FREE FLIGHT news

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FFn DIARY

June 10-11 Port Meadow, Oxford	Oxford MFC Rally. See FFn 1612. June 10 Champagne flyoffs: start 18.30: F1G, F1H, HLG/Cat. June 11 start 10.00: 5 flts in rounds from line: F1G, F1H.. 3 flts no rounds flown from line: P30/CO2 comb, E36, Vint Rubber (34"max span), vint/classic G, tailless R+G'Flown from box: HLG/Cat comb. All towlines 50m. No streamers on poles, thermistors, bubbles, no i/c power. All flyers must be insured. Contact A Crisp, 4 Grove St, Summertown, Oxford OX2 7JT, tel 01865 553800.
June 10-11 Aradac - Zrenjanin, Serbia	Memorial Djordje Zigic. F1A F1B F1C. World Cup event. Contact: NIkola Borovac, tel: +381 632 70 639, e: nborovac@eunet.rs
June 10-11 Lessini, Italy	2 F1E. World Cup events. 10th: Trofeo Gar Rovereto, 11th Volare Lessini. Contact: Maurizio Tomazzoni, tel: +39 335 565 0970 mautom60@gmail.com www.asdvoli.it
June 10-11 Chernigiv, Ukraine	Commonwealth Cup of Belarus. F1A F1B F1C. World Cup event. Contact: Vasily Zosimenko, tel: +380 952 760 037, email: vaszom1964@gmail.com
June 16-18 Blagodatnoe, Kharkov, Ukraine	Free Flight Latvia Cup. F1A F1B F1C F1P F1Q. World Cup event. Contact: Sergey Molchanov, tel: +380 50 682 1806 / +380 67 57 77 270, email: sergey_f1b@mail.ru
June 17-19 Blagodatnoe, Kharkov, Ukraine	Black Stork Cup of Latvia. F1A F1B F1C F1P F1Q. World Cup event. Contact: Sergey Molchanov see June 16-18 entry.
June 18 Peak District or Near Melton Mowbray	BMFA 3rd F1E (Team Selection). SMC Trophy. Contact: Ian Kaynes 01252 512538 or 0794 185 2144.
June 18 Salisbury Plain	SAM 1066: E36, Comb Vintage / Classic Glider under 50", Comb 4oz/8oz Wakefield, Small Vintage Rubber (Vintage Lightweights), Classic Power, Jimmy Allen. Contact Roger Newman rogerknewman@yahoo.com
June 25 Area Venues	BMFA 5th Area. F1H (Plugge), F1G, F1J, E36, BMFA 1/2A Power (Plugge), CO2 (Plugge). Contact: Area Comp Secs.
June 24-25 Wawayanda, NY, USA	Skyscraper's Annual. F1A F1B F1C F1Q. . Contact: Aram Schlosberg, tel: +1 718 479 0478, email: aram.schlosberg1@verizon.net web: http://www.brooklynskyscrapers.org
June 29 Alvaret on the island Öland, Sweden	Swedish Cup. F1A F1B F1C F1Q. World Cup event. Contact: Per Findahl, tel: +46 223 22 957, email: per.findahl@gmail.com web: http://www.norbergsfk.se
June 30 Alvaret on the island Öland, Sweden	Danish Cup. F1A F1B F1C F1P F1Q. World Cup event. Contact: Steffen Hjorth Jensen, tel: +45 60 35 35 68, email: steffen.hjorth.jensen@gmail.com web: http://www.norbergsfk.se/Alltomklubben/Arbetsrum/SwedishCup
July 2 Alvaret on the island Öland, Sweden	Norwegian Cup. F1A F1B F1C F1Q. World Cup event. Contact: Atle Klungrehaug, tel: +47 22 68 0205 / 906 73 478, email: aklark@online.no

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

P30 BY MICHAL PAN

From the Czech magazine Volny Let with thanks

This model was designed by Michal Pan, who has flown small rudder models for many years:

I started in about 2000, when it was usual to fly with six strands of rubber, but like others I eventually switched to four strands. At Strakonice we were first to fly with four strands and over time we were convinced of the benefits of a weaker motor with a longer run and slower flight.

As the years went by I tried also different sizes of tailplane until I settled on this small one and I stayed with a rounded leading edge that I think is altogether handsome and quick to build. It is too bad that in southern Bohemia there are few supporters of this unpretentious and relaxed P30 category with increasingly fewer competitions.

Building

Fuselage: front tube is rolled 1.5mm balsa on a mandrel with diameter of 23/20 mm. Before rolling on the mandrel, the inside is coated with a thin modelspan. The rear of the fuselage is closed with a shaped piece of 4mm balsa, into which is cut a hole for inserting and sealing the rear fuselage. The boom is rolled 0.8mm balsa. The motor peg has a diameter of 5.6 mm. Another shorter tube is inserted into the front of the fuselage. 1.5 mm and a length of about 20 mm and the outside of the front part is reinforced with Icarex epoxied for a length of about 30 mm from the front of the fuselage. Finally, the outside of the fuselage is covered with thin modelspan. The pylon is a symmetric teardrop profile made from 1.5mm balsa with vertical grain. Its shape is determined by two 1.5mm balsa ribs glued to the pylon between its leading and trailing edges which are 4mm balsa. The pylon is covered with thin paper and the top corners reinforced inside where the wing attachment hooks are epoxied. The 0.6mm diameter wire hooks are covered with squares of glass fibre cloth.

