FREE FLIGHT news

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FFn DIARY

July 24-30 Prilep, Former Yugoslav Rep. of Macedonia	FAI Junior European Championships for Free Flight Model Aircraft. F1A F1B F1P. web: http://www.eujchamp2017/
July 30 Salisbury Plain	SAM 1066: E36, BMFA Mini-vintage, BMAS Club Classic, Comb Vintage / Classic CLG/HLG, Comb Vintage / Modern CdH. Contact Roger Newman rogerknewman@yahoo.com
August 5 Szentes, Hungary	Budapest Cup. F1A F1B F1C. World Cup event. web: http://www.faif1abc.com
August 6-13 Szentes, Hungary	FAI World Championships for Free Flight Model Aircraft. F1A F1B F1C. web: http://www.faif1abc.com (Simon Dixon's blog at www.f1jeurochallenge.jimdo.com)
August 12-13 Beauvoir-sur-Niort, France	Azay le Brulé Inter. F1A F1B F1C F1P F1Q F1J F1G F1H F1K F1S. Contact: André Trachez, tel: +33 608 57 3550, email: andre.trachez@laposte.net
August 16-17 Noizé (Thouars), France	Poitou. F1A F1B F1C F1Q. World Cup event. Contact: Yves Bellet, tel: +33 5 49 66 56 99, email: bellet.y@orange.fr web: http://poitou-aero.com
August 19 St Jean de Sauves, France	Poitou Moncontour 2min. F1G F1H F1J, also F1S. Contact: Benoit Jacquemin, Mairie, tel: +33 6 08 00 27 80, email: benoit.jacquemin@vol-libre-moncontourois.fr
August 19 (N.B. Saturday) Salisbury Plain	BMFA Southern Gala. C/G (Pilcher), C/R (Flight), C/P (Short), B/E, F1H (Ripmax), F1G, F1J, BMFA1/2A, E30, HLG/CLG. Contact Peter Tribe 01225862748 petertribe46@talktalk.net
August 21 Turda, Romania	Memorial Popa Cringu. F1E. World Cup event. Contact: Ioana Dumitru, tel: +40 31 8057471 office@frmd.ro http://www.frmd.ro
August 21-27 Turda, Romania	FAI F1E World Championships for Free Flight Model Aircraft F1E. web: http://www.frmd.ro
August 25-27 Zülpich, Germany	48th Eifelpokal. F1A F1B F1C F1Q. World Cup event. Bernd Hönig, tel: +49 230 762 957, email: eifelpokal@online.de web: http://www.eifelpokal.de
August 26 Turda, Romania	Turda Cup. F1E. World Cup event. Contact: Ioana Dumitru, see Aug 21 entry
August 26 Bosanski Petrovac, Bosnia and Herzegovina	35th Memorijal Izet Kurtalic. F1A F1B F1C F1H. World Cup event. Contact: Sabrija Limo, tel: +387 61 79 2977, email: info@aeroklub-izet-kurtalic.ba web: http://www.aeroklub-izet-kurtalic.ba
August 25-27 Suzdal, Russia	Astana Cup of Kazakhstan.F1A F1B F1C F1P World Cup event. Contact: Alexander Vyazov t:+79857641076 al.vjazov@mail.ru
August 28-30 Suzdal, Russia	FF Holiday Mongolia. F1ABCP World Cup. Contact: Alex Vyazov, see Aug 25-27
September 1 Raçibórz, Poland	Governors Cup. F1E. World Cup event. Contact: Marek Lysakowski, tel: +48 7837 422 444, e: mlysakowski@poczta.onet.pl
September 1 Krbava, Croatia	CRO Cup Siscia. F1A F1B F1C F1Q. World Cup. Contact: Zoran Zechner, t: +385 95 914 7675, email: zoran.zechner@sk.t-com.hr http://www.aeromodelarstvo.hr
September 1-3 Turbia, Poland	Norbi Cup. F1A F1B F1C. World Cup event. Contact: Robert Radwanski, tel: +48 600 466 624, email: rradwan@wp.pl email2: norbipolska@inteia.pl
September 2 Toszek, Poland	Toszek Cup. F1E. World Cup event. Contact: Cyprian Blaszczyk, tel: +48 888 333 211, e: cyprian.blaszczyk@gmail.com
September 2 Korenica, Croatia	FF CRO Cup. F1A F1B F1C. World Cup event. Contact: Robert Lesko, tel: +38 59 1666 76 76, email: leklcro@gmail.com web: http://www.aeromodelarstvo.net
North Luffenham **September 3**	Timperley FF Gala. See FFn 1705. BMFA membership required. Contact: Gerry Ferer, 0161.928.4955 gferer@hotmail.com

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

UK TEAMS FOR 2017 CHAMPIONSHIPS

By Ian Kaynes

This review will cover the teams for all three of the outdoor 2017 championships.

