompson Greaves and Tolhurst ran close with four maxes each. Brown, untypically, was down in thirteenth place after a bad launch and a D.P.R. failure. As last year, the fly-off was restricted by the requirement that models had to land in the field. Short D.T. times, around two minutes, were preferred to avoid the river and the east tree line. Of course, the wind then blew straight down the field. Hall's win takes him to the top of the league with Vaughn and Tolhurst second and third. Not for long though, the scoring system promotes a rapid turnover. The next event is the Sixth Area on August 11th.

		maxes	score				
1	P Hall	5	17	9	R Elliott	3	5
2	R Vaughn	5	14	10	P Gibbons	3	4
3	J Paton	5	13	11	T Grey	2	2
4	M Chilton	5	12	12	M McHugh	3	3
5	K Taylor	4	10	13	P Brown	3	3
6	D Thompson	4	9	14	M Stagg	2	2
7	D Greaves	4	8	15	J White	1	1
8	P Tolhurst	4	7				

Current League table, best 5 scores to count

		Crookhm	London	Stnhnge	Oxford	Total
1	P Hall	7	6	10 17	40	
2	R Vaughn		16	14	30	
3	P Tolhurst	13		7 7	27	
4	M Marshall	10	6	8	24	
5	J Paton		8	13	21	
6	P Brown			17 3	20	
7	K Taylor	8		10	18	
8	C Chapman		13	4	17	
9	N Allen			13	13	
9	D Greaves			5 8	13	
11	G Stringer		12		12	
11	D Chevenard			12	12	
11	M Chilton			12	12	
14	A Brocklehurst		9		9	
14	D Thompson			9	9	
16	A Moorhouse		7		7	
17	M Stagg		3	2	5	
17	R Elliott			5	5	
19	P Gibbons			4	4	
20	M McHugh			3	3	
21	T Grey			2	2	
22	J White			1	1	

UK SUPPORTERS AT WORLD CHAMPS

There are a number of UK flyers who will be spectating at the champs who have not registered via myself. It would be useful if they would let me know their plans so that I can either con or possible persuade them to assist with the UK team. There is no official need to do this but it would be a nice to know. Michael Woodhouse, 01603 457754 mike@freeflightsupplies.co.uk

BIGGLES LEAGUE

F1H		NG	Area 3	LG	Nats	OxfG	
1	C Parry	3	3	9	6	3	24
2	g Madelin	6		6		6	18
3	B Lavis			3	2	9	14
4	A Gibbs		9				9
4	S Brewer	4			1	4	9
7	A Crisp		6				6
8	R Heap		1	4			5

F1J 1/2A		LG	Nats	Area 4	
1	M Lester	2	9	9	20
2	P Watson	4	6	4	14
3	B Aslett	6	3		9
4	S Dixon	3	4		7
5	C Foster			6	6

F1H EURO CHALLENGE

Top places after 9 of the 30 contests in 2013.

Place in class				
F1H	F1H-E	F1H-J		
1			T Weimer	300%
2			E Richter	296%
3	1		S Horváth	285%
4	2		J Bán	255%
5	3	1	S Richter	214%
6			G Madelin	200%
7	4		B Selmeci	192%
8	5		M Bán	189%
9	6	2	D Martin	188%
10	7		O Illesi	181%
11	8	3	M Rémai	180%
12	9		L Németh	176%
13	10		C Parry	175%
14			T Linkosalo	174%

Gary Madelin explains that F1H–E is any model that does not have bunt or radio DT. It can have a single function servo / timer to activate DT or one other function, i.e. delayed rudder, but no bunt. Pretty much all the guys fly these, only a few of us have full bunt models, either mechanical or full electronics. So F1H is the full FAI Sporting Code requirement. F1H-E can still be circle tow of course, most are, but Chris Parry [and a lot of the European Juniors] still do well with the old fashioned "straight tow".

UK COMPETITION NEWS

MIDLAND AREA expect to continue flying Area Events at North Luffenham untill the end of the year.

GEORGE FULLER MEMORIAL DIXIELANDER COMP. With Southern Gala on Salisbury Plain on September 7th. Diesel glow & electric all 12 sec engine run, max to be agreed on day. Fred Chilton chilton.fred@btinternet.com

FREE FLIGHT FORUM - CALL FOR PAPERS

December 1st 2013 sees the thirtieth BMFA Free Flight Forum, or at least that is the intention. However, without your help with offers of papers to present and topics to cover it just won't happen. We always aim to cover a wide range of free flight with the papers presented at the Forum and published later as the Forum Report. Topics can range from how-to-do-it items, theoretical pieces, building and flying techniques or what we do and how we do it in free-flight.

Please contact Martin Dilly martindilly@compuserve.com, phone 020 8777 5533, or Mike Evatt (mikeevatt@hotmail.com), phone 01327-842746 before Oct. 1st with your offers; better still, do it now, while you think of it. The continuing success of the Free Flight Forum depends on you.

INTERNATIONAL COMPETITION NEWS

MODEL AIR CLUB BEAUJOLAIS F1G event will be on November 23 and 24 near Villefranche sur Saone, France.

On Saturday afternoon will take place a contest opened to all free flight categories. Coefficients will be applied to correct the performance gaps between categories to enable a single result. We welcome the participation of all 2 min categories (P30, E36, F1K, FlH, etc). Nevertheless the contest is opened to all other categories. Training from 10.00, flights begin at 14.00 (3 flights).

On Saturday night there will be a celebration dinner in a typical restaurant of the area, price to be confirmed (»€30).

The F1G contest will take place on Sunday. Th flying field will open at 8.30, 5 rounds starting from 9,00h, duration 2 min but the organisers may decide to extend the last round to 3 or 4 min. Fly off at 13.30. Prize giving and snack offered by the club at the end of the competition.

The flying field is situated in the region called la Dombes, Ain, on the left bank of the river Saone, a few minutes drive out of Villefranche sur Saone toll station on the A6. Entry fees €20 open to all licenced modellers.

Contact: Didier Chevenard d.chevenard@free.fr +33 611 394165.

NOTICEBOARD

FOR SALE, STAFFORD SCREEN MODELS. These are the last remaining complete models, together with an idea of price.

No 49 F1C VE engine Straight Drive Carbon D Box 6 panel wing £700

No 48 F1C Nelson engine Straight Drive Carbon D Box 6 panel wing £660

No 44 F1C Nelson/VE gearbox Carbon D Box 6 panel wing £920

No 40 F1C Nelson engine Straight Drive Carbon D Box Micafilm covered 4 panel wing £600

No 37 F1C Nelson engine Straight Drive Foil 6 panel wing £350

No 34 F1C Nelson engine Straight Drive Foil 4 panel wing £300

No 24 Open Power Rossi Tuned Pipe Open Structure Tissue covered wing £200

Genuine enquiries to:- Peter Watson 01926 421028 peterwatson47@hotmail.com or Roger Baggott 01562 66219 rogerddodger43@hotmail.co.uk

FOR SALE FROM TONY ROGERS. Tony writes: Due to ill health I have decided to sell all my collection of 80 plus strong free flight power models. May classes, most are trimmed and ready for flight, plus some brand new models. Glow and diesel engines. Some are brand new, all are tip top condition, Cox range, OS, PAW, etc. Please give me a ring and we can have a good chat, any day 8.30 am to 8.30 pm 01793 722859.