FREE FLIGHT news

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FFn DIARY

October 5 near Melton Mowbray	F1E Saturday League. See FFn 1303. Contact Paul Fynn 01664 454634, paulhfynn@gmail.com
October 5-6 Salisbury Plain	BMFA Trimming Weekend. See FFn 1301. Must call Peter Tribe on Friday before 01225 862748.
October 6 Area venues	BMFA 8th Area. CG Team (M'Engineer/Plugge), F1C(Buskell), F1Q(Plugge), F1G, Classic R/P (Plugge), Mini Vintage. Contact: Area Comp Secs
October 12-13 Near Sheffield	BMFA 7th F1E. N.B. May be either day, check before travelling. Contact: Ian Kaynes 01252 512538 or 0794 185 2144
October 12-13	BMFA Salisbury Plain. See October 5-6.
October 12-13 Capannori (Lucca, Italy	7th Trofeo Cittâ di Capannori. F1A, F1B, F1C, F1P, F1Q World Cup event. Contact: Cesare Gianni / tel +39 335 5874 188, email: cesaregianni2@virgilio.it or f_ceccarini@tin.it web: www.asdvoli.it
October 12-13 Ankara, Turkey	Anatolian Cup. F1A, F1B, F1C World Cup event. Contact: Mehmet Arslan, tel +90 222 591 21 12 email: arslanthk@yahoo.com or osman.sevgi@gmail.com web: www.anatoliancup.com
October 13 Barkston Heath	Grantham Grand Prix. See page 100. Comb R G P, Mini Vintage, Comb Cat/HLG, free buffet. Contact Phil Ball 01332 665361, phil.ball@ntlworld.com
October 13-15 Lost Hills, California, USA	Sierra cup International. F1A, F1B, F1C, F1P, F1Q, F1G, F1H World Cup event. Contact: Mike McKeever, tel +1 916 967 87 75, email: vamckeever@aol.com
October 18-20 Sentjernej, Novo mesto, Slovenia	Krka Cup. F1A, F1B, F1C, F1Q World Cup event. Contact: Dragan Stankovic, tel +386 41 860 91, e: aeroklubkrka.f1@gmail.com www.aeromodelarstovo.si/Aeroklub_krka
October 19-20	BMFA Salisbury Plain. See October 5-6.
October 20 North Luffenham.	BMFA Midland Gala. SLOP, Mini Vintage, F1G, F1H, F1J-1/2A, P30, CO2, E30, HLG/CLG. Contact: P.Ball 01332 665361
October 26-27	BMFA Salisbury Plain. See October 5-6.
October 20-21 Aradac - Zrenjanin, Serbia	47th Memorial Djordje Zigic. F1A, F1B, F1C, F1Q. World Cup event. Contact: Nikola Borovac, tel +381 11 616 39 01, fax +381 1126 25371, nborovac@eunet.rs
October 26-27 Mühlenthurnen, Switzerland	Eurofly. F1A, F1B, F1C, F1G, F1Q, F1H World Cup event. Contact: Walter Eggimann, email: eurofly@belponline.ch web: www.hcmuehlethurnen.ch
November 2-3	BMFA Salisbury Plain. See October 5-6.

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

AUGUST IN FRANCE

Francais World Cup events by Simon Dixon

For the previous few years we have taken our main family holiday in France and I have flown in the excellent Moncontour 2 minute international event. This year we had planned to go elsewhere on holiday, but with the World Championships taking place at the Moncontour site this summer I was keen to attend for the World Cup events preceding the champs. Unfortunately I had to return to work prior to the champs themselves as reported in last months FFn by Ian.

So, daughter No.1 Mia and I set off for Dover and the short ferry crossing to Calais in the early hours of Sunday 28th July and after a clear straightforward 6 hour drive were at the campsite in Pas De Jeu for just after lunchtime. The campsite is based round a village hall / sports ground which the organisers reserve for the entire week for model flyers - showers, toilets, a big fridge and the snack bar were all available to use.

Monday 29th July

The first event was run by the Moncontour club which this year was extended to a 2 day affair and held the status of a World Cup event. F1C, F1H and F1B on the Monday and F1A, F1G and F1J on the Tuesday. We were up at 5.30am to be at the site ready to fly at 7am - the start was delayed until 7.30am in the end. The field was the one to be used for the champs the following week and consisted of large open areas, several Marquees', toilets, and a snack bar. There were however several sunflower fields and what looked like corn / wheat which was being harvested in certain areas. The first round for F1C / F1B was 4 minutes and 3 minutes for F1H, which wasn't too much of a problem for most as the air was calm and quite thick – the picture attached was taken by Ken Faux and shows me launching for the second round looking a bit bedraggled and wet from an encounter with the sunflowers in round 1 !

As the day progressed the wind picked up and was quite breezy in the afternoon making retrieval hard work on foot and forcing a line move to the end of the field after round 3. So tricky were the flying conditions that a flyoff in F1B was not required and only 2 managed to max out in F1C and F1H. Top Brits in F1H and F1B respectively were Pete Tribe and Russell Peers.

There were rumours that the farmer had got a bit disgruntled during the day to the point that the Gendarme were seen making occasional drive pasts of the site, they seemed to be enjoying the flying and were happy to wave as they swept past.

Tuesday 30th July

The organisers decided to run the F1C flyoff from the previous day at 7am this morning which was sensible as it was calmer (for now), A.Drozdov from Russia beating Brit' John Cuthbert who was making a return to flying F1C at this event.

There was a large entry in F1A (93 flew), the line seemed to stretch quite a distance and there always seemed to be someone towing with the inevitable high bunting launches and also the rather rushed launches at low level as people got in each others way. The F1J and F1G models were to one end of the line (furthest away from the snack bar – drat !) and started with a 3 minute max for F1J and 2 minutes for F1G, then 4 rounds of 2 minutes, the F1A's had a 4 minute first round and then some 3 minute rounds and some 2.30 minute rounds – the reason for the lower max was to do with the Farmer getting irritated by people retrieving near where he was trying to harvest. Quite understandable as those combines would not take any prisoners if a model or heaven forbid a person got in its way, the organisers responded well no doubt having in mind the champs the following week.

The conditions were tricky in the afternoon and windy but pleasantly warm at around 27 deg C, again making retrieval hard work across the soft fields. It was still windy at 7pm so the organisers decided to complete what they could of the prize giving and have the usual nice social gathering and snacks before the flyoffs. The trophies this year by the way were superb fabricated aeroplanes with spinning propellers on nice metal stands – someone had spent a lot of time on them. At 8.30pm the flyoffs began, 2 had maxed out in F1G – Brit' Michael Marshal losing out to Frenchman G.Chauveau. The F1J flyoff was a 3 way tussle which Tom Oxager from Denmark won flying a neat polyhedral F1J which was different to his usual V dihedral version, Brit's Pete Watson was 2nd and Simon Dixon was 3rd , all 3 flights being decent but not outstanding.

A nice, well organised (but hard work) 2 days in a sunny, breezy French field.

Wednesday 31st July

The second 2 day World cup event, this was the usual Poitou event organised by the Thours club on a different field to the previous 2 days. We allowed ourselves a "lie in" this morning till 6.00am as the Poitou site was closer to the Pas De Jeu campsite and a 7.30am start was planned. On arrival at the site, which was the usual one for this event the morning was cool and calm, a quick nod to the chap who had parked next to me (Alex Andrujkov) and we dragged the gear over to the flight line ready to go for 4 minutes in the first round. This was a bigger event than the Moncontour one, with more entries and a busy feel about it. Wednesday was for F1B and F1C and the following day for F1A.

The first round wasn't too much of a problem for most of the F1B and F1C flyers, the early morning air like previous days being calm and stable. People who dropped generally from what I saw had trim problems rather than bad air. In round 1 as I picked my way around a Corn field and down the tractor tracks to collect my model so to were many other flyers, the Corn looked to me as if it was ready to be harvested – tall, dry and golden.

On arrival back at the flight line we were informed that there was a hold due to issues with one of the Farmers downwind. So, Mick Lester and myself felt an early coffee break at the snack bar seemed a good call. As we sipped our coffee an off trim F1C, presumably on a trim flight, managed to glide into someone on the F1B line, there was much scurrying around for ice to attend to the unfortunate person's bruises who was on the floor for some time. He eventually was on his feet and looked to have recovered OK.

Now, a gathering of competitors was called for an announcement in French on the PA system which Mia was pretty sure said the contest had to be cancelled. Everyone's hearts sank, this was confirmed in English soon after, the Farmer it seemed was very upset at people invading his crops and had become quite aggressive. In order to preserve the site for future events and to show sympathy to the Farmer the organisers had no choice but to call a halt to the proceedings and cancel the F1A event the following day. All very

disappointing, especially for the glider flyers who didn't even get a model out of the box.

We spent the next 2 days on holiday in effect in glorious warm sunshine and made a lot of new friends on the camp site. Thursday and Friday evenings were absolutely flat calm and whilst we sat drinking cold beer in the small bar area we were treated to a local flyer with small indoor gliders in the car park holding a flat board at an angle underneath the models to create an updraft and maintain the flight indefinitely at walking pace – or at least until the pilot made a mistake.

In summary an enjoyable week, enjoyed the camping and the flying. The organisers seemed to get the Farmer issues sorted for the champs the following week which by all accounts look to have been very successful. Full results were published in the August FFn.

Reflections on 2013 World Championships

By Andrew Crisp

I have attended, and even taken part in a few World Championships in my time, and thought that the 2013 event in France was just fabulous. After some fairly major hiccups with the local farmers in the preceding World Cup competitions. Problems appeared to have been ironed our for the great showdown.

By and large the weather behaved itself, give or take a little rain in the early rounds on F1C day, so we saw a magnificent standard of flying across the board in all three categories. Record entries gave record flyoffs. Is 62 impressive in f1A or not!