Junior European Championships

The first is the Junior European Championships which is being held at Prilep in Macedonia as this issue is going to print. Like last year, the sole UK participant is **Joseph Gibbs** flying in F1A. He writes

I will be taking the same set of models to the European Champs, in Macedonia, as we took to last year's World Champs. I expect my two main models will be #23 a long conventional section, single servo model (from Alan Jack) that performed well last year and #16 a short-ish 3 servo model that had one disappointing flight at last year's champs. #16 though is the model I feel most comfortable with and which did a 5 and 1/2 minute fly-off at last year's Equinox Cup. I'll also have Dad's #04 long conventional and #05 short mid-LDA model. Since last year we've got a set of long mid-LDA wings that will go on to #04 but we haven't had chance to get it sorted yet. Hopefully we can get it in reasonable shape before we depart in mid-July. There will also be a very short unsorted model plus an old zoom model in the box - just in case! We seem to have managed to pull wires off beacons and RDTs the last few weeks, so we've been busy getting them sorted and making up new lines etc.

F1ABC World Championships

These Champs will be at Szventes in Hungary from August 6 to 13.

Starting with the F1A team and **John Carter**:

Just as usual will be driving so can take the whole fleet even though I would not be intending to use some of the older models

This year I have added two short LDAs, one an M&K the other a hybrid Stamov, both trimmed and tried in contest both look good and stable The other two models will be a long carbon black plus the open structure long LDA .

Preparations are flying, possibly not as much as previous but happy with preps.

Training: Physical, I have now dropped 20 kg to a low 72kg and really feel fit. This is due to low carb diet and keeping calories down. My fitness improved as now regular out running 7 miles most days at 7 min per mile on an eight day week then one day off some times two . Plus at least 1hr on weights. Other activity is if I don't run then it's out on mountain bike or in gym on watt bike H,I T training .Most would consider this a bit extreme but I like it .

And from **Chris Edge:**

A lot has happened since my last team place in 2008, not least the number of acronyms you now have to remember. Back then just one flapper was flown in the A2 contest, now we have LDAs, FLDAs, SBTs and all my models from that time are now called 'classic' (aka obsolete) !

Since my hiatus, I decided to stop building A2s and hence the models I will take to Szentes are all bought (but not all new) with the exception of one fuselage and one tail. Three rounds models (#49/52/53) are copies of Tony Mathews' 2012 'Short LDA No 1' with the hybrid B6356b upper and BE lower section. I really like this design, it is stable in thermals and launches to a good height with few vices on tow. All these models use the Black Magic timer (BMT), own-built relatchable hook, iCare GPS (an excellent system) and now sport a universal colour scheme that I said I would never do. #49 & 52 have flown World Cup contests this year but #53 is new and was planted 'at pace' two days before writing this - repairs are ongoing .....

I have one Stamov SBT (Slinky Black Thing, #51) that uses the Favionics FX10 timer (with integral GPS) and associated renHook. The model has much potential and proves how good Victor's models were; I will likely use this for early extended max flights and any FOs.

At least one 'classic' model will be taken, one from two simple Stamov models I have (ribless D-box, B6356b section; #48/50) that can perform in any conditions and are particularly good thermal machines. Again BMT, own-built relatchable hook (in #48 only) and iCare GPS.

All open structure wings are covered with Icarex at the appropriate angle on top (as determined using the Skip Yogi principle) and Oracover Lite on the bottom; the LDAs have no turbulators.

My attitude to flying has changed these days and as such I aim to enjoy the Champs as much as possible and hope that puts me in the right mental frame to perform well. Despite limited opportunities I have had some good results so far this year and I have to accept the need to practice more in Hungary to understand the conditions. It is as great an honour to fly with the two Johns this year as a GB F1A representative as it was with Mike and Andy way back in '82. The whole team has been very positive about sharing information in the past months and so should be well integrated.

And from **John Williams**:

My round models are the same as I used to get to both fly offs in the world champs both in France in 2013 and Mongolia in 2015. They were supplied to me by Victor Stamov. They are short models with the standard Benedick section. They are fully electric using the Rene Limberger FX 10 system. These models perform better in thermal conditions and reach a respectable launch height of 75 meters.