Wing: classic conventional balsa construction, dimensions of the spars can be seen on the plan. Ribs are cut from 1.5mm balsa. The leading edge is curved when wet as shown, before bonding. The tips are made of light 7mm balsa, reinforced with bamboo gussets at the joints with the wing leading and trailing edges.

The tail structure is similar to the wing. A special feature is the two turbulators. The fin uses a symmetrical profile.

Dethermalisation is controlled by a "cheepo" timer fitted at the front of the fuselage, driven by a long stretched rubber band along the fuselage. Propeller is a classic for this category for us, Igra diameter of 240 mm. The propeller shaft is made of steel wire with a diameter of 1.5 mm, equipped with free-wheel. Instead of ball bearings two Teflon rings with a diameter of 6 mm are used. Model flies on four strands of Tan Super Sport rubber.

The warps are as follows: Right and left tip 3 mm negative, right inner panel is +1 mm and the left is up to 1mm negative.

Masses

Wing	14 g
Tailplane	3.5 g
nose assembly	13 g
Fuselage and fin	25 g.
Total	55 g.

STONEHENGE CUP, SALISBURY PLAIN, MAY 6

F1A 17 flew

1	J Carter	GBR	780	
2	E Ragot	FRA	760	
3	P Findahl	SWE	750	
4	E Bernard	FRA	746	
5	G Bernard	FRA	729	
6	P Tribe	GBR	721	
7	B Bernard	FRA	716	
8	E Godet	FRA	709	
9	C Marquois	FRA	706	

F1A-Junior 1 flew

1	C Ragot	FRA	593	

F1B 11 flew

1	R Peers	GBR	780	+360
2	M Rigault	FRA	780	+302
3	P Pietrzak	POL	760	
4	M Woolner	GBR	753	
5	P Brown	GBR	748	
6	P Martin	GBR	747	

F1B-Junior 1 flew

1	J Tisserond	FRA	265	

F1C 3 flew

1	N Allen	GBR	780	
2	A Banci	ITA	655	

F1Q 3 flew

1	T Grey	GBR	780	
2	I Kaynes	GBR	682	

EQUINOX CUP, SALISBURY PLAIN, MAY 7

F1A 21 flew

1	E Ragot	FRA	870	+397
2	P Findahl	SWE	870	+315
3	J Williams	GBR	870	+286
4	L Dupriez	FRA	870	+266
5	J Carter	GBR	870	+260
6	C Ragot (J)	FRA	870	+254
7	E Bernard	FRA	870	+196
8	C Marquois	FRA	870	+107
9	R Jack	GBR	861	
10	B Clere	FRA	810	
11	J Gibbs (J)	GBR	798	

F1A-Junior 2 flew 1 full scores

1	C Ragot	FRA	870	+254

F1B 15 flew 8 full scores

1	D Barberis	FRA	870	+375
2	R Peers	GBR	870	+364
3	P Brown	GBR	870	+346
4	M Tisserond	FRA	870	+314
5	P Pietrzak	POL	870	+301
6	P Martin	GBR	870	+278
7	J Cheneau	FRA	870	+241
8	J Tisserond (J)	FRA	870	+116