This was the year when the LDA 'foils, in all classes, and folding power jobs really came of age. I was going to write something on the lines of "Design Trends at the '13 W/C", but this would be very boring, as practically the whole field, at least in F1A and B, was flying virtually the same concept, at least in shape, give or take slight variations in the wing aspect ratio. I would guess that 90% of the models there were "bought", which is why relatively unknown countries (at least in the aeromodelling world), like Mongolia or Indonesia, had models and performances up with the established nations, who have been at it for years. Some wit in the British entourage put it that they haven't served the Vic Smeed/Mills 75 apprenticeship that most of us have, but bought the state-of-the-art kit and went straight from there.

To be brutally realistic, the best models in all three categories now have a 6 minute potential. So the name of the game has changed from needing lift to do the 3 minute max to avoiding the down to do less than the max. So, despite the wonderful advances in performance, it is still an air-awareness contest.

I can hear the cynics tut-tutting about 6 minute A/2s. Well, I'm sure the 100 metre bunt launch exists and is not particularly uncommon at World Champs level. If one floated a contemporary off a 50 metre line, it would not be unreasonable to expect 3 minutes in neutral air. Double that height, and there is your 6 minutes!

The F1A flyoff times back this up, although I must say that the air was hardly neutral on that evening.54 people achieved 5 min in the first flyoff round and going for 7 minutes, 36 did over 5 minutes. Going for 9 minutes at 9pm, 13 flights were over 5 min.

Observations: few seemed to be experiencing the stability problems that LDA wing sections are supposed to bring about. The best models seemed to glide quite fast for, say, 20 seconds after the bunt, before slowing up to the regular glide. Maybe this is a characteristic of such sections, or maybe there is some cunning electronic trickery going on. Also I noted that glide circles were larger than is the norm in this country. Perhaps the small spaces we often fly on seem to demand a corresponding tighter turn. They certainly make it difficult to fly a model "to the ground" on trimming or training flights.

The outstanding development in Wakefield was the flapper models of Russian winner Albert Bulatov. Not only did they, obviously, fly well, but they were beautifully presented and engineered. To pinch a phrase from Morecambe and Wise, when describing the wing – you couldn't see the join. When you consider that the span was around 1800mm and the root chord around 100mm, with a 50% flap, you virtually have a 6ft wing with a 2" chord to carry the flight loads. Yet Bulatov's wing was obviously strong enough to do the job **and** it had six panels, i.e. two flap connections at the dihedral joints.

The idea of a wing section changing Wakefield is not new. Clarence Mather showed one in the 1965 Frank Zaic Year Book, and there have been others since, but Bulatov's approach was really convincing. The initial climb was straight up, almost beyond the vertical, as in some F1Cs, but the pattern blended seamlessly into the cruise without any obvious dip. Think of all those functions you have to optimise (play with!) – prop release delay time, VIT time, flap time and angle, wing wiggler time, auto rudder time, not forgetting the DT!

Some clamour for a "simple lift" approach, but for those who aim for the very top no performance enhancing trick is insurmountable.

F1C:- There were lots of "production" folders about, including at least four in the top ten. Winner Roy Summersby flew a Babenko design, and was reported to own four of them. Interestingly, the wing planform reverts to the old blunt ellipse tip style. There was quite a lot of dihedral on the centre panels, and consequently a shallow angle on the tips. Perhaps this is to give stability on the climb when the wing is folded.

There was also a noticeable swing back to straight-drive motors – as opposed to geared. The impressive third placing Russian Nikolay Rekhin, was so equipped. Could the smaller propeller of a non-geared motor give less vibration and less problem with the folding mechanism? Generally speaking, one saw examples of 1, 2, 3 and even 4 bladed folders throughout the entry.

What of the future? In previous times there might have been cries for rule changes to make model performance more manageable. Say we had to use 25m towlines, 20g rubber motors or event shorter motor runs, what would it achieve? My guess is that it would kill an already dwindling interest in the international classes at a domestic level. The age of competitors and the expense of participation is driving modellers to simpler forms of expression within our hobby, which is sad when you see the beautiful performances achieved by so many in France.

NEWS FROM BMFA FF TECH COMMITTEE

The Committee met on September 18th. Much of the meeting was devoted to discussion of, and voting on, the various proposed rule changes for next season. The outcome of this process is detailed below.

Rule Changes for 2014

Following various proposals received for changes in 2014 and, after lengthy debate and consideration of all the comments received, the FFTC have decided on the following. The result of these decisions will now be incorporated in the 2014 FF rule book. Full rule book wording will appear in due course as an addendum to the 2013 FF rule book. The new 2014 FF rule book will be published in early 2014.

1 *To separate the running of the BMFA 1/2A Power and F1J Power classes and run BMFA 1/A Power to 3 flights (Proposed by the Morley club).*

The FFTC decided to accept this proposal. Rule 3.11.1 and calendar insertions will be changed accordingly.

2 To allow 'ball raced' motors in Slow Open Power (Proposed by Terry Dobson).

The FFTC rejected this proposal, they considered that there was an adequate supply of suitable plain-bearing motors. There will be no change.

3 General comments on Combined Classes and Handicapping (From Jim Paton).

The FFTC noted these comments for possible future actions. Currently there will be no change.

4 To define specifically the allowance or disallowance of 'Coughs and/or Burbles' as part of IC engine runs (Proposed by Peter Watson).

The FFTC rejected this proposal. There will be no change.

5 To revise the HLG/CLG required flight numbers with the intention of increasing the likelihood of flyoffs in these classes (Proposed by Bill Colledge).

The FFTC rejected this proposal. There will be no change.

6 To include the E36 Electric Class rules (to USA rules) in the BMFA FF rule (Proposed by Chris Strachan).

The FFTC decided to accept this proposal. Class and general rules, and calendar insertions will be changed accordingly.

7 To consider the introduction of class awards for older 'restricted systems' models in F1A, F1B and F1C classes – later modified to just the F1A class (Proposed by Stuart Darmon).

The FFTC rejected this proposal. There will be no change.

8 To revise current Team selection rules to improve process by extending time available for flying and providing a defined structure for round times (Proposed by John Carter).

The FFTC accepted this proposal. There will be changes to rules 3.2.4.1 and a transfer of some items from the Team Selection CD Guide Lines to these rules.

9 To consider formalising rules for 'Motorised Retrieval' (Proposed by Nick Bosdet).

The FFTC rejected this proposal. They considered that Motorised retrieval was adequately covered in the general CD guidelines and did not need inclusion in the FF rule book.

10 To consider permitting the use of 'Bladder' tanks in Slow Open Power (Proposed by Brian Spooner).

The FFTC rejected this proposal. They considered that these tanks effectively introduced pressure feed and that such was specifically disallowed.

11 To consider introducing specific 'flyoff' schedules before the start of contest (Proposed by Frank Rushby).

The FFTC rejected this proposal. They concluded that a fixed schedule would be unworkable.

11a. To reduce permitted engine runs in Vintage Power as they gave an unequal performance when flown (as usual) against Vintage Rubber. (Proposed by Dennis Davitt).

The FFTC rejected this proposal. They considered that the existing balance between Vintage Power and Vintage Rubber Models was satisfactory.

12 To change UK rules to reflect coming changes (Jan 1 2014) in FAI sporting code F1A rules (Proposed by Rules Officer).

The FFTC accepted the need for change (permitted use of RDT in F1A). BMFA rule 3.1.6.1 will be changed accordingly.

13 To change UK rules to reflect coming changes (Jan 1st 2014) in FAI sporting code F1Q rules (Proposed by Rules Officer).

The FFTC accepted the need for change (energy use specifications in F1Q). BMFA rules 3.5.Q will be changed accordingly.

Nationals

Planning for the 2014 Nationals continues. A formal invitation is to be made to SAM 35 to discuss their involvement at the planning stage. The final accounts for this year's event were presented, confirming that once again the Nats made a small profit, from which the committee unanimously decided to make our customary modest donation to the RAF Benevolent Fund.

BMFA Website

The BMFA is due to unveil its re-designed and much improved website in October. This will of course include a link to the FFTC site, but also a bulletin page where the various Tech Committees can post up to date information about their disciplines.

NFFS SYMPOSIUM REPORT 2013

The new report has now been published. It was edited by Randy Reynolds and the 180 pages are to the usual high standard.

First article is "What 51 P30 designs tell us about dynamics" by Jean Wantzenreither. Jean provides plots of data for the models of tail volume against CG, and wing area and tailplane aspect ratio against static margin.

Sergio Montes then discusses "The genesis of the modern F1B propeller". He describes in detail the early NACA reports from 1917 to 1923 when they tested many propellers. Sergio concludes that those tests provided all the information required to define a modern F1B propeller.

"Glow engines and electric motors – a method for comparison" by Chris Stoddart gives charts of power and concludes an electric equivalence to the US poer model classes based on number of Lithium cells.

"Tips for winning power contests" by Gene Smith describes his flying history and various aspects of power flying. These include trimming, flying strategy, equipment, covering, timers and engines.

In "Calculating F1Q motor runtime and measuring energy" Dick Ivers describes his studies using a logging Wattmeter for testing energy usage in F1Q.

In "Geriatric free flight and AARP" Jerry Murphy discusses the aging process and how to keep flying as we all get older. The usual things about taking care on the flying site are covered and the technologies for RDT and retrieval all help. An interesting observation for European flyers is the statement that the retrieval bike has helped people keep flying but the kick-start can be a source of knee irritation, so you should consider a bike with electric starter.

For "Photographing Flying Models "by Pat Daly the Sympo has gone for full colour pages. Pat describes the equipment he uses and presents some stunning shots of scale models in flight, with both the original photo plus it enlarged to show the model in great detail. This is followed by a one page item by Tom Hallman of "Using video in free flight".

The next article also has colour photos of scale rubber models. "Geneseo 2012 A journal" is Tom Hallman's report of the 2012 FAC scale nationals.

"The electric free flight forum" is a compilation by Randy Reynolds of the views of five leading US electric flyers. The topics include general electric topics and E36, F1Q, and the US A/B classes.

"Struts for small models" is Stew Meyers description of his method for making struts. The topic stays with rubber scale models for "Transitioning from board design to CAD design" by Mike Midkiff.

"Sidebar on laser cutting" by Charlie Bice who runs Manzanero Laser Works. He describes how to produce a file of the drawing to be cut and the difficulty of cutting balsa as a variable material compared to the consistency of harder woods or plywood.

"Building foam free flight wings" is Jim Buxton's account of cutting foam wings for his HLGs. He covers choice of foam, templates, foam cutting and continues to covering and vacuum bagging the wing.

In "Free flighters make great Nobel prize winners" Rick Pagnell describes Dave Wineland's work in quantum optics, for which he shared the 2012 Nobel prize for physics, and his free flight activities as a long standing power flyer and member of the MMM Club of Colrado. Dave is given further credit by appearing on the cover of this Sympo launching a power model.

"The state of indoor free flight – and the NFFS indoor committee" by John Kagan starts by quoting an article stating that indoor is dying – but an article that appeared 40 years ago. John lists the committee members and says that they believe that increased participation begins at the local level.

"Float – the indoor documentary" is an update by Ben Saks and Phil Kibbe on the progress of the documentary that they are producing on indoor flying. A long time coming, they express the hope that it will be completed this year.

"The NFFS foundation – update for the membership" is Bob Stalick's update on the foundation, which is a fund to which members can max tax deductible donations and supports promotion of free flight. Activities include producing how to do it videos, including ones for schools in the Science Olympiad. There is also a fund to support indoor sites.

Jerry Murphy describes the AMA rule making process in "The AMA rules – everything you need to know to have your voice heard".

"Sal Taibi's 70 years of competition" are described by Kevin Sherman in the form an interview conducted when he celebrated his 70 years of flying.

"The Satellite – the winningest free flight" is Mike Schwarz's history of the power model on the fortieth anniversary of it being named NFFS model of the year.

The next section is the 2013 Models of the year, going to:

Supper Pearl 202 E36 by Don Deloach
Vought F4U-1 Corsair rubber scale by Don Deloach
Fusion Outdoor HLG by Jim Buxton
BS6 and Donn's Dragonfly EZBs by Yuan Kang Lee, the latter model being a lightweight at 0.238g

2013 Special Awards go to:

The Pensacola free flight team articles index.
Hip pocket aeronautics website.

The people admitted to the 2013 NFFS Hall of Fame are Bill Henn, Bob Gutai, Robert Johannes, Larry Cailliau, Tim Lavender, Stew Meyers and Hal Cover.

The report concludes with a message from NFFS President John Lorbiecki and biographic notes on the authors.

The 2013 Symposium Report is available from FFn, the costs including postage are UK £24.90, Europe £29.80, elsewhere in the world £33.70. If you want to renew your FFn subscription at the same time the rates remain the same as last year: paper FFn £21 UK, £24 Europe, £29 worldwide; electronic £10 one year, £18 two years. Payments may be posted or made via the FFn website

www.freeflightnews.org.uk/ffnbuy.htm

HURON CUP, BORDEN, CANADA, JULY 20-21

F1A 8 flew

1	V Lazarevich	UKR	1124			
2	S Rosenzweig	USA	1087			
3	P Allnutt	CAN	1035			
4	L Farkas	CAN	870			

F1B 5 flew

1	T Mathews	CAN	1200			
2	A Schlosberg	USA	1168			
3	B Suranyi	ROU	1151			

F1Q 1 flew

1	A Schlosberg	USA	782			

MONGOLIA CUP, ULAANBAATAR, MONGOLIA, JULY 15-22

F1A 16 flew

1	G Tulga	MGL	1250			
2	A Amartuvshin	MGL	1196			
3	S Tumur	MGL	1171			
4	T Tsatsralt	MGL	1091			
5	G Nomun (J)	MGL	1076			

F1A-Junior 5 flew

1	G Nomun	MGL	1076			
2	B Ganzorig	MGL	878			

F1B 9 flew

1	S Solongo	MGL	1320	+300	+251	
2	B Erdenedavaa	MGL	1320	+300	+219	
3	D Batzorig	MGL	1261			
4	R Kawai	JPN	1260			

F1C 5 flew

1	K Terbish	MGL	1320			
2	U Erdenebayar	MGL	1225			

F1P-Junior 2 flew

1	Z Nyamdavaa	MGL	180			

ALANIA CUP, VLADIKAVKAZ, RUSSIA, AUGUST 27-31

F1A 31 flew 13 full scores

1	S Makarov	RUS	1290	+300	+420	+385
2	V Polyaev	RUS	1290	+300	+420	+276
3	A Naloev	RUS	1290	+300	+420	+267
4	A Khoroshev (J)	RUS	1290	+300	+308	
5	S Kozyrev	RUS	1290	+300	+267	
6	M Lomov (J)	RUS	1290	+300	+255	

F1A-Junior 9 flew 3 full scores

1	A Khoroshev	RUS	1290	+300	+308	
2	M Lomov	RUS	1290	+300	+255	
3	I Masaev	RUS	1290	+168		

F1B 26 flew 10 full scores

1	A Bulatov	RUS	1320	+300	+363	
2	A Rybchenkov	RUS	1320	+300	+348	
3	R Khuziev	RUS	1320	+300	+343	
4	P Lomov (J)	RUS	1320	+300	+331	
5	A Novikov	RUS	1320	+300	+322	
6	R Tihomirov (J)	RUS	1320	+300	+311	

F1B-Junior 4 flew 2 full scores

1	P Lomov	RUS	1320	+300	+331	
2	R Tihomirov	RUS	1320	+300	+311	

F1C 18 flew 7 full scores

1	A Talanov	RUS	1320	+300	+540	
2	A Vyazov	RUS	1320	+300	+397	
3	A Kaitshuk	RUS	1320	+300	+342	
4	N Rekhin	RUS	1320	+300	+335	
5	M Revazov	RUS	1320	+300	+295	
6	A Mikhailenko	RUS	1320	+271		

F1P-Junior 7 flew

1	A Vyazov	RUS	1260			
2	S Mamitov	RUS	1211			
2	A Kuznecov	RUS	1211			

44TH EIFELPOKAL, ZÜLPICH, GERMANY, AUG 29 - SEPT 1

F1A 54 flew

1	A Van Eldik	NED	1290	+300	
2	A Van Wallene	NED	1290	+38	
3	C Bachmann	SUI	1277		
4	M Van Dijk	NED	1270		
5	B V de Kerkhoff	NED	1250		
6	L Aringer (J)	AUT	1245		
7	A Rink	GER	1243		
8	C Thom	GER	1238		
9	B Bernard	FRA	1221		
10	F Adametz	GER	1220		
11	J Schellhase	GER	1216		
11	U Rusch	GER	1216		
13	B Honig	GER	1215		
14	T Canler	FRA	1210		
15	C Marquois	FRA	1188		
16	G Aringer	AUT	1183		
17	F Wilkening	GER	1174		

F1A-Junior 2 flew

1	L Aringer	AUT	1245		

F1B 37 flew

1	B Silz	GER	1020	+300	+260
2	V Nereng	NOR	1020	+300	+232
3	A Kutvonen	FIN	1020	+278	
4	G Marquois	FRA	1020	+276	
5	M Seifert	GER	1020	+271	
6	V Dreijers (J)	LAT	1020	+240	
7	M Marquois	FRA	1020	+221	
8	H Van Hoorn	NED	1020	+218	
9	R Seifert	GER	1020	+210	
10	G Brinks	NED	1020	+180	
11	P Ruyter	NED	1008		
12	R Mackus	LTU	1006		
13	M Faassen	NED	1000		
14	D Larsen	NOR	998		
15	G Buisson	FRA	994		

F1B-Junior 2 flew 1 full scores

1	V Dreijers	LAT	1020	+240	

F1C 10 flew

1	S Seydel	GER	1020	+300	+321
2	P Marrot	FRA	1020	+300	+274
3	P De Boer	NED	1020	+252	
4	G Aringer	AUT	1005		

F1Q 3 flew

1	O Kilpelainen	FIN	996		
2	R Assmuss	GER	972		

SISCIA CUP, SISAK, CROATIA, AUG 30 - SEPT 1

F1A 15 flew

1	D Zulic	SLO	1140	+76	
2	P Meglaj (J)	CRO	1140	+73	
3	G Meglaj	CRO	1140	+72	
4	M Lemut (J)	SLO	1104		
5	R Bjelajac	BIH	1100		

F1A-Junior 7 flew

1	P Meglaj	CRO	1140	+73	
2	M Lemut	SLO	1104		
3	L Biteznik	SLO	1048		

F1B 7 flew

1	S Sabo	BIH	1191		
2	B Markusic	CRO	1179		
3	R Blagojevic	SRB	1171		

F1B-Junior 1 flew

1	U Zoric	SRB	640		

F1C 4 flew

1	Z Grepl	CRO	1231		
2	D Jermol	CRO	1200		

F1Q 7 flew

1	Z Grepl	CRO	960		
2	Z Brezicevic	CRO	936		
3	Z Zechner	CRO	773		

KUP SLAVONIJA & BARANJA, CEMINAC, CROATIA, SEPT 9

F1A 24 flew 4 full scores

1	R Lesko	CRO	1260	+300	
2	S Savic	SRB	1260	+272	
3	P Meglaj (J)	CRO	1260	+251	
4	J Titan	SLO	1260	+199	

F1A-Junior 9 flew

1	P Meglaj	CRO	1260	+251	
2	G Filo	SLO	1232		

F1B 12 flew 4 full scores

1	S Gostojic	SRB	1260	+300	+366
2	D Sokolic	CRO	1260	+300	+220
3	B Gostojic (J)	SRB	1260	+294	

F1B-Junior 4 flew

1	B Gostojic	SRB	1260	+294	
2	I Nisevic	CRO	1046		

F1C 3 flew

1	F Baci	SRB	1256		
2	D Jermol	CRO	1184		

FF HOLIDAY OF INDONESIA, BEREHOVE, UKRAINE, SEPT 8-9

F1A 34 flew 8 full scores

1	D Grushkovskiy	UKR	900	+480	
2	Y Titov	RUS	900	+413	
3	V Beschasnyi	UKR	900	+337	
4	N Lomov	RUS	900	+269	

F1A-Junior 5 flew

1	A Bezchasny	UKR	888		
2	M Lomov	RUS	854		

F1B 21 flew 5 full scores

1	T Useinov	RUS	900	+600	+89
2	V Sysoev	RUS	900	+600	
3	V Gainibasharov	RUS	900	+524	
4	A Burdov	RUS	900	+508	

F1B-Junior 4 flew

1	P Lomov	RUS	830		
2	G Pakulin	RUS	661		

F1C 17 flew 10 full scores

1	S Savukhin	RUS	900	+600	+540
2	M Kharitonov	RUS	900	+600	+166
3	V Aleksandrov	UKR	900	+483	
4	Y Perchuk	RUS	900	+476	

FF HOLIDAY OF MONGOLIA, BEREHOVE, UKRAINE, SEPT 13-14

F1A 37 flew 9 full scores

1	Y Titov	RUS	900	+420	+275
2	V Bezchasnyy	UKR	900	+420	+253
3	A Khoroshev (J)	RUS	900	+420	+226
4	V Harazha	UKR	900	+310	

F1A-Junior 6 flew

1	A Khoroshev	RUS	900	+420	+226
2	A Bezchasny	UKR	853		

F1B 38 flew 15 full scores

1	O Kulakovsky	UKR	900	+322	
2	T Useinov	RUS	900	+280	
3	E Eugeny	UKR	900	+250	
4	A Burdov	RUS	900	+240	

F1B-Junior 4 flew

1	G Pakulin	RUS	900	+170	
2	P Lomov	RUS	891		

F1C 19 flew 12 full scores

1	S Savukhin	RUS	900	+420	
2	E Verbitsky	UKR	900	+415	
3	M Kharitonov	RUS	900	+390	
4	V Timoshenko	UKR	900	+350	

BULGARIA CUP, LEVSKI, BULGARIA, SEPTEMBER 13-15

F1A 14 flew

1	B Bardarov	BUL	711	
2	N Nikolov	BUL	700	
3	M Yordanov	BUL	686	
4	T Bonchev	BUL	489	

F1A-Junior 4 flew

1	V Pencheva	BUL	196	
2	M Vasilev	BUL	185	

F1B 5 flew

1	V Savov	BUL	833	
2	D Kalnakov	BUL	632	

F1B-Junior 2 flew

1	M Savova	BUL	608	

F1C 3 flew

1	T Minev (J)	BUL	110	

F1P-Junior 1 flew

1	T Minev	BUL	110	

MIKHAIL KNYAZEV MEMORIAL OF BELARUS, SAMARA, RUSSIA, SEPT 20-24

F1A 13 flew

1	A Khoroshev (J)	RUS	900	+327	
2	M Teterin	RUS	900	+287	
3	V Polyaev	RUS	894		

F1A-Junior 3 flew

1	A Khoroshev	RUS	900	+327	

F1B 14 flew 7 full scores

1	A Burdov	RUS	960	+300	+311
2	T Useinov	RUS	960	+300	+308
3	A Vereskov	RUS	960	+298	

F1B-Junior 2 flew

1	A Egorov	RUS	957		

F1C 6 flew 5 full scores

1	S Savukhin	RUS	960	+300	+546
2	N Rekhin	RUS	960	+300	+520

F1P-Junior 1 flew

1	S Ulyanichev	RUS	139		

HOGO CUP, ZABOKREKY, Slovakia, Sep 21

F1A 42 flew 10 full scores

1	I Bezak	SVK	930	+338	
2	V Papez (J)	CZE	930	+325	
3	J Vosejpka	CZE	930	+300	
4	M Lemut (J)	SLO	930	+292	+269
5	M Petra (J)	CRO	930	+292	+240

F1A-Junior 11 flew 3 full scores

1	V Papez	CZE	930	+325	
2	M Lemut	SLO	930	+292	+269
3	M Petra	CRO	930	+292	+240

F1B 14 flew 8 full scores

1	S Skibicki	POL	930	+394	
2	S Stefanchuk	UKR	930	+380	
3	V Mihaly	HUN	930	+377	
4	M Novy	CZE	930	+327	
5	L Hribar	SLO	930	+314	

F1B-Junior 2 flew 1 full scores

1	B Bartolomej	POL	930		

F1C 8 flew

1	P Matocha	CZE	930	+47	
2	Z Czop	POL	930	+44	
3	J Blatny	CZE	930		

EQUINOX CUP, SALISBURY PLAIN, SEPTEMBER 28-29

On both days the wind was 8 to 12 mph easterly with some sun and one short shower at around 11 am both days. 180 sec max used throughout except 150 for the last two rounds of F1B F1C

F1A 10 flew

1	J Carter	GBR	900	
2	R Jack	GBR	882	
3	J Williams	GBR	841	
4	A Cameron	GBR	830	
5	B Baines	GBR	762	

F1B 9 flew

1	M Woolner	GBR	840	+227
2	P Martin	GBR	840	+171
3	P Brown	GBR	839	
4	M Woodhouse	GBR	805	
5	D Greaves	GBR	800	

F1C 3 flew

1	A Jack	GBR	840	
2	N Allen	GBR	755	

F1Q 2 flew

1	T Grey	GBR	900	+313

INDOOR WORLD CHAMPIONSHIPS

1.2 g-Structures below Pre-stressed Concrete

By Gerhard Wöbbeking

The European Championships 13-18 August were the sixth international championships for F1D free flight indoor models in a row which took place under the 109 m diameter space of Hall 1 Belgrade Fair, Serbia. This most impressive building is actually the largest dome made of pre-stressed concrete in the world, well-lit with its 5000 built-in windows shaped like portholes. Built in the early seventies, it contains no air conditioning system. The height of almost 29 m qualifies as a first class category III-hall, and several national best marks for that category had been recorded here.

In 2007, Ian Kaynes and I visited the hall for the first time. From the centre hung a huge cluster of loudspeakers making the space unusable for indoor flying. In the same year therefore the Europeans took place in another Belgrade Fair hall behind black blinded windows in order to mind the direct sun. Fair management and Belgrade authorities promised to remove the cluster in Hall 1, and in 2008 Serbia organised the first F1D World Championships. Over the years, the site attracted more national teams than ever, culminating 2012 in 37 seniors out of 17 nations and 17 juniors out of seven nations. That was the biggest F1D event of all times.

One drawback of all six events was their date. August in Belgrade means summer with 35°C and a stable weather situation. Inside of the hall the temperature increases easily to 40° which is not easy to bear, especially because of the purposeful absence of the slightest draught. No commercial

user wants to rent the hall under circumstances like these; Belgrade Fair takes holidays and the Aeronautic Union gets access to the dome for little money (water, electricity, guards).

As these holidays lasted till September 15, Serbia scheduled the 2013 F1D Europeans for the first week in September. On May 31 they had to announce that the hall was not available anymore because a commercial user was willing to pay the usual fee (5000 € per day) and the event had to be rescheduled to August 13-18. The National Aeroclubs of GBR and FRA claimed the refund of travel expenses, but the Aeronautical Union of Serbia politely called for force majeure.

Your reporter regards such claims (especially in combination with repeated accusations against Serbia because of the 2009 control line EuCh when tarmac circles for two classes were missing) as not appropriate. Given the worst case, a 40°C-week in a hall can be a health hazard. To shift the event towards mild late summer conditions wasn't a bad idea at all.

Additionally, conditions improved anyhow. After that control line-disaster with refunds of € 16.370 paid by the Aeronautic Union of Serbia, all international championships were to be organised by the Union itself instead of clubs like Aerolux or AC Modelar Belgrad. As the Union resists any temptation to make a profit out of them, a much better hotel had been offered and freshly cooked lunch and dinner were served under trees in nice restaurant nearby at the river bank of the Sava – all for the same fee as the years before.

Fortunately, this time the relevant August-days were quite cool with 25°C outside and just over 30°C inside the hall. The event was supported by 38 competitors out of 10 nations. 12 of them were Juniors, completing four full National Teams and fulfilling the demands of the Sporting Code as a minimum of nations for proper continental championships. As usual, Seniors and Juniors flew at the same time within the six rounds of three hours distributed over three competition days. Two panels of timekeepers were waiting at the sides of the large round; whoever wants to fly gets a pair. Again, there was almost no shortage or bottleneck as it's statistically unlikely that more than a quarter of all contestants want to fly at the same time.

Because of the huge space, even with ten models in the air typical midair collisions were unlikely. I just saw one between models of Antony Hebb (GBR) and Dezso Orsovai (HUN), both members of winning teams. Much more dangerous for friend and foe was the steering. Good steering could be deciding.

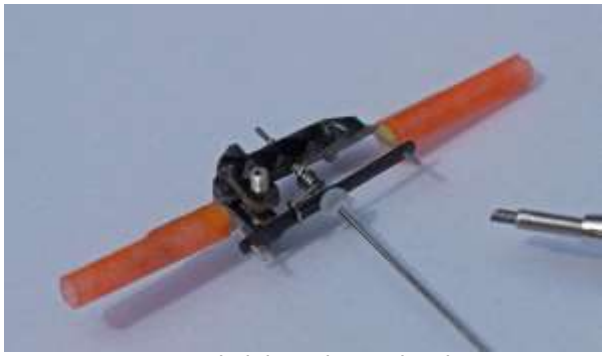
Why? Despite of the fact that the portholes in the ceiling don't heat the surface as much as plain windows would do almost all day different parts of the concrete get sun and others not. The "turbulence" created by the warmth generates drifts changing all day; they are even noticeable at night and worst during the morning until noon.

Therefore all teams used huge balloons tethered to shortened fishing rods and equipped with a foam string of about 1 cm diameter covering the last two or three metres of line. The helium is to be supplied by the organiser. With the foam part of the line the model is to be caught behind the prop in front of the leading edge and walked against the drift through the hall dodging other models or balloons. Not an easy task with a model in a height of more than 20 metres! Worst obstacles to be avoided are the sharp, short ends of the thin construction steel standing out of the roof pattern almost everywhere. (These are a constant danger for any rubber balloons so most were glued out of mylar sheets.)

Lutz Schramm

Nobody suffered more from these obstacles than Lutz Schramm who had finished the World Championships of 2012 with Gold and three world records. This time all his models got new propellers with a spar made out of carbon. These new propellers seemed to be so efficient that despite of his adjustable V/P hub and the trimming for a Cat. III hall all his models reached the roof within a few minutes! Last year, with the same trimming, his models had never met the flat centre of the ceiling, staying well below the construction. "I got at least one model trimmed in round six," he claimed. His time of 69:41 min is the score of round 5 and 6. After round 4 he placed 23.

Winner and new European Champion was the old one, Ivan Treger (SVK). With his two best flights of 39:00 min and 38:15 min he got 77:12 min, best F1D score ever flown with the new formula. Second became Zoltan Sukosd (HUN) with flights of 37:08 min and 38:20 min, a personal and a national record too. With Andras Ree and Dezso Orsovai he won Team-Gold for Hungary (204:02 min total).



VIT hub by Zoltan Sukosd

Ivan Treger

The GBR-Team did well with Antony Hebb, Mark Benns and Derek Richards winning Team-Silver with a total score of 196:23 min. Bronze went to the Kaplan-family of Czech Republic with Mikita and his daughters Gabriela and Klara (192:17 min). Former European Junior Champion Gabriela Kaplanova forgot to bring her trophy to be awarded to the new Junior Champ Denis Zhariy from Ukraine; instead of the trophy he got a kiss on the podium. – All results in FFN 9-2013 page 86.

F1E IN FRANCE, TOURTENAY, SEPTEMBER 14-15

Report by Ian Kaynes

The regular French F1E World Cup events were scheduled rather earlier this year to avoid problems of sharing the fields with hunters on the usual late September date. One difference this year was that the south west slopes at Tourtenay were not available because they were planted with sunflowers and maize. We were told that a west facing slope had been found near the north slope at St Jean de Sauves.

It was raining when competitors met in the Pigeonnier car park on Saturday morning and was forecast to rain heavily all day. The Pigeonnier was opened to make a more comfortable meeting place and it was agreed that there would be no flying that day and that two contests would be flown on Sunday cut back to 3 flights each. It did indeed rain all day but was fine when we met at St Jean de Sauves. In the morning there was a light to moderate wind from the north west. The first round was easy with a 180 max but the 240 max on the next two flights was more difficult. Four flyers survived with clean scores for a flyoff held in the afternoon after the second competition.

After a short lunch break the second event started on the same north-facing slope with the wind now from the west, more or less exactly across the slope. It is not clear why the event was not moved to the west slope, apparently a concern about the time it would take to move, but it could have made for a better competition. A 180 max was set for each round but the 39 competitors managed a total of only 9 maxes over the three flights. These were either from very brief periods of the wind swinging slightly northerly or finding the helpful thermal. The average flight time was just over 100 seconds and there was no flyoff for this event. The German junior Christian Winker had won, completing a good day for the family, since he had finished 6th and his father 4th in the earlier event.

The Poitou-Charentes flyoff was flown from lower down the hill in the same crosswind and finished with a French winner ahead of Marian Popescu.

9th Poitou Charentes, September 15

F1E 39 flew

1	R Masson	FRA	300.00	+124
2	M Popescu	ROU	300.00	+106
3	G Vaucelles	FRA	300.00	+65
4	A Winker	GER	300.00	+28
5	A Andrist	SUI	284.58	
6	C Winker (J)	GER	272.08	
7	P Chaussebourg	FRA	265.82	
8	P Brocks	USA	259.58	
9	S Kubit	POL	258.33	
10	C Andrist	SUI	257.91	

F1E-Junior 9 flew

1	C Winker	GER	272.08
2	T Piller	FRA	231.65
3	C Trachez	FRA	218.32

Poitou - Moncontour, September 15

F1E 39 flew

1	C Winker (J)	GER	272.21
2	D Andrist	SUI	270.00
3	S Kubit	POL	251.11
4	R Masson	FRA	249.44
5	J Drapeau	FRA	243.33
6	C Andrist	SUI	234.99
7	M Popescu	ROU	232.21
8	G Brochard	FRA	225.54
9	S Trachez	FRA	216.11
10	A Winker	GER	213.33

F1E-Junior 9 flew

1	C Winker	GER	272.21
2	N Laura	FRA	190.55
3	F Primau	FRA	181.10

F1E IN POLAND, TOSZEK RACIBORZ, SEPTEMBER 20-22

Report by Ian Kaynes

The same three F1E events as last year were held in Poland but, with the French events brought forward, this year they were the final events in the World Cup. The first event was the Friendship Cup, registered by Ukraine. It was flown on Stanislav Kubit's hill at Toszek. This is a pleasant grass hill facing south and west with a few trees and houses in the vicinity but generally clear farm fields. The wind was generally a light south westerly, with a few variations in direction or strength to catch the unwary. The hill is not high and the 180 maxes were challenging. There was just one person making all 5 maxes, with Poles taking the top three places.

Among these, second place went to Konrad Zurowski, the Junior European Champion, who was contesting third place in the Junior World Cup with Marta Vysoka. Zorin Valeanu (Romania) had arrived in Poland thinking he was leading the Junior World Cup – but unfortunately there was an error in the World Cup scores from France. When having to manually designate the juniors in the French results I had inadvertently put Winker father Alexander as a junior which gave Christian's second place in Junior when, in fact, he was the winning junior in both events that day. Not only that, because he had won the senior event he got the senior score including senior bonus points as his junior score. This gave him four Junior World Cup wins and, with the bonus points, an almost unassailable lead in the Junior Cup.

A north wind was forecast for the Saturday and, since the Toszek hill is not suitable for that, it was arranged that we would meet in Raciborz and from there go in convoy to a suitable slope. It was indeed facing the right way but the wind was quite strong and sometimes turbulent. Again a 180 max was used for all five rounds, just one person made the full

score, and this time the Poles took the top 5 places and 9 out of the top 10 places.

The wind on Sunday was forecast to be variable from south round to north west. Again we met at Raciborz and went out to a different site, including a long drive along a farm track during which they stopped to look at another slope. The final one was some ploughed fields on a hill overlooking the Czech border. There was a gentle southerly wind for the first round and the 180 max was quite easy. The wind dropped to almost nothing later in the round and some models ended up in a row of trees along the road at the bottom of the hill. To reduce this problem the max was reduced to 120 for the second round. During this round the wind shifted to northerly – down the slope – but many people still made the short max. There was a delay while waiting for the wind to change back to southerly, which it did and another 120 max round was flown.. It was obvious that another two rounds with 120 max would not reduce the potential flyoff and so it was decided to go straight to the flyoff.

The same problem of the trees could arise for this, especially if the usual approach was taken of walking most of the way down the hill. The extreme solution was adopted – go down to the road and launch beyond the trees on to the completely flat ploughed field beyond. The road was about half a metre higher than the field and that representing the only element of slope involved. Timekeepers and flyers assembled on the quiet road – a couple of mopeds going along the road were stopped while the flyoff was undertaken – and without a clear start signal people started flying. There was a slight breeze and little sign of lift for most of the round. I flew when it was getting brighter but still with some wind for a rather poor 33 seconds. I had prepared two models repaired after the Slovakian trees and chose to fly my new better-gliding model 134 which I had been flying all day. This has a more traditional gliding section compared to the low drag section on my older model 114 but the difference shows on launch – the extra drag makes launching 134 like throwing it into treacle it decelerates so fast – and possibly 114 would have got higher on launch and this would more than offset any glide difference. But the major factor was air – while I was fetching my model a number of Poles launched and obviously had some help. There was a mid-air collision low over the field and Stanislav quickly got his model back and launched again in the last moments of the round into air now even better to give him a winning flight.

This time the Poles had taken the top 7 places. Their performance over the weekend (one first and one second each) had elevated Frantiszek Kanczok and Stansilav Kubit into second and third place in the World Cup, directly behind Marian Popescu's already well-established win. Konrad Zurowski had secured third place in the Junior World Cup.

The prizegiving for all 3 events was held in a room at the Raciborz Castle. Stanislav Kubit had also brought the World Cup, which he had held from his 2012 win, and presented it to Marian Popescu.

Friendship Cup of Ukraine, September 20

F1E 36 flew

1	F Kanczok	POL	500.00
2	K Zurowski (J)	POL	487.22
3	S Kubit	POL	469.99
4	M Vysoka (J)	CZE	462.22
4	M Lysakowski	POL	462.22
6	J Zurowski	POL	462.21
7	M Popescu	ROU	461.65
8	W Dziuba	POL	460.55

F1E-Junior 8 flew

1	K Zurowski	POL	487.22
2	M Vysoka	CZE	462.22
3	S Czorna	UKR	426.10

Toszek Cup, September 21

F1E 29 flew

1	E Slomka	POL	500.00
2	S Kubit	POL	491.11
3	J Zurowski	POL	471.11
4	K Zurowski (J)	POL	467.76
5	J Wojtak	POL	463.88
6	P Kildau	UKR	444.98
7	W Dziuba	POL	439.42
8	M Lysakowski	POL	438.33

F1E-Junior 7 flew

1	K Zurowski	POL	467.76
2	S Czorna	UKR	354.43
3	S Morcinek	POL	346.65

Governor's Cup, September 22

F1E 35 flew 16 full scores

1	S Kubit	POL	300.00	+78
2	F Kanczok	POL	300.00	+68
3	H Morgala	POL	300.00	+60
4	P Szymanski	POL	300.00	+57
5	M Lysakowski	POL	300.00	+40
6	S Kopacz	POL	300.00	+39
7	E Slomka	POL	300.00	+38
8	I Kaynes	GBR	300.00	+33

F1E-Junior 10 flew

1	D Lipski	POL	300.00	+32
2	Z Valeanu	ROU	300.00	+27
3	S Chorna	UKR	300.00	+26

F1H EURO CHALLENGE

From Gary Madelin:

Half a dozen events still to count up to the finale at Euro-fly Berne at the end of October.