If I make the fly off and if there is no or very little evidence of lift I will change and use my long carbon LDA model supplied by Limberger/Gorskiy incorporating the FX 12 system. Launch height at present is about 10 meters less than the top professionals achieve but I am working on different launch techniques and trying to work out if the tail should go up or down at the OLA stage of launch.

Training is going well I am flying quite a reasonable amount and have recently completed the ridgeway long distance walk.

Moving to the F1B team, **Mike Woolner** has supplied his usual fascinating review:

I‘ve just read my notes from the 2015 Champs in Mongolia, and I am shocked to see how little I’ve progressed since then. I’m still flying the same models, with no real changes, and I desperately need to hone my trimming skills before August! No new news from me regarding model progress at present I’m afraid.

I can only think of some of the key issues which are yet to come our way. For example – Brexit. We as a nation are leaving Europe, yet at present, so far as I am aware, we are currently still down to compete at next year’s, and future, European Champs. Has our Prime Minister appointed a supremo to negotiate Brexit terms for model fliers? Could it be a hard, rather than soft landing? Will we be thrown out of the Competition? I’ve already had to endure comments from true European fliers as to whether they will ever see us again. Some

countries like Turkey and Israel compete in the European Champs, as European countries, but they are connected to the EU by land, and, I assume, they have some special dispensation. We only have a tenuous link via a spindly tunnel under the Channel. And we have already said that we actively want to leave Europe. So I can only hope that a supremo for aeromodelling will be able to negotiate some special dispensation for us – perhaps on the basis that, actually, most model fliers never wanted to leave the EU.

There has also been some debate recently about fly offs, retrieval issues, the use of GPS, and drones.

I was very sceptical about DT fly offs until I witnessed the recent world cup events in Sweden, when a strong wind would have reduced fly offs to a binocular contest, and a very lengthy retrieve with a high risk of model damage. As it was, a one minute DT time still gave retrieval distances of over a kilometre, but at least the models were easy to see, and those who picked lift were rewarded.

Now why can't we join forces with drone fliers, and have some standing by at fly off times? With our free flight models being fitted with GPS, their locations downwind can be instantly pinpointed, and the drones can be used as retrieval vehicles whilst all fliers can remain on the flight line. No lengthy delays for the prize giving, and the drone fliers can be awarded prizes commensurate with the model they retrieve. Brilliant. Winners all round.

Turning to the World Champs, the host nation this year is a truly European country, so no worries for Hungary about being flung out of international competitions. Anyway, our team is going to be hungry in Hungary. As fliers, we are all well nourished, so we won't actually be hungry in a digestive/stomach sense. It's just success we will be hungry for. A great aid for success would be for us to tap into The Hungarians love of horses in the Puszta. I am hopeful that our management team will be able to source and organise the hire

of a herd of snorting, rearing stallions for us to ride on lengthy retrievals. Certainly the individual members of the F1B team are all excellent horsemen, and I well remember the excitement and thrill of yak retrieval in Mongolia, so hopefully these Champs can offer a different, yet equally exciting kind of reward for retrieval.

From **Russell Peers:**

For many years I have had the good fortune to represent GB in F1B in both World and European teams many times. I shall be taking 7 models with 1.8 meter wingspan either complete Andriukov models or assembled from his parts. Thanks to the help of Bob Cheesley I am now able to use the electronic Andriukov timers on all these models. I shall be using 1/16th supersport rubber as it is easier to adjust the length. As part of teams I have won 2 Team Bronze medals in addition to an individual Bronze medal. I shall do my best to equal or improve on this. I wish to thank the BFMA for the opportunity to represent my country again and wish every success to the team.

And from **Peter Brown**

I have decommissioned my six panel wing models (they were looking a bit tired) and replaced them with four panel all carbon winged ones.

The wings are designed by Tony Mathews from Canada but were made by Stefanchuk. They certainly look very well made. Flight tests seem to be promising but as always more time trimming would give more gains I feel. I can regularly get 100m from the climb but apparently 125m is what I should be aiming for (dream on). These models are for flyoff's only, let's hope I get there.

This may well be my last champs, it's taking too much of my time in my remaining life to compete with these guys. A good result to finish on would be nice (dream on a bit more). Anyone want to buy some F1B kit?