F1B-Junior 1 flew

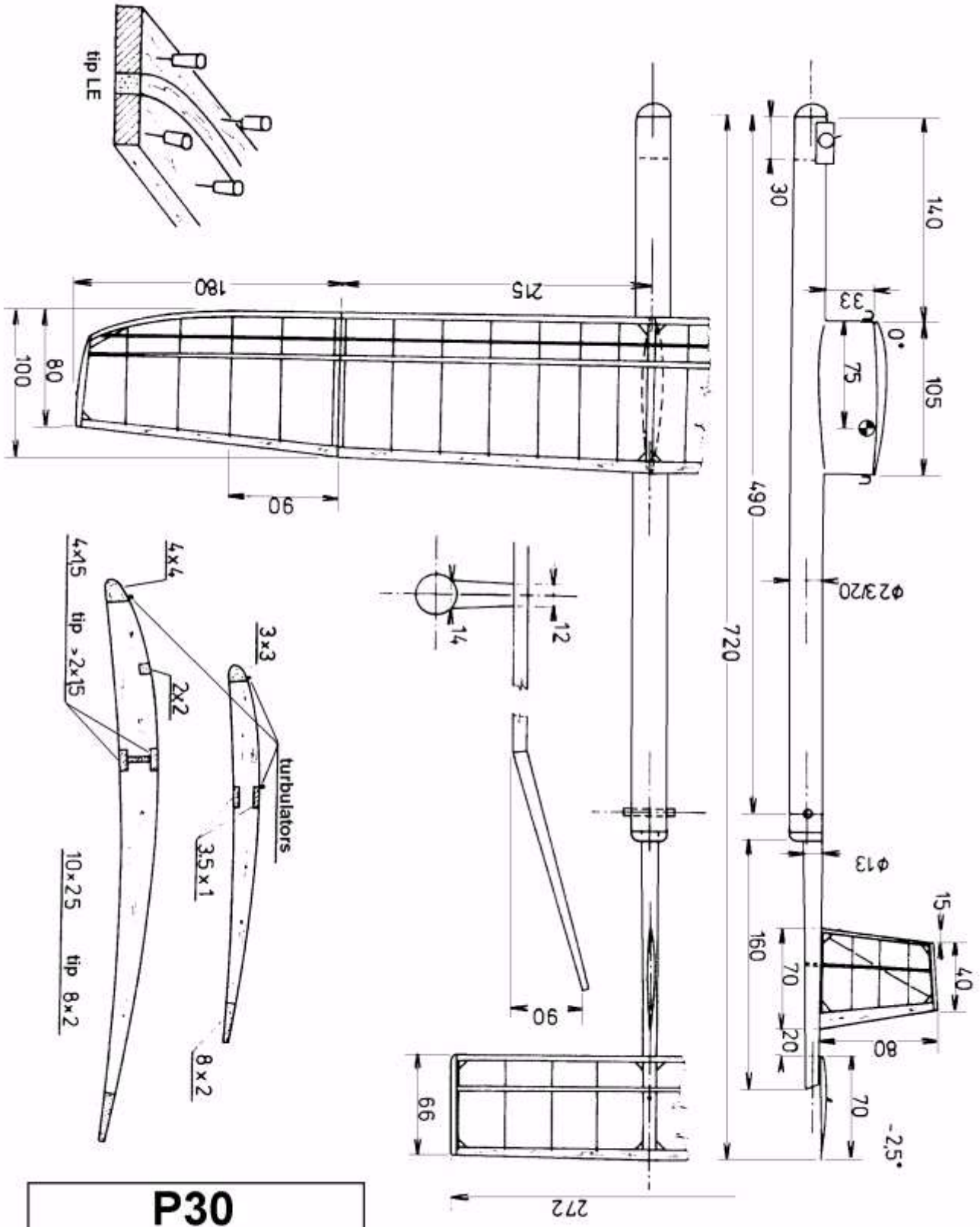
1	J Tisserond	FRA	870	+116

F1C 5 flew

1	A Jack	GBR	870	
2	N Allen	GBR	791	
3	A Banci	ITA	709	

F1Q 4 flew

1	P Watson	GBR	870	
2	I Kaynes	GBR	818	



P30
by Michal Pan

Czech Champion 2015

from Volny Let

SOUTHERN CROSS CUP, WEST WYALONG, AUSTRALIA, MAY 1-2

F1A 4 flew

1	M Campbell	AUS	960	
2	M Hannaford	AUS	935	

F1B 6 flew

1	Y Gao	CHN	960	+337
2	G Goodwin	AUS	960	+310
3	V Morgan	AUS	889	

F1C 5 flew

1	X Sheng	CHN	960	+69
2	G Pope	AUS	960	+27
3	R Summersby	AUS	931	

DAVE ANDERSON MEMORIAL CUP, NARRANDERA, AUSTRALIA, MAY 4-5

F1A 9 flew

1	P Mitchell	AUS	960	+383
2	A Koerbin	NZL	960	+362
3	A Fathers	AUS	927	
4	Z Liu (J)	CHN	924	
5	C King	NZL	915	

F1A-Junior 1 flew

1	Z Liu	CHN	924	

F1B 9 flew

1	V Morgan	AUS	960	+364
2	C Hemsworth	AUS	960	+356
3	P Rossiter	AUS	960	+342
4	D Ackery	NZL	938	
5	Y Gao	CHI	929	

F1C 7 flew 4 full scores

1	X Sheng	CHN	960	+441
2	R Summersby	AUS	960	+343
3	S Mcdonald	AUS	960	+318
4	J Ao (J)	CHN	960	+298

David Ackery at Narrandera

Other photos from Narrandera at https://www.flickr.com/photos/motor-racing-photography/albums/72157682332603160