145 scoring flyers in the overall table to date! As said before, it will be impossible for anyone to beat Thomas Weimar though……

F1H			con 1	con 2	con 3	best 3	con 4
1	T Weimer	GER	100.0	100.0	100.0	300.0	100.0
2	G Madelin	GBR	100.0	100.0	100.0	300.0	95.8
3	E Richter	GER	100.0	100.0	98.8	298.8	
4	L Bitzenik	SLO	100.0	97.3	97.5	294.8	
5	A Nuttgens	GER	100.0	100.0	94.5	294.5	
6	T Szlebak	HUN	100.0	97.0	95.7	292.7	

F1H-E						
1	S Horvath	HUN	100.0	96.7	88.2	284.3
2	d Rossler	CZE	100.0	99.0	83.3	282.3
3	B Selmeci	HUN	99.5	92.3	89.5	281.3
4	B Lavis	GBR	100.0	80.0	79.3	259.3
5	M Remai	HUN	100.0	80.0	79.2	259.2
6	T Kinger	HUN	93.0	84.5	80.8	258.3

F1H-J			con 1	con 2	best 2
1	D Martiin	HUN	100.0	88.2	188.2
2	S Jackel	GER	96.6	87.5	184.3
3	M Remain	HUN	100.0	80.0	180.0
4	T Kinger	HUN	93.0	84.5	177.5
5	V Rossler	CZE	98.0	73.5	177.5
6	A Brenner	HUN	88.8	62.2	151.0

F1J EURO CHALLENGE

From Simon Dixon

With 2 events left to run for this years F1J Euro Challenge (UK Midland Gala and Eurofly) it looks to be a close finish - Watson, Lester and Dixon all challenging and with Aslett still able to catch them with a strong finish. As 1/2A spec' models are also included let's hope for some 1/2A flyers in the mix for next year ?? For full details, results, photos and blog take a look at the website http://f1jeurochallenge.jimdo.com/

FAI FREE FLIGHT WORLD CUP

Final positions for the 2013 F1E World Cup

1	Marian Popescu	ROU	184	NS-1	CP-1	PE-2	MR-4	PC-3	FB-4	RB-4	OB-5	PM-7	UE-7	TC-12	GC-11	VL-19
2	Frantiszek Kanczok	POL	154	UE-1	GC-2	MR-3	OB-7	FB-8	TZ-9							
3	Stanislaw Kubit	POL	154	GC-1	TZ-2	PM-3	NS-5	PE-9	FB-15	UE-3						
4	Christian Winker (J)	GER	151	PM-1	VL-2	FB-3	PE-6	CP-7	OB-10							
5	Peter Brocks	USA	147	CA-1	MR-2	KE-3	PE-8	PM-11								
6	Ian Kaynes	GBR	138	RB-1	KE-2	TC-4	GC-8	CP-10	VL-12	UE-12						
7	Dominik Andrist	SUI	133	OB-1	PM-2	FB-9	RA-9	CP-11	MR-17	VL-17						
8	Tom Ioerger	USA	130	KE-1	ME-1	CA-3										
9	Florian Winker (J)	GER	117	MR-1	OB-3	VL-13	NS-17	CP-15	FB-16							
10	Konrad Zurowski (J)	POL	112	UE-2	CP-3	TZ-4	MR-21	GC-16								
11	Zorin Valeanu (J)	ROU	110	PC-2	MR-7	VL-6	TC-7	RB-7	GC-12	FB-20						
12	Marta Vysoka (J)	CZE	109	RA-2	UE-4	NS-7	MR-12	RB-10	FB-13	PC-16	PE-19					
13	Vojtech Zima	CZE	101	RA-3	RB-3	MR-10	UE-9	GC-10	PC-11	NS-16	TC-14	CP-14	TZ-11			
14	Florian Draghici	ROU	100	OB-2	RB-5	TC-8	RA-11	PC-14	CP-16	NS-22						
15	Uwe Sonnthaus	GER	98	RA-1	FB-10	NS-13	OB-16									
16	Jacek Zurowski	POL	96	TZ-3	MR-6	UE-6	VL-10	GC-18								
17	Jaromir Orel	CZE	90	RB-2	RA-5	TC-11	OB-16	PC-15	FB-18							
18	Alfred Andrist	SUI	83	FB-5	PE-5	RA-7	MR-13	VL-20								
19	Edith Mang	AUT	83	NS-3	FB-6	OB-12	GC-17	TC-22								
20	Paolo Perini	ITA	81	VL-1	CP-4											
21	Renaud Masson	FRA	81	PE-1	PM-4											
22	Christian Andrist	SUI	78	PM-6	RA-6	NS-12	RB-8	PE-10								
23	Jean-Luc Drapeau	FRA	78	VL-5	PM-5	PC-10	CP-12	TC-15	OB-18	FB-21						
24	Maurizio Tomazzoni	ITA	78	TC-1	VL-16	CP-20	NS-23									
25	Jean-Marie Chabot	FRA	78	CP-2	VL-11	PE-13	NS-24									
26	Wieslav Dziuba	POL	74	TZ-7	UE-8	PC-8	NS-14	OB-13	CP-13							
27	Eugeniusz Slomka	POL	72	TZ-1	GC-7	UE-11										
28	Pierre Chaussebourg	FRA	71	VL-7	PE-7	PC-9	MR-19	NS-18								
29	Frantisek Doupovec	CZE	71	TC-2	MR-16	VL-18	OB-23									
30	Alain Roux	FRA	70	TC-6	CP-9	MR-15	OB-15	PC-13								
31	Mihnea Niculescu (J)	ROU	63													
32	Peter Kuttler	GER	63													
33	Fritz Mang	AUT	62													
34	Armin Mang (J)	AUT	58													
35	Antonio Borchia	ITA	58													
36	Siegfried Puttner	GER	54													
37	Duta Ionut	ROU	53													
38	Marek Lysakowski	POL	49													

F1E-Junior

1	Christian Winker	GER	205	PM-1	PE-1	VL-1	FB-1	CP-2	OB-3	MR-9	NS-10
2	Zorin Valeanu	ROU	196	PC-1	TC-1	RB-1	MR-2	GC-2	VL-3	NS-8	FB-0
3	Konrad Zurowski	POL	176	CP-1	UE-1	TZ-1	MR-5	NS-7	GC-4		
4	Marta Vysoka	CZE	174	RA-1	NS-2	UE-2	FB-2	MR-3	PC-3	PM-5	PE-5	TC-5	RB-0
5	Florian Winker	GER	166	MR-1	OB-1	FB-3	NS-4	CP-4	VL-4				
6	Mihnea Niculescu	ROU	125	OB-2	TC-3	CP-3	MR-6	PC-5	VL-0				
7	Nathan Laura	FRA	122	PM-2	VL-2	NS-6	MR-8						
8	Hirit Razvan	ROU	82	PC-2	TC-2								
9	Armin Mang	AUT	81	NS-1	MR-4								
10	Clarisse Trachez	FRA	78	PE-3	PM-4	MR-7							
11	Sofija Chorna	UKR	72	TZ-2	GC-3	UE-3							
12	Nick Fincke	GER	60	OB-4	NS-5	VL-0							
13	Ghita Petrut	ROU	52	PC-4	TC-4								
14	David Lipski	POL	51	GC-1									
15	Joel Yori	USA	50	NS-3	MR-10								

Note: In the Junior results some results are shown with a placing zero (such as FB-0 as the last score of Zorin Valeanu) to denote events in which the Juniors did not win Junior World Cup points but did have points in the Senior World Cup. Under the 2013 rule change Juniors winning more points in Senior than they would have got in Junior can count these Senior points in the Junior World Cup.

Contests included in the F1E results

		Location		numbers flying	
				F1E	F1E-J
KE	Kiwi Cup of NZ	USA	Feb 11	6	0
CA	California Cup	USA	Feb 14	5	0
RA	Spring Cup I	CZE	Mar 23	21	2
RB	Spring Cup II	CZE	Mar 24	19	2
OB	World Cup	GER	Apr 20	46	7
FB	Föhrlberg Cup	GER	Apr 21	41	5
TC	Cupa Turda	ROU	May 25	43	9
PC	Memorial Popa Crangu	ROU	May 26	32	9
CP	Coppa Primavera	ITA	Jun 22	40	8
VL	Volare Lessini	ITA	Jun 23	39	7
ME	MMM 14-Rounder	USA	Jul 15	4	0
MR	Martin Cup	SVK	Aug 25	75	22
NS	Nosko Memorial	SVK	Aug 30	66	19
PE	Poitou Charentes	FRA	Sep 15	39	9
PM	Poitou - Moncontour	FRA	Sep 15	39	9
UE	Friendship Cup Ukraine	POL	Sep 20	36	8
TZ	Toszek Cup	POL	Sep 21	29	7
GC	Governor's Cup	POL	Sep 22	35	10

Latest positions in F1ABCPQ World Cup

F1A

1	M Kosonozhkin	RUS	222
2	S Makarov	RUS	204
3	B Bardarov	BUL	198
4	R Lesko	CRO	185
5	P Findahl	SWE	174
6	N Lomov	RUS	169
7	I Bezak	SVK	168
8	V Beschasnyi	UKR	156
9	K Huber	SWE	140
10	J Carter	GBR	135

F1A-Junior

1	P Meglaj	CRO	206
2	A Khoroshev	RUS	204
3	M Lomov	RUS	186
4	M Lemut	SLO	186
5	S Zachara	SVK	168
6	V Papez	CZE	158

F1B

1	A Burdov	RUS	210
2	A Andriukov	USA	202
3	S Stefanchuk	UKR	181
4	T Useinov	RUS	178
5	M Woolner	GBR	175
6	A Bulatov	RUS	169
7	R Peers	GBR	158
8	S Gostojic	SRB	158
9	S Skibicki	POL	153
10	A Rybchenkov	RUS	146

F1B-Junior

1	A Stefanchuk	UKR	202
2	T Mackus	LTU	200
3	B Bilewicz	POL	193
4	P Lomov	RUS	192
5	J Ancans	LAT	161
6	B Gostojic	SRB	140

F1C

1	A Babenko	UKR	192
2	V Aleksandrov	UKR	185
3	A Jack	GBR	183
4	Z Grepl	CRO	180
5	J Roots	EST	170
6	J Wlodarczyk	POL	165
7	Y Perchuk	RUS	159
8	S Savukhin	RUS	157
9	L Patocs	HUN	143
10	V Sychov	SLO	132

F1Q

1	H Salminen	FIN	201
2	R Assmuss	GER	192
3	A Lindner	GER	181
4	Z Grepl	CRO	151
5	B Crowe	USA	101
6	T Grey	GBR	100

F1P-Junior

1	T Malkhasyan	USA	100
2	D Siromyatnikov	RUS	76
3	A Kuznecov	RUS	66

Contests still to count in the World Cup are: Canada Cup, Isreal Sukkot Open, Prilep Trophy, Macedonia, Capannori, Anatolian Cup, Sierra Cup, Krka Cup, Djordje Zigic, Eurofly.

The Ljubljana Cup in Slovenia scheduled for Oct 4 was cancelled for lack of support

21ST WORLDWIDE POSTAL COMPETITION

By Jim Moseley

I am pleased to bring to you the results of the 21st Worldwide Postal Competition, and to thank each and every one of you for your continued support and statements of encouragement which have encouraged me to carry the Postal forward for so many years – far more years than originally expected.

Throughout all, I have constantly received comments on how the Postal has brought added interest to individual flying activities and thanks for same, which has warmed me – but I feel the time has come for me to bring this endeavour to a personal close with my own thanks and appreciation to all of you, past and present, whose direct and indirect contact and company I have enjoyed.

I have been approached by a keen modeller whom I have known for some years who expresses an interest in maintaining a similar Postal into the future. It may not have the same title, the format may differ but the intent is unchanged and I hope you will all transfer your support to Caley Ann Hand, contact and encourage her, make any suggestions that you feel might enhance the appeal of the Postal and carry on flying together. I look forward to continue flying with you under her guidance.

Caley Hand email me at caleyannhand@yahoo.com, or write me at Caley A Hand, 6639 Datura Avenue, Twentynine Palms, California 92277 USA

Results, events with single flyers are not listed

Catapult / Handlaunch Glider (12") 6 flew 6x60

1	P Brecker	GER	60	360
2.	P Brecker	GER	60	359

Catapult / Handlaunch Glider (+12") 5 flew 6x60

1	G Lovejoy	NZL	360
2	P Brecker	GER	357

P30 Rubber 8 flew 3x120 then +30 prog FO

1.	B Guest	CAN	360	+150	+180 +120	810
2.	P Squires	NZL	360	+146		506
3 =	L Sayer	CAN	360			
3 =	O Torgersen	NOR	360			

25" Rubber 3 flew 3x60

1	W Piatek	USA	180	+90	+ 61

20" Rubber 6 flew 3x60

1	J Finn	USA	180	+ 90	+120 +150
2	H Finn	USA	180	+90	+120 +131
3	J Moseley	CAN	180		

30" Vint/OT Rubber 3 flew 3x90

1	O Torgersen	NOR	265

42" Vint/OT Rubber 2 flew 3x120

1	O Torgersen	NOR	360

Freewheel Rubber 4 flew 3x90

1	B Guest	CAN	270	+120	+150
2	J Moseley	CAN	270	+120	

Cloud Tramp 16 flew

5 flts, highest & lowest discarded

1	G Hinze	USA	370	4 =	S Burke	CAN	223
2	P Brecker	GER	293	6	B Matthews	USA	212
3	O Torgersen	NOR	228	7 =	L Cameron	GBR	208
4 =	J Moseley	CAN	223	7 =	H Lundhaug	NOR	208

KK Senator 7 flew 3x120

1	C Limber	CAN	360	+180	+240	+239
2	J Moseley	CAN	360			
3	M Dixon	GBR	359			

Mia Dixon (13) and Eve Dixon (9) *Flew in the Senator Postal during the British Nats*

BMFA 7TH AREA MEETING, SEPTEMBER 15

Area Weather

Scotland	No return
Northern	Strong winds
North East	No return
North West	No return
Midland	20 mph gststTo 40+
East Anglia	30 mph rain
South East	6 mph am 25 mph pm
Southwest	No return
Southern	12 mph am 25 mph pm
London	8 to 20 mph gusts to 30
Western	Could have been worse!!!

Combined Rubber Farrow &Team 15 flew

1	G Beal	Morley A	7.30	1.46
2	M Croome	Bristol & West-A	7.30	
2	R Marking	CVA- A	7.30	
2	D.Greaves	B&W	7.30	
5	M Gilham	CVA-A	7.02	
6	J.Paton	Crookham B	6.34	
7	S Willis	Croydon	5.46	

Team Scores

1	R Marking	CVA-A	7.30	14.32
	M Gilham	CVA-A	7.02	
2	J Deeming	Bristol & West -A	2.30	
	M Croome	Bristol & West-A	7.30	12.30
	M Stagg	Bristol & West-A	2.30	
3	G Beal	Morley A	7.30	12.22
	J Northrop	Morley A	4.52	
4	J.Paton	Crookham B	6.34	11.38
	C.Redrup	Crookham B	5.04	

F1A SMAE Cup 14 flew

1	A Gibbs	Bristol & West	11.42
2	A Cameron	Crawley	10.23
3	C Parry	Biggles	8.38
4	D Brawn	Biggles	8.10
5	J Hook	Crookham	7.00
6	G Hart	Vikings	6.23
7	D Cox	Crookham	6.11

SLOP Frog Senior 3 flew

1	P Ball	Grantham	7.30	1.50
2	D Cox	Crookham	7.30	0.03

F1J/1/2A 5 flew

1	B Aslett	Bristol & West	8.05
2	C Foster	Morley	6.32
3	S White	Bristol & West	5.46

E30 11 flew

1	A.Shepherd	Crookham	6.00
2	T.Grey	Crookham	5.35
3	P Seeley	Bristol & West	5.32
4	D Davitt	Morley	5.28
5	P Tolhurst	Crookham	5.07

Plugge

7th Area events

		TR	J1/2A	E30	Total
1	Morley	125	147	190	2588
1	Morley	147	80	100	2915
2	Bristol & West	186	160	118	2134
3	Crookham	120	60	191	1806
4	Grantham	40			1127
5	Biggles			18	1118
6	Vikings				824
7	CVA	169			628
8	Birmingham				542
9	Croydon	60			438
10	East Gristeadn	7			437
11	Cleemac				273
12	Impington				234
13	Crawley				217
14	Novo				215

BMFA SOUTHERN GALA, SALISBURY PLAIN, SEPT 7

BMFA Glider

1	J Cooper	7.30	+2.50
2	D Cox	7.30	+2.24
3	C Parry	7.28	

BMFA Rubber

1	P Ball	7.30	+7.19
2	I Taylor	7.30	+7.07
3	J Cooper	7.30	+4.58

F1G

1	J Patton	10.00	+4.37
2	P Hall	10.00	+2.43
3	C Chapman	9.37	

F1J / ½A

1	M Lester	10.00	+4.18
2	S Dixon	10.00	+2.56
3	P Watson	9.23	

CO2

1	T Grey	6.00	+5.03
2	C Strachan	6.00	+2.32

E30

1	A Shepherd	6.00	+5.31
2	R Brigginshaw	6.00	+2.41
3	T Grey	5.48	

BMFA Electric

1	A Shepherd	7.30	+5.47
2	C Redrup	7.30	+4.32
3	T Grey	7.30	+3.53

BMFA Power

1	T Payne	7.30	+6.45
2	D Cox	7.30	+0.24
3	A Chilton	6.33	

HLG/Cat Glider

1	S Brewer	391
2	P Ball	378
3	A Crisp	288

F1H

1	G Madelin	10.00
2	C Parry	8.45
3	P Tribe	8.16

Mini Vintage

1	S Willis	6.00	+6.17
2	C Redrup	6.00	

SLOP

1	D Cox	1.14

SOUTHERN COUPE LEAGUE

By Peter Hall

Round 5 – BMFA 6th Area event

It was predicted that the coincidence of the Sixth Area with the Great French Jamboree would seriously deplete attendance at the former. And so it proved. Many survivors of the British Expeditionary Force, straggling back exhausted by their over-enthusiastic engagement with French hospitality were unfit for further duty or listed as missing.

The area event was a threadbare affair with only eight in competition. At Ashdown Forest Gary Oulds reported rain midday, turbulent air, and with the wind direction, their own 'death valley' effect needing a very strong climb to avoid it. The round scores reflect the conditions. Neil Allen looks consistent, Ken Taylor and Mike Richardson unlucky.

A brisk westerly on the coast often backs southwest then south and fly-offs go into the forest. So Beaulieu came to Salisbury Plain. They needn't have bothered as their dismal performance shows. Merryfield was unavailable, so Alan Brocklehurst and his team also joined us.

Jim Paton missed maxing out by five seconds so the pressure was on Alan Brocklehurst who needed one more to win after four very convincing maxes. Stuck in a long cool blustery spell that seemed unlikely to end, he picked a lull but was pulled down in 1'.44".

So Jim took 15 points and joint second place in the league table. His ten year old Bukin outperforms his more recent versions. What's the difference? It has a larger diameter Stepanchuk prop.and a 'soft' leading edge - a carbon tube mainspar instead of a 'd' box. Alan's wing is heavily turbulated by his egg-box construction.....Oh, and we've all now seen Brian Eggleston's 'Airfoil Geometries that Self Turbulate' in July Free Flight Quarterly.

Enough, enough, it's the air, stupid. By the way, Peter Tolhurst now convenes a monthly discussion group at Chobham, next topic, air-picking. A regular participant has observed that, since no-one knows anything about it, it will be a short session.

Turbulent air downed Roy Vaughn's first flight in 1'.52" his second maxed but his third bunted in for an attempt after a very flat throw - obviously the French effect. On his second attempt we were treated to a unique display of air-power. 11 seconds after launch the entire prop unit fell off. Taking little notice the model continued its climb. The glide pattern now very high and six minutes distant was described as unusual. The details of the subsequent retrieval which occupied most of the afternoon are too sensitive to disclose, involving as they do infringements of Health and Safety regulations. I seem to have mislaid Peter Hall's performance details but in spite of a poor result he still heads the league table. This is the largely due to a good attendance record but remember, only five of the seven event scores count and we have to wait for the end of season cull to reveal the true picture.

Coupe League scores at Sixth Area

1	J Paton	3	15	5	M Richardson	2	8
2	A Brocklehurst	4	13	6	R Vaughn	1	6
3	N Allen	1	9	7	P Hall	1	5
4	K Taylor	3	10	8	R Willes	0	3

Round 6: Southern Gala, Sept 7

Eight a.m. Salisbury Plain, a crystal clear early autumn morning, tranquil air, Jim Paton prepares..... At nine, C.D. Dave Greaves' horn rings out from the western ridge. Jim launches his Bukin coupe. By ten a.m. he has three of his five maxes secure. He has now added tactics to his increasingly impressive skill-set and dedication. The other seven competitors, slower off the mark, had to negotiate increasingly lively air. A sharp shower in the afternoon brought cooler conditions for the fly-off, but nimble Jim, launching at the hooter, caught a parcel of lift and took first place with a lovely flight, DT'ing high at over four minutes. Peter Hall waited in vain for another delivery and was down in 2' 30' for second place. He'd had his allocation of luck on his first flight when he failed to connect the V.I.T. Just missing the ground after a dramatic loop, he recovered enough to max.

We are told that in a thermal field the air on average rises faster than it falls so that the area of sink must be greater than that of lift (Wayne M. Angevine, Thermal Structure and Behaviour) and of course the lift may dissipate or the model fly out of it. So no matter how skilled you are you need a bit of luck. For the rest of the field this was not forthcoming. Even so, Chris Chapman, Peter Brown, Roy Vaughn, and Alan Brocklehurst were only thirteen seconds apart and frustratingly close to maxing out. In Roy's case it was not the air - he took four confident maxes - but DT'd early on his first flight. Mike Marshall had a better excuse. Back home after his second place at Moncontour F1G he discovered he had broken his arm

after a fall on his journey out. Now belatedly plastered, he was unable to grip or throw his coupe properly and launched into collision with a thermistor pole. Peter Tolhurst's Jedelsky profile, depron-winged coupe spiralled in with a prop. miss-fold. He changed to an Etienvre but it wasn't his day.

One more round to go for this year's league and it's neck and neck and neck between Hall, Paton and Vaughn. Five event scores count so if you sum the best four so far Jim Paton emerges as the favourite. But the last round, Coupe Europa at Middle Wallop on the eighth of December is thirteen weeks away - thirteen weeks! Suspense cannot be sustained that long. The league organisers will need to craft a better dramatic structure for next year's programme.

P.S. I mentioned in my Sixth Area report Peter Tolhurst's lunch and discussion meetings at the Castle Grove pub at Chobham and its upcoming debate on air-picking. (The 'Chobham Chomp' is an echo of the long-standing Croydon Bangers and Mash meetings but with a less restricted menu.) The contributors' methods, unsurprisingly, turned out to be very similar. Wait for the lull, the rise in temperature, observe the streamer, the birds, the other models flying. Go on the blow, don't go on the blow, wait till the sun comes out, don't wait. Chris Redrup (who spends a good deal of his time in his glider at the height where all the bits and bobs of rising air have aggregated into real thermals) held that detecting lift amid the ground-level chaos depended upon high skin sensitivity coupled with long experience. This prompted speculation on ways to increase sensitivity. Dr. Paton, attending, cautioned that cocaine reduces it. A skin-sensitizing cream might be developed. Exposing normally clothed areas of the body to reveal virgin skin, as it were, was a method frequently used by several very successful and perhaps less self-conscious fliers, and so specially ventilated thermal detection trousers for the shorts-shy might be worth exploring. A more imaginative choice of body-part might be exposed to good effect. Lateral thinking of this quality is a feature of the Chobham debates in their later stages.

Coupe League scores at Southern Gala

1	J Paton	5	17	5	R Vaughn	4	10
2	P Hall	5	14	6	A Brocklehurst	3	8
3	C Chapman	3	11	7	M Marshall	3	7
4	P Brown	4	11	8	P Tolhurst	2	5

Latest League positions

			CG	LG	SH	OX	A6	SG	Total
1	P Hall	Crookham	7	6	10	17	5	14	54
1	J Paton	Crookham		8		13	16	17	54
3	R Vaughn	Crookham		16		14	6	10	46
4	P Tolhurst	Crookham	13		7	7		5	32
5	M Marshall	Impington	10	6	8			7	31
5	P Brown	CM			17	3		11	31
7	A Brocklehurst	Bristol & W		9			13	8	30
8	K Taylor	E Grinstead	8			10	10		28
8	C Chapman	Bristol & W		13	4			11	28
10	N Allen	E Grinstead			13		9		22
11	D Greaves	Bristol & W			5	8			13
12	G Stringer	E Grinstead		12					12
12	D Chevenard	Beaujolais			12				12
12	M Chilton					12			12
15	D Thompson	Croydon				9			9

BIGGLES LEAGUE

From Roger Heap

With only the Midland Gala to go, Mick Lester can't be overtaken in F1J-1/2A power. Congratulations!

In F1H glider, a different, story! John Cooper has held the trophy for the last four years, but in 2013, top spot is bound to change. Gary Madelin and Chris Parry are the top two, each looking to outdo the other. It should be an interesting end to the competition.

Full details at.
www.bigglesleague.highsociety.org/results.html

F1H

		S Gala	total
1	G Madelin	9	30
2	C Parry	6	31
3	B Lavis	3	17
4	D Cox		15
5	R Heap		14
6	S Brewer	2	11
7	A Gibbs	1	10
8	J Williams		9
9	P Tribe	6	7

F1J ½ A

		S Gala	total
1	M Lester	6	35
2	P Watson	3	23
3	B Aslett	2	11
3	|S| |Dixon	4	11
5	C Foster	2	8
6	F Rushby	4	7

WIGAN SWAP MEET

On the afternoon of Sunday 24 November. Setup from 1.45, public/buyers 2.30 till 5.00. At St. Aidan's Parish Centre, Highfield Grange Ave, Winstanley, Wigan, WN3 6TB, simple to find - only 1.5 miles from Junction 25 on M6. Ample free parking on doorstep, flat loading, quality function room, licenced bar, snacks via local takeaway. Admission £2, ladies and kids free. Tables: small @£1-50 , large @£3-00, limit of one complete airframe per large table. Show more in car park. Sellers should have goods that bear some relevance to aeromodelling. For more details, directions, bookings, etc. contact John O'Donnell, tel 01942 211742 john@odonnell3737.co.uk

BMFA INDOOR

2014 World Championships Slanic. Romania to be held March 31 to April 5. These dates have been brought forward due to adverse conditions in the mine later in the year which have been brought about by structural changes to the mine access which have increased humidity. This leaves us quite short of time to organise the necessary team trials.

The F1D Trials will be at Werrington Sports & Recreation Centre, Staniland Way Werrington Peterborough PE4 6JT. Trials Event one on Sunday 20th October 2013 (10am – 6pm), Trials Event two PROVISIONAL tbc Sunday 12th January 2014 (10am – 6pm). Trials format as published in the current BMFA rule book as revised Flown on 1/4 motors - (best three flights total from a single trial to count) minimum qualifying standards apply. Gym shoes required. Please contact: Mark Benns mark.benns@ntlworld.com or Tony Hebb tony_hebb@hotmail.com to confirm your intension to compete in the trials and to represent the United Kingdom in Romania 2014. Website www.indoorduration-gbr.co.uk

Other events: The next dates, all Saturdays, for the Manchester Velodrome meetings are as follows:- Oct 19th 11-6pm, Nov23rd 11-6pm, North West Gala Feb 22nd 11-5pm, Mar 22nd 11-6pm. The Indoor Nationals next Summer will most likely be held on the 21st/22nd/23rd June at Boulby again, but this has yet to be confirmed.

UK COMPETITION NEWS

GRANTHAM GRAND PRIX will be at Barkston Heath on October 13. Events are Combined Rubber, Glider, Power; Mini Vintage; Combined Cat/HLG (Best 5 From 9). The aim is to make this an enjoyable, friendly contest running from 9 am to 4 pm, the buffet will commence at 3:45pm with fly offs from 4:30pm. A one off fee of £5 allows you to fly in all events (if you have the energy) on England's premier airfield; sport flyers are welcome but please donate your £5 to the CD and enjoy the buffet. Fantastic silver trophies for all events including the magnificent Silver Art Deco Falcons Trophy for Combined Rubber . Contact Phil Ball 01332 665361, phil.ball@ntlworld.com