In F1C **Alan Jack**:

My mix of models for this year - or at least my assumed mix at this point - includes 3 flappers; nos 38, 40, 41 and one folder. - 42 . The first two have d-boxed wings with carbon surfaced flaps, 38 with ribs in the flaps and 40 with rohacell cores. 38 is the model I flew in France - where it went well and in the first round in Serbia where it started in a thermal and promptly flew out of it! I then flew 40 for the rest of the rounds were it maxed OK. 41 is fully carbon skinned with a solid rohacell core. There are no explicit spars in this model using instead unidirectional carbon in the skin. The flaps in this model are a lower percentage of the chord as compared with previous models. 41 was fully ready last year but a series of issues with "bits" stopped its use with the final nail being an intermittent fault inside the timer battery. After a deal of playing about with Xfoil I have gone back to a folder for 42 though not flapping too like the Squid. Somewhat frighteningly the Squid was model number 27 - that's a lot of carbon "under the bridge" as we naval men say.... Its wing is similar in construction to 41 and is fully operational and "trimmed" though I expect development issues so watch this space. Having Luffenham gives me back a flying site - it does not give me the 24/7 access that I used to enjoy on Hexham Common though the ambient wind speed is a little lower! That has allowed practice but the still air to really hone the performance is an elusive beast. Lost Hills should have been perfect but a mid air for 40 halfway through a rounds flight, a break up of one of the planet gears in 38 during a rounds flight in the next comp, coupled with stupid gremlins with 42 sort of put the spanner in that plan! We shall just have to see!

And **Simon Dixon:**

After several years of trying I finally qualified for my first F1C team place. I was pleased with my performance at both trials and although there aren't that many of us flying F1C the standard is high.

I will be taking 4 models to Hungary:-

My best model is a geared Verbitski fixed wing model (no 5) which has been converted to electronic this year to good effect and will be my first choice.

A very close 2nd choice is an almost identical model (no 4) which has been flown in all weather to good effect. The mechanical timer will be converted to electronic after the champs - the hardware is waiting to be plumbed in but it's just too close to the trip now.

3rd choice is a similar model (no 6) put together from a mixture of Verbitski / Screen / Dixon manufactured parts. Again geared, fixed wing, mechanical timer.

4th choice is no 8, which is a Dixon manufactured, Nelson geared, 4 panel fixed wing model. Trimmed earlier this year it's still quite new and a bit small, but could be used if it's windy.

I also have an electronic flapper finished (no 9) but not yet flown, it's unlikely to make the trip as is no 10 which isn't quite finished but should be the best of my models to date - maybe next year ?.

No 7 ? Yes there is a no 7 - a direct drive model, but it needs work after a trimming accident earlier this year on Salisbury plain .....ahum.

Really looking forward to the trip and the company, I'll try and write a blog on my website like I did for the trip last year to Serbia if the wifi is OK. www.f1jeurochallenge.jimdo.com

Finally **Ken Faux** write:s

I am taking the same four models that I have been flying at the last couple of championships. These are all based on Verbitski airframes, two conventional and two flappers. They are all fitted with Sidus electronic timers and VE geared engines driving three blade props. I have a new model built from parts, Babenko flapped wing, Babenko Fin, Verbitski front end, Verbitski tailplane and boom. I doubt if it will be used at this years champs unless it is one of those models that is fantastic from the first flight.

Being a member of the club that has regular access to North Luffenham I have had lots of opportunity to trim fly this year. Unfortunately, other things have got in the way. I am still hoping to get there in the final couple of weeks leading up to the champs if we get some trimming weather.

As always, I am looking forward to the challenge of the champs.

Mike Woodhouse will be team manager and is being assisted this year by **Mark Benns**.

IK: I will be attending for the FAI Jury. After three Championships in the country which all proved somewhat problematic, this event has started with a disappointing attitude which suggests that 2017 will be no different.

F1E World Championships

The F1E World Champs are at Turda in Romania from August 21 to 27. This year , in contrast to recent years, we have a full 3-man team plus **Steve Philpott** as team manager.

Paul Fynn writes:

Having been involved with the class in the early `70s and enjoyed some success, on my return 10 years ago it was tempting to try and carry on where I had left off previously. Big mistake, the world was all about Carbon and an ever increasing tendency to buy rather than build models. I stumbled around with old ideas, and just could not get it together. The one fixed point was that I was a builder not a buyer.

My first carbon model was an Alain Roux design built from a plan in FFN, it had a span of nearly 3 metres. It flew like nothing I had ever achieved before . I did have trouble keeping the wingtips on but carbon and Kevlar solved this problem. The wing section section by Marian Popescu seems to work well despite variations in thickness due to not getting the thread binding allowance on the spar quite right !

Thus encouraged , over a 4 year period I built 3 similar but smaller versions all with the same wing and tail sections. Each is a different weight, but an ever more faithful wing section as skills improve. The latest construction is a further Alain Roux model with a 4 piece wing, the removable tips secured on short carbon filled aluminium tubes secured within the full depth wing spar. Tape is used to hold it all together in flight. There is no launch control system on this plane, I thought it would be too big to be effective , but two of the 3 do have a simple system where the trailing edge of the tail is down at launch but pushed up by a servo operated cam to slow glide position through 4 stages over 5 seconds. This is achieved with a Black Magic Timer and a release button on the fuselage at point of hold. All the planes are capable of carrying a mk1 Icare GPS.

The four planes outlined in the above paragraph will be my serious competitors and I have a viable fifth model which I have not described.

And now from **Doug Bartle:**

I'm taking six models. Nothing is completely new but I've replaced five clockwork fuselages with electronic bunters which has also reduced their weight! They have all now been flown and I'm happy with the results – easier pre-flight setup and improved launches.

I'll be doing more trim flying over the next five weeks prior to leaving for Romania.

And finally **Ian Kaynes:**

I will be taking the usual six models which reside in my foreign competition well-travelled F1E box (60+ return trips so far). There are two windy weather models, 2.25m span with my mildly LDA section. All the other models are 2.6m with a more traditional glide section. There is my trusted model from 2014, no.146, and two 2016 models to the same design but with lighter wings – 162 has been used frequently during the last year, particularly in lighter winds. 164 is a repeat of 162 which suffered a steering failure when brought in to use when 162 was temporarily mislaid in Italy. Flying after that and some testing in UK have given some confidence that it can equal 162. The final model will be either no.154, a copy of 146, or a lightweight model 171. This has a thinner section, lower pylon (saving weight) and is about 70g lighter than 162. However, it suffered from the weather in Lost Hills this February not allowing it to have my usual intensive flying of a new model. Flying after contests and other sessions has shown it to be OK but I don't yet have confidence for contest use. It has only 42 flights, compared to an average of 120 for the other 5 models. One completely incidental advantage of 171 is that its lower pylon makes it easier to fit the bow and arrow and pole equipment in the box.

All the models use Jaromir Orel's tube, magnet assembly and housing, and carry Icare1 GPS, Bauer RDT and a Black Magic timer operating a crank under the tail via a push-rod. All are trimmed with my usual tail positive at launch slowly rising to glide after about 3 seconds, except 171 which has a true bunt – launch with the tail close to glide position then kick the tail down after about 2 sec.

FAI FREE FLIGHT RANKING

Ranking for July 1.

Please note. This issue of the ranking includes the results of the Szabo Miklos 2016 competition. In previous rankings the scores for that competition had been omitted. The place and points changes since 01/05/2017 are the changes after the Szabo Miklos correction was included.

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

		country	pts	place change	pts change	recent results
F1A						
1	P Findahl	SWE	2658	0	-113	SE17=512 EQ17=419-3 SL17=0-96
2	R Koglot	SLO	2648	0	174	SM17=435-3 DZ17=434-3
3	J Nyhegn	DEN	2365	0	-59	SL17=466
4	S Makarov	RUS	2323	3	91	AM17=517 KZ17=401-3
5	T Weimer	GER	2314	4	188	JT17=512 SM17=0-86
6	A van Wallene	NED	2312	-1	42	
7	P Mitchell	AUS	2297	10	616	DA17=508 AC17=505 TU17=303-6
8	E Ragot	FRA	2287	8	593	EQ17=520+3 SH17=415 SZ17=271+10 SL17=0-103
9	D Halbmeier	GER	2286	3	440	SL17=567+10 SM17=283-3 SZ17=0-83
10	M Kochkarev	RUS	2273	-6	-140	
F1B						
1	A Bulatov	RUS	3067	0	-55	
2	O Kulakovsky	UKR	2895	0	-104	LV17=516 BS17=515 SL17=60-66 CB17=0-43
3	B Gostojic	SRB	2778	5	381	SM17=512 DZ17=509
4	D E Larsen	NOR	2725	-1	-53	
5	S Stefanchuk	UKR	2685	-1	-60	ZU17=513+3 CB17=0-36 SL17=0-63
6	I Vivchar	UKR	2610	1	188	SL17=540+10 ZU17=0-30 BS17=0-46
7	M Rigault	FRA	2428	2	150	SH17=409-3 EQ17=0-36
8	A Andriukov	USA	2366	-3	-263	
9	A Ribchenkov	RUS	2265	-3	-223	
10	I Yurtseven	TUR	2137	3	319	IC17=506
F1C						
1	A Kaitchuk	RUS	2985	0	-100	
2	V Sychov	SLO	2694	1	-39	SL17=511+3 LV17=409-3 SZ17=0-40
3	A Babenko	UKR	2673	2	284	LV17=510+3 SL17=410+3
4	J Roots	EST	2668	-2	-95	SL17=0-23
5	X Sheng	CHN	2563	32	1467	DA17=506+3 AC17=506+3
6	V Aleksandrov	UKR	2410	12	918	BS17=508+10 CB17=505+6 SZ17=364+13 ZU17=304 LV17=0-13 SL17=0-16
7	N Rekhin	RUS	2374	3	505	KZ17=502 AM17=405-3
8	A Vyazov	RUS	2264	-4	-150	
9	Y Perchuk	RUS	2229	-3	-81	
10	E Burek	POL	2163	-1	237	DZ17=402-3 SL17=258+3
F1E						
1	M Popescu	ROU	2557	1	-163	
2	A Winker	GER	2528	-1	-305	
3	D Andrist	SUI	2216	0	-177	
4	J Zurowski	POL	2098	0	-31	
5	D Bildea	ROU	2056	0	-47	
6	F Kanczok	POL	1834	1	-73	GV17=242-10
7	F Mang	AUT	1734	-1	-182	
8	P Chaussebourg	FRA	1499	0	-296	GV17=0-146
9	F Draghici	ROU	1453	1	-100	
10	R Sifleet	USA	1376	-1	-227	

F1S/E36 EUROCHALLENGE

Definition of the Models

The models used are defined either as in described in AMA E36 rules or FAI Sporting code F1S rules. For the purposes of flying in UK, the definitions in the current edition of the BMFA Free Flight Handbook will apply.

Maximum span 36 inches
Minimum weight 120g
2 S lipo battery max
Motor Run 15s (E36) or 10 s (F1S) (see below for UK events).
Flight duration 2 minute
No auto surface.

Models for F1S and E36 being the same, contest will be run according to E36 rules (15s motor run) or F1S (10s motor run) on decision of the organizer. Given the efficiency observed on most power-trains, we encourage the 10s run to increase selectivity before fly-off. We also recommend to run the fly off with a 5s motor run.

For contests held within UK, the standard contest format will be 3 flights flown to a 2 minute max with 10 second motor runs and an unlimited fly-off with a 5 second motor run. However the requirement to keep models within the boundaries of flying sites is now of major importance and for this reason the Contest Director on the day of the event may adjust motor runs and flight durations to suit the prevailing weather conditions and flying site limitations whilst implementing a DT fly-off if appropriate.

Eurochallenge Points Scoring System

For each Eurochallenge event, scores are assigned based on the competitor position and the number of participants in the event as follows:

Number of participants is divided by two, if the total is odd is rounded up to the next even number. That value represent the points assigned to the first placed competitor. One point less is assigned in descending order to the others down to two points. One point is then given to all the other competitors who have flown at least one round. If there are 25 participants or more the maximum scores given start from 13 to the first regardless the total number of competitors.

Examples : With 11 participants, 6 points are given to the first, 5 to the second, 4 to the third, 3 to the fourth, 2 to the fifth, 1 to all the others. With 30 participants, 13 points are given to the first, 12 to the second.....2 to the 12th and 1 to all the others.

For the final scoring, the best FIVE results will be taken into account but in any case one competitor can count a maximum of THREE contests per country. These two limits are set as a compromise to cope with the problem of travelling and to give more chance to modellers of the countries in which few contests are flown. In case of parity the sum of the points of the non-counting events will be taken into account.

Country Managers

A Country manager is in charge of

- Identifying the contests to be taken in the Eurochallenge

- Communicating to the Coordinator the names of the potential contestants in order to have them copied with the schedule and results.
- Capturing the final results in each of the contest and communicating them to the Coordinator.

Final Eurochallenge results will be finalised for the month of October and celebrated at the last contest of the season (to be determined after collecting the results of all contests identified).

Country managers are:

UK Tony Shepherd/Peter Tolhurst
tonyshepherd50@hotmail.com
NL Gerard Willemsen info@asapgroup.com
Italy Cesare Gianni cesaregianni2@gmail.com
DK Peter Buchwald peter.buchwald@gmail.com
D Marcel Amthor amthor.marcel@gmx.de
S Per Grunnet pergrunnet@hotmail.com
F Didier Chevenard (Coordinator)
d.chevenard@free.fr

Events

Latest information on remaining events in 2017:-

Aug 12	Azay le Brûlé Inter	Beauvoir sur Niort, FRA
Aug 19	Poitou Inter 2min	St Jean de Sauves, FRA
Sept 2-3	Delle Rocche Cup	Rocca di Mezzo, ITA
TBD	Nat Champ	Manching, GER
Sept 2-3	Coupe de France	Fresney. FRA
Sept 23	Crookham Gala	Salisbury Plain, GBR
TBD	Saintes	Saintes, FRA
Sept 16-17	Italia 2 Cup	Capannori. ITA

MOSTAR CUP, BOSNIA-HERZEGOVINA, JULY 8

F1A 27 flew

1	G Aringer	AUT	1020	+480	+323
2	A Barron	USA	1020	+480	+306
3	S Savic	SRB	1020	+480	+224
4	M Hrast	SLO	1020	+382	
5	I Bezak	SVK	1020	+179	
6	R Blagojevic	SRB	1004		
7	E Kerkez	BIH	983		
8	M Budimcic	BIH	960		
8	T Weimer	GER	960		
10	B Bardarov	BUL	924		
11	F Wutzl	AUT	917		
12	M Lemut	SLO	914		
13	J Titan	SLO	892		
14	R Bjelajac	BIH	891		

F1A-Junior 9 flew

1	S Budimcic	BIH	835
2	M Bencik	SLO	807
3	M Habjanic	SLO	791
4	F Buric	BIH	733
5	M Pirih	SLO	710

F1B 9 flew 4 full scores

1	S Sabo	CRO	1020	+480	+310
2	H Jusufbasic	BIH	1020	+480	+260
3	L Drobisz	CZE	1020	+480	+232
4	I Yurtseven	TUR	1020	+373	

F1C 2 flew 1 full scores

1	A Banci	ITA	1020

F1Q 3 flew

1	Z Grepl	CRO	1020
2	O Sabo	BIH	759

HURON CUP, TOTTENHAM, ONTARIO, CANADA, JULY 16

Tony Mathews CD: We had an interesting mixed bag of weather. Calm but tricky conditions for the 1st 3 rounds. Then rain hit causing a 1.5 hour delay. Then we had sunshine and some breeze and massive thermals. I had a flyaway in round 5 that was found 21.5 km away in a wheat field!

We had a break to wait for an evening F1B flyoff (the other events did not require flyoffs) and had quite a bit of rain with some wind and it did not look promising. But the rain stopped, the wind dropped to almost nothing and we had a wonderful late evening flyoff with nice buoyant conditions. Alex Andriukov won with a 10 minute max! I'm not sure he is invited back after winning both events this weekend. Just kidding. Good weather, great friends, a fun and delicious BarBQ at Ladi Horak's cottage. What more can you ask for?

F1A 7 flew

1	V Nikolajevas	CAN	960	
2	S Rosenzweig	USA	959	
3	A Studnik	ISR	958	
4	J Danier	CAN	949	

F1B 7 flew

1	A Andriukov	USA	960	+600
2	T Mathews	CAN	960	+555
3	R Felix	USA	960	+378
4	G Simon	USA	960	

F1C 1 flew

1	Y Shvedenkov	CAN	240

INDOOR WORLD RECORDS

FAI has ratified the following F1D World record claims.

A single flight has achieved two records. These are duration in competition, one flight, record 119, and duration (ceiling over 30m), record 125-d. The flight was a time of 29 min 43 sec by Ivan Treger (Slovakia)on March 15 2017 at the European Championships at Slanic Prahova in Romania. For both records the previous record was 28 min 11 sec by Zoltan Sukosd (Hungary) on March 31 2015.

Duration in competition, two flights, record 120, was awarded for a total time of 57 min 9 sec by Ivan Treger (Slovakia) on March 16 2017 again at the European Championships at Slanic Prahova, Romania. There was no previous record in this category (any records awarded before the 2015 model specification changes had been archived).

F1H EURO CHALLENGE

Update by Gary Madelin

Half way through the season and with almost half the 54 events across Europe flown, it's time for an up-date. Top places, as last year, seem to be dominated by our F1h friends in Germany, Czech Republic and Hungary. We have held the three GBR qualifying events already, but unfortunately the London gala and Oxford rally were all but blown out and the Nationals mini day ended up a wash-out. Hence not a good showing from the GBR flyers, so they will have to venture into mainland Europe to better their scores now. Chris Edge and I have entered the HEC event just before the World Champs in Hungary, and the usual travellers will be making the annual pilgrimage to Moncontour, so expect some improvement thereafter!

As last year, the League attracts a high number of Junior and lady competitors, and some of these have posted excellent

scores. A look at the individual contest result sheets that are included in the "Results pdf" indicate a number of events with seven or eight in the fly-off and some contests with 25+ entries. If only we could get that level of interest back again in the UK.

Looking beyond August, I expect there will be a few flyers with 300% and even 400% which is the magic score needed to compete in the Finale, this year to be held in the Czech Republic on the evening of 29th October. As always there is a qualifying event [or two] on the same week-end for a last minute dash to get the full scores in, a tactic I used to win the League in 2014. But luck was on my side that day!

As always, take a look at the web-site www.creasus.de/ikarus where you will see a link to the HEC Euro Challenge site.

			model	total	qualified FO	no. comp
1	Szabolcs Horváth	HUN	O	398,67	Y	6
2	Balázs Selmeci	HUN	O	394,50	Y	5
3	Vítek Rössler (J)	CZE	C	300,00		3
4	Gary Madelin	GBR	O	297,50		3
5	Tamás Szteblák	HUN	O	293,33		5
6	Mária Tóth	HUN	S	292,50		5
7	Krisztián Varró	HUN	O	286,50		3
8	Denis Grigorescu(J)	ROU	S	283,67		3
9	Gabriel Paul (J)	ROU	S	200,00		2
10	Uwe Rusch	GER	C	200,00		2
11	Uwe Rusch	GER	O	200,00		2
12	Ansgar Nüttgens	GER	B	200,00		2

Models:

C circle tow without bunt
B bunt, irreversible functions
O with bunt, reversible functions
S Straight tow, open hook

BMFA 4TH AREA MEETING, MAY 14

Scotland	Poor wind direction
North West	
Northern	Dry 10 to 15
Midland	Bright 10 to 15
London	
East Anglia	Breezy sun and showers
Western	8 to 14 occ drizzle
South East	Some sun 10 to 15
Southern	Sun 15 mph plus
South West	15 mph fog by 10:30am

F1H 19 flew

1	J Cooper	Biggles	9.05
2	G Hart	Vikings	8.58
3	D Cox	Crookham	8.34
4	R Jack	MFFG	7.50
5	M Gibbs	Bristol & West	7.08
6	C Parry	Biggles	6.20
7	C Foster	Morley	5.07
8	P Tribe	Bristol & West	4.56
9	I Wilkinson	Morley	4.32

F1G 11 flew

1	K Taylor	East Grinstead	9.41
2	M Marshal	Impington	8.51
3	P Ball	Grantham	8.47
4	S Willis	Croydon	8.40
5	H McHugh	Peterborough	7.49
6	N Allen	East Grinstead	7.37

F1J 2 flew

1	T Payne	Biggles	7.17	
2	R Vaughn	Crookham	2.00	

E36 6 flew

1	C Redrup	Crookham	6.00	1.58
2	P Watson	Birmingham	5.41	
3	C Strachan	Biggles	5.37	

BMFA 1/2 A Power 5 flew

1	S Barnes	Morley	6.00	2.13
2	A Jack	MFFG	6.00	1.01
3	D Ginns	MHMAC	5.34	

CO2 4 flew

1	C Strachan	Biggles	6.00	3.02
2	Trevor Grey	Crookham	6.00	2.26
3	P Gibbons	Peterborough	5.29	

Plugge

		4th Area			5th Area			
		CP	E30	VinR	F1H	CO2	1/2A	Total
1	Crookham	69	100	182	110	100		1533
2	Morley	169		38	126		140	1281
3	Biggles	100			174	100		979
4	Bristol & W	100		25	142		20	737
5	Croydon			156	37			587
6	Midland FFG	62			84		80	437
7	Vikings				95			404
7	Peterborough		180	6		50		312
9	Grantham	85						299
10	Crawley			44	42			286
11	Scotia							225
12	CVA			144				212
13	Birmingham							182
14	Chichester				53			130
15	East Grinstead							96
16	MHMAC						60	89
17	IVCMAC			75				75
18	Timperley	46						46
19	Impington							37

OMFC DREAMING SPIRES GALA, PORT MEADOW, OXFORD, JULY 2

By Andrew Crisp.

Venue: the ;lush meadows of Port Meadow.

Weather: superb, with a slight north wind blowing down the maximum length of the venue, veering west later

Publicity: modest, to say the least. Think word of mouth!

The Dreaming Spires features a scale event in which "gentle" motors are allowed along with rubber, electric, etc. The calm conditions allowed some handsome flights.

As ever at these essentially "sport type" rallies