and from West Wyalong at

https://www.flickr.com/photos/motor-racing-photography/albums/72157682331709860

AFFS CHAMPIONSHIPS, NARRANDERA, AUSTRALIA, MAY 7-10

F1A 6 flew

1	P Mitchell	AUS	938	
2	A Koerbin	NZL	917	
3	C King	NZL	895	

F1B 8 flew

1	Y Gao	CHN	960	+332
2	T Bond	AUS	960	+331
3	P Lagan	NZL	958	
4	V Morgan	AUS	956	

F1C 7 flew

1	X Sheng	CHN	960	+318
2	R Summersby	AUS	960	+242
3	J Ao (J)	CHN	960	
4	T Bond	AUS	939	

TUI CUP OF NEW ZEALAND, NARRANDERA, AUSTRALIA, MAY 12

F1A 6 flew 3 full scores

1	A Koerbin	NZL	960	+255
2	R Wallace	NZL	960	+182
3	P Mitchell	AUS	960	+130

F1B 1 flew

1	D Ackery	NZL	950	

SALONTA CUP, SALONTA, ROMANIA, MAY 13

F1A 68 flew 19 full scores

1	D Halbmeier	GER	900	+420	+367
2	J Nyhegn	DEN	900	+420	+366
3	S Reuss	GER	900	+420	+283
4	L Vernyik	HUN	900	+380	
5	M Pinhas	ISR	900	+345	
6	F Adametz	GER	900	+329	
7	F Aberlenc	FRA	900	+290	
8	M Pitlanic	SVK	900	+274	
9	E Zilinskas	LTU	900	+268	
10	L Biteznik	SLO	900	+261	
11	D Krasznai	HUN	900	+258	
12	S Szijjarto	ROU	900	+249	
13	N Hadomi	ISR	900	+230	
14	J Stemmler	GER	900	+224	
15	S Limor	ISR	900	+221	
16	M Kosonozhkin	RUS	900	+203	
17	C Brinzoi	ROU	900	+194	
18	E Galor	ISR	900	+184	
19	I Bezak	SVK	900	+28	

F1B 41 flew 27 full scores

1	I Vivchar	UKR	900	+420	+364
2	S Kuflik	ISR	900	+420	+360
3	Y Karpel	ISR	900	+420	+318
4	B Silz	GER	900	+420	+269
5	G Mark	ISR	900	+376	
6	A Krawiec	POL	900	+363	
7	E Demtsenko (J)	LAT	900	+354	
7	R Nouvian	FRA	900	+354	
9	V Hlozek	CZE	900	+352	
10	M Kusterle	ITA	900	+347	
11	I Yurtseven	TUR	900	+320	
12	O Shabat	ISR	900	+318	
13	B Gostojic (J)	SRB	900	+309	
14	I Kocsis	HUN	900	+301	
15	M Lihtamo	FIN	900	+295	
16	M Kovalenko	UKR	900	+294	
17	L Jean	FRA	900	+291	
18	S Omri (J)	ISR	900	+285	
19	P Pawel	POL	900	+284	
20	D E Larsen	NOR	900	+283	

F1A-Junior 5 flew

1	F Klobusicky	SVK	825	
2	B Martin	HUN	823	

F1B-Junior 3 flew 3 full scores

1	E Demtsenko	LAT	900	+354
2	B Gostojic	SRB	900	+309

F1C 12 flew

1	V Sychov	SLO	900	+420	+540
2	A Babenko	UKR	900	+420	+385
3	A Banci	ITA	900	+420	+379
4	E Burek	POL	900	+420	
5	F Gradi	ITA	900		
6	G Venuti	ITA	854		

F1Q 13 flew

1	S Bolko	POL	900	+375
2	S Sitton	ISR	900	+354
3	H Salminen	FIN	900	+347
4	P Zolototrubov	UKR	900	+337
5	A Jancso	HUN	900	+321
6	O Sirkis	ISR	900	+258
7	M Tietz	GER	855	

SZABO MIKLOS MEMORIAL CONTEST OF HUNGARY, SALONTA, ROMANIA, MAY 14

F1A 76 flew 25 full scores

1	B Bardarov	BUL	960	+468
2	E Galor	ISR	960	+360
3	J Nyhegn	DEN	960	+344
4	P Findahl	SWE	960	+343
5	R Emmanuel	FRA	960	+335
6	M Kosonozhkin	RUS	960	+326
7	S Szijjarto	ROU	960	+323
8	L Biteznik	SLO	960	+320
9	M Pinhas	ISR	960	+319
10	I Shichman	ISR	960	+309
11	M Bordoski	SRB	960	+295
12	S Jakutis	LTU	960	+293
13	T Horvath	HUN	960	+272
14	T Strobel	GER	960	+263
15	R Brazenas	LTU	960	+250
16	C Brinzoi	ROU	960	+229
17	B Muller	GER	960	+218
18	L Klenoczki	HUN	960	+214

F1A-Junior 5 flew

1	T Kiss	ROU	820	
2	P Klobusicky	SVK	777	
3	F Klobusicky	SVK	716	

F1B 44 flew 29 full scores

1	M Kusterle	ITA	960	+568
2	O Shabat	ISR	960	+463
3	O Kulakovsky	UKR	960	+430
4	S Kuflik	ISR	960	+428
5	S Stefanchuk	UKR	960	+405
6	E Habba	ISR	960	+382
7	G Mark	ISR	960	+363
8	R Mackus	LTU	960	+358
9	M Varadi	HUN	960	+335
10	B Gostojic (J)	SRB	960	+332
11	J Cihak	CZE	960	+326
11	A Krawiec	POL	960	+326
13	R Nouvian	FRA	960	+321
14	D Petcu	ROU	960	+315
15	D E Larsen	NOR	960	+303
16	S Omri (J)	ISR	960	+293
17	I Vivchar	UKR	960	+286
18	I Kocsis	HUN	960	+284
19	I Yurtseven	TUR	960	+279
20	L Bautista	NED	960	+252
21	V Tomljanovic	CRO	960	+249

F1B-Junior 3 flew 3 full scores

1	B Gostojic	SRB	960	+332
2	S Omri	ISR	960	+293

F1C 17 flew

1	A Banci	ITA	960	+412
2	V Aleksandrov	UKR	960	+360
2	K Kuukka	FIN	960	+360
4	J Roots	EST	960	+304
5	Z Gabor	HUN	944	
6	B Bauer	HUN	928	
7	E Burek	POL	903	
8	G Venuti	ITA	886	
9	A Drozdov	RUS	720	

F1P-Junior 1 flew

1	S Bauer	HUN	208

F1Q 10 flew

1	O Sirkis	ISR	960	+503
2	G Kertesz	HUN	960	+414
3	S Bolko	POL	960	+358
4	A Milak	HUN	960	+250
5	P Zolototrubov	UKR	950	

KAZAKHSTAN CUP, URALSK, KAZAKHSTAN, MAY 24-26

F1A 3 flew 2 full scores

1	V Potichenko	KAZ	900	+232
2	S Makarov	RUS	900	

F1B 6 flew

1	I Makhmutov	RUS	900
2	A Vereskov	RUS	872
3	T Useynov	RUS	869

F1C 3 flew

1	N Rekhin	RUS	896
2	V Isakov	RUS	821

F1P-Junior 1 flew

1	E Klimakova	RUS	817

ALMATY CUP OF KAZAKHSTAN, SUZDAL, RUSSIA, MAY 26-29

F1A 18 flew

1	S Makarov	RUS	960	+379
2	V Polyaev	RUS	960	+316
3	O Diadechko	RUS	960	+179
4	E Sankin	RUS	960	+174
5	S Gromov	RUS	960	+158
6	M Shmyglya	RUS	934	
7	A Sidorkin (J)	RUS	923	
8	V Potichenko	KAZ	922	
9	G Mkrtchyan	RUS	911	

F1A-Junior 1 flew

1	A Sidorkin	RUS	923

F1B 13 flew

1	R Khuziev	RUS	950
2	I Makhmutov	RUS	936
3	A Egorov	RUS	908
4	A Banin	KAZ	883
5	T Useynov	RUS	877
5	A Vereskov	RUS	877
7	M Pakulin	RUS	805

F1C 7 flew 4 full scores

1	S Savukhin	RUS	960	+397
2	N Rekhin	RUS	960	+244
3	E Klimakova (J)	RUS	960	+76
4	V Barabanov	RUS	960	

F1P-Junior 1 flew

1	E Klimakova	RUS	960

FAI FREE FLIGHT RANKING

Ranking for May 1.

Full details at www.freeflightnews.org.uk/ranking/latest.htm

		country	pt	place change	pts change	recent results
F1A						
1	P Findahl	SWE	2692	+3	+265	BC17=539 SW17=430-3 HL17=421
2	R Koglot	SLO	2482	-1	-169	
3	M Kochkarev	RUS	2412	+3	+114	NL17=465+3
4	A Van Wallene	NED	2270	+3	+43	
5	J Danier	CAN	2244	0	-171	
6	M Kosonozhkin	RUS	2243	-3	-214	
7	S Makarov	RUS	2233	-5	-337	NL17=0-166
8	T Weimer	GER	2126	+3	+329	HG17=543+3
9	J Nyhegn	DEN	2122	+4	+335	SW17=531+3 BC17=337-3
10	M Lomov	RUS	2047	+8	+334	NL17=566+10
F1B						
1	A Bulatov	RUS	3120	0	-39	NL17=557
2	O Kulakovsky	UKR	2972	0	-1	
3	D E Larsen	NOR	2782	+2	+66	HG17=527+6 HL17=0-20
4	S Stefanchuk	UKR	2744	0	-7	
5	A Andriukov	USA	2629	-2	-140	
6	I Vivchar	UKR	2420	+2	+71	
7	B Gostojic	SRB	2397	-1	-50	
8	A Ribchenkov	RUS	2390	+1	+104	NL17=456
9	M Rigault	FRA	2278	-2	-93	
10	W Ghio	USA	2243	0	-38	HL17=410
F1C						
1	A Kaitchuk	RUS	3083	0	+84	NL17=543
2	J Roots	EST	2799	0	+242	BC17=502 SW17=501
3	V Sychov	SLO	2613	+2	+175	HG17=501
4	A Vyazov	RUS	2413	+3	+130	NL17=442+6
5	A Babenko	UKR	2391	-2	-139	
6	Y Perchuk	RUS	2309	0	-99	
7	R Summersby	AUS	2177	-3	-318	
8	J Wlodarczyk	POL	1915	0	-113	
9	F Gradi	ITA	1898	+2	-30	
10	N Rekhin	RUS	1868	-1	-99	
F1E						
1	A Winker	GER	2833	0	-105	OK17=0-76
2	M Popescu	ROU	2736	0	+41	
3	D Andrist	SUI	2393	0	-124	
4	J Zurowski	POL	2129	+10	+731	OK17=545+6 FB17=439+3
5	D Bildea	ROU	2103	-1	+3	
6	F Kanczok	POL	1907	0	-83	
7	R Sifleet	USA	1904	-2	-130	
8	F Mang	AUT	1840	+16	+696	FB17=540+26 OK17=444+23
9	P Chaussebourg	FRA	1799	-1	+47	
10	F Draghici	ROU	1552	+1	+37	

BMFA F1E, MINNINGLOW, APRIL 23

A moderate north west wind which gave quite turbulent conditions

1	I Kaynes	262.22%
2	S Philpott	237.78%
3	D Bartle	226.39%
4	P Fynn	202.22%

NORTHERN GALA, NORTH LUFFENHAM, APRIL 14

Combined Glider (C.M.A) 11 flew

1	J Carter	Grantham	7.30	+2.15
2	G Manion	Birmingham	7.30	
3	S Darmon	Birmingham	7.27	
4	C Parry	Biggles	6.53	
5	D Cox	Crookham	6.51	
6	J Williams	Birmingham	6.10	

Combined Rubber (Caton) 4 flew

1	P Ball	Grantham	7.30	
2	M Marshall	IVCMC	7.22	
3	A Moorhouse	Viking	6.28	

Combined Electric 6 flew

1	P Watson	Midlands	7.30	+1.46
2	C Redrup	Crookham	7.30	+1.04
3	T Payne	Biggles	7.30	

F1H 6 flew

1	J Cooper	Biggles	9.26	
2	G Hart	Viking	9.00	
3	G Madelin	CM	8.44	

BMFA ½ A 1 flew

1	D Ginns	MHMAC	3.48	

P30 7 flew

1	S Willis	Croydon	5.58	
2	C Redrup	Crookham	5.33	
3	R Mosley	Morley	4.11	
4	P Adams	Peterborough	4.02	

BMFA Power (Hamley) 6 flew

1	A Jack	Midlands	7.30	+3.00
2	S Barnes	Morley	7.30	
2	T Payne	Biggles	7.30	
4	P Watson	Midlands	7.22	

SLOP 4 flew

1	D Cox	Crookham	7.30	
2	S Barnes	Morley	7.27	
3	S Dixon	Birmingham	6.28	

Mini Vintage 9 flew

1	S Willis	Croydon	5.47	
2	M Sanderson	Cleemac	5.41	
3	D Taylor	Grantham	5.19	
4	P Gibbons	Peterborough	4.50	
5	T Rushby	Cleemac	4.29	

HLG/CLG 4 flew

1	P Ball	Grantham	6.26	
2	I Clark	CM	5.49	
3	G Percival	Grantham	3.35	

Club Championship

	Club	Glider		Rubber		Power		Total
1	Grantham	J Carter	100	P Ball	100	-		200
2	Biggles	C Parry	73	-	-	T Payne	83	156
3	Morley	R Mosley	45	-	-	S Barnes	83	128

BMFA 4TH AREA MEETING, MAY 14

Scotland	
North West	
Northern	
Midland	Bright occ showers 15mph 7 at f/o
London	Sunny /overcast 8 to 12 mph
East Anglia	
Western	Sunny with showers 8 to 12 mph
South East	Sunny 10 to 20 mph
Southern	Sunny 15 mph
South West	Sunny with showers 8 to 12 mph

Mini Vintage 12 flew

1	P Ball	Grantham	6.00	3.38
2	M Stagg	Bristol & West	6.00	2.32
3	S Willis	Croydon	5.57	
4	G Hart	Vikings	5.48	
5	D Taylor	Grantham	5.16	
6	D Ginns	MHMFC	4.46	

Combined Power (Team) 13 flew

1	T Payne	Biggles	7.30	5.20
2	P Woodhouse	Morley A	7.30	3.53
3	P Ball	Grantham	7.30	3.32
4	C Foster	Morley A	7.30	3.04
5	B Aslett	Bristol & West	7.30	2.11
6	A Jack	MFFC	7.30	

Vintage Rubber/Power 16 flew

1	S Willis	Croydon	7.30	4.44
2	T Tyson	Crookham	7.08	
3	E Challis	Crookham	7.03	
4	A Winter	CVA	6.59	
5	M Marshall	IVCMAC	6.55	
6	Dave Cox	Crookham	6.37	
7	C McKenzie	CVA	6.23	
8	Ray Elliott	Croydon	6.20	

Combined Glider 11 flew

1	C Foster	Morley	6.43	
2	P Williams	Richmond	6.22	
3	J Gibbs	Bristol & West	6.08	
4	A Cameron	Crawley	4.10	
5	M Gibbs	Bristol & West	4.00	

F1B 4 flew

1	M Woodhouse	Vikings	12.30	5.30
2	A Morehouse	Vikings	11.55	
3	R Peers	Grantham	11.53	

E30 5 flew

1	R Brigginshaw	Peterborough	6.00	3.29
2	P Gibbons	Peterborough	5.58	
3	C Redrup	Crookham	5.38	

SWEDEN

Per Grunnet: Christian Schwartzbach (on the left) won the Scandinavian Championship in E36/F1S for the second year. He was followed by Martin Larsson, Per Grunnet and in fourth place Eddy Astfeldt (on the right, before his last flight). The weather was windy - 6-7 m/sec - and warm with full sun all day. They were photographed on Alvaret, the enormous flying site on Øland, Sweden. The site is challenging - it's 7x4 km with rock ground and small bushes, very few trees and some cattle. It is hard to retrieve, you have to watch every step, and you have to climb stone fences and electric fences. The site will host the three Scandinavian World Cup contests from Thursday June 29 to Sunday July 2.

BMFA LONDON GALA, SALISBURY PLAIN, APRIL 29-30

Report by Gary Madelin

Weather forecast was not ideal, but at least on the first day, Saturday 29th a reasonable competition was held, with seemingly the majority of contestants having a pleasant day, once the sun came out and proceedings warmed up a little. More than can be said for the Sunday.

Brian Lavis and I made a reconnaissance trip to Area 8 on the Friday evening to look at access and any potential issues in getting to the best upwind location given the direction and strength of the wind we were expecting. Given the very dry weather of late, all the tracks were passable, better in my 4X4 though, as evidenced by a couple of folk grounding lower slung vehicles….

Events started promptly at 9am in a light south easterly under overcast skies, and soon saw activity in all classes before the expected increase in wind strength. John Cooper had made his three maxes in combined glider before 10.30, and full scores in other events were in the bag by noon. The wind did increase to some 6 – 7 m/s and veer southerly early afternoon, but then backed again and reduced by fly-off time. We gave ourselves the maximum distance to the Shrewton – Chitterne road, and apart from a few very high and long flights – by Roy Vaughn in particular - most flights stayed within the confines of Area 8.

As CD with time on my hands, I was able to observe and chat a lot more than if I was competing. Notable were the potential of Peter Watson's new electric powered model, and Roy Vaughn's very potent Classic power model getting to silly heights on a 12 second run. Late in the day, rushing to get in three maxes in glider, and getting to tremendous height was the new LDA F1A model of Julian Pennington. By close of proceedings, all six entrants in combined power, six in combined electric and four in glider had made it through, with Ted Tyson being the sole combined rubber flyer to have maxed out. We were running the event to the new "five minute fly-off" window which I think is a really positive step, and adds some pressure and excitement. This we adhered to, but before starting, we needed to agree on the format for these deciding flights. Strictly, these "combined open" classes need to be to an "unlimited duration" but I had to weigh up the wind speed, possibility of long flights going OOS, and as importantly the challenge of keeping the models within the bounds of Area 8. I decided on a "DT Fly-off" set at three minutes, with a DT time for each second in excess of this incurring a two second penalty deducted off the total flight time to the ground. In the event, with the widespread use of electronic timers, and very fine-tuning of mechanical ones, only one contestant fell foul of this, and by a big margin. This however, was a result of not properly listening to the pre-fly-off briefing and robbed him of a potential win, and relegating him to last place in the fly-off! Some debate needed around this scenario.

The five minute window did prove challenging, putting flyers into the position of getting it right first time. In power, where all the models seemed to be on rails during the windy part of the day, some were about to come unstuck. Alan Jack had a fuel bladder burst a couple of seconds into the climb, Trevor Payne had a launch malfunction, the result which nearly wrote off his large fast climbing open model and Dave Cox had his worst launch of the day. Even winner Roy Vaughn couldn't repeat the pattern he was demonstrating all day. More spectacle was to come in glider. John Cooper and Julian Pennington had a line tangle a couple of minutes in, resulting in the model circling away with the line attached for John and a tow-in for Julian. Both got away for re-flights with barely 30 seconds left. Meanwhile, Peter Williams had an extremely exciting high-speed horizontal tow with his LDA model before crashing with the line still attached at the feet of Noel Parry's helper. Noel himself had a line break, but the pennant came off his oversize

Caprice, for a commendable flight of 2:50 and a popular 3rd place.

Meanwhile, the man of the day, Julian Pennington cleaned up combined electric as well, flying an E36, over Simon Dixon and Peter Watson using much larger models. Presumably all DTing at 3 minutes, the E36 probably descends slower on DT adding to the pros and cons of these types of fly-offs, but conversely adding opportunity for a tactical approach maybe. Nearly all the contestants were able to collect their prizes, which this year are not bottles of wine to go with the BMFA certificates, but "High Street" vouchers – at least one can now chose one's own wine preference.

And so to Sunday. I awoke early and got all the detailed aviation forecasts for Boscombe Down and Brize Norton. Had I not been running the event, I'd have gone back to bed, which is evidently what most people did. A handful of diehards appeared, and a contest of sorts was held in increasing wind and glooming. We waited as long as it took to get a result in F1H, convincingly won by Chris Parry mastering the wind as normal, before we called it a day and abandoned ship just as the rain started. At least we all got off the site safely and closed out our permission to be there with the MOD.

Saturday

Comb Rubber 4 flew

1	E Tyson	7.30	
2	M Stagg	7.25	
3	P Ball	6.54	

Comb Power 6 flw, 6 full

1	R Vaughn	7.30	3.22
2	P Ball	7.30	3.14
3	C Foster	7.30	2.58

Combined Glider 10 flew

1	J Pennington	7.30	3.35
2	J Cooper	7.30	3.20
3	N Parry	7.30	2.50
4	P Williams	7.30	0.00
5	C Parry	7.20	

Comb Electric 8 flw, 6 full

1	J Pennington	7.30	3.53
2	S Dixon	7.30	3.32
3	P Watson	7.30	3.28
4	T Payne	7.30	3.07
5	G Williamson	7.30	2.51

P-30 3 flew

1	C Redrup	5.05	
2	B Hobbs	2.39	

CO2 1 flew

1	T Grey	4.48	

Sunday

Mini Vintage 1 flew

1	P Ball	1.18	

E-30 1 flew

1	R Brigginshaw	1.22	

F1H 3 flew

1	C Parry	5.52	
2	D Cox	5.01	

SOUTHERN COUPE LEAGUE

Third Round - London Gala, Salisbury Plain April 30

Report by Peter Hall

The night before, 19 mph and heavy rain from midday was forecast, this proved accurate (see Gary Madelin's report) and no-one risked coupe flying in the dire conditions. DT fly-offs were used on the first day of the Gala to keep flights within the bounds of Area 8 and these are now in frequent use, so with nothing else to report I'll take the opportunity to comment because the rule books have yet to clarify the matter.

We would all regret the passing of the unlimited fly-off, The excitement and drama of a thirty minute flight and retrieval is a key part of the free-flight experience, although for some of us with less than perfect legs, the pain now outstrips the pleasure and DT fly-offs are often a welcome relief after long retrievals on a windy day. Several solutions to the problem of restricting fly-offs to field boundaries have been tried. At the Oxford Gala only flights staying inside the field qualify. This system needs good tactical skills and a gambler's temperament. The DT fly-off is less demanding, but those with an R.D.T. or better still, an electronic timer, are greatly advantaged because there is a penalty for every second flown over the DT time determined by the contest director; try setting a fuse instead!

As a test of model performance and air-picking I can't see that it is less effective than an unlimited fly-off. The unscrupulous may try to adjust their system to reduce the speed of descent in the fly-off so some clarifications are necessary, something like the following.

We could define a DT as a device actuated by a timer or a radio signal to terminate the flight of a model and bring it to the ground as speedily and safely as possible. Stalling the wing by increasing the decalage at the tailplane by approximately forty- five degrees is the common method (except for tailless). The effect on the flight pattern is large enough to be seen by the timekeeper. Attempts to reduce the model's normal speed of descent for the fly-off by re-setting this angle to produce a shallow series of stalls or a continuous looping mode of flight or by means of some other cunning plan must be prevented, so we need to say that neither the device nor its settings, used during the rounds may be changed for the fly-off except the time, as directed by the C.D..... Comments?

The next round of the league is the Oxford Gala at Portmeadow on June 11th where you can enjoy Andy Crisp's method.

F1J EURO CHALLENGE

The remaining 2017 qualifying events for the F1J Euro Challenge are

August 12-13	Azay Le Brule, Beauvoir sur Niort, France
August 19	Moncontour Deux Minute
August 19	BMFA Southern Gala, Salisbury Plain
October 28	BMFA Midland Gala, North Luffenham

Full details on the website http://f1jeurochallenge.jimdo.com/

JOHN THOMPSON

John collapsed and died in his workshop on May 12th while talking to Chris Strachan on the phone. A sudden departure of a great aeromodeller who contributed in so many ways. Between 1956 and 1961 he flew in all the power world championships on the Irish team. He always stayed a power flyer and returned to the world championships in Hungary in 1995 flying for the UK team. His discussions on trimming power models (and electric) were always invaluable based on such long experience. John supported technical advances and was a strong advocate of DT flyoffs to keep within the legal confines of our flying sites and minimise retrieves. He was the mainstay of the Crookham Club and worked for SAM1066. He undertook the immense organisation needed to jump through the hoops in order keep to keep annual access to RAF Odiham. He was the active contact for free flight aspects on Chobham Common. John was BMFA Southern Area free flight competition secretary for some years. Our condolences to his wife Anne and his family on their sad loss.

UK COMPETITION NEWS

Timperley Free Flight Gala

Since the announcement in FFn last month the date has had to be changed to Sunday September 3. For completeness the full announcement follows:

Sunday September 3rd at MOD North Luffenham. 10am-5.30pm. Contests for Comb-Rubber, Comb-Glider, Comb-Power (no electric), Comb-HLG/CLG, Mini-Vintage, E36. All to BMFA rules. Trophies and prizes. F/F Sport flyers welcome. Airfield charge. BMFA membership required. Contact--Gerry Ferer, 0161.928.4955, or gferer@hotmail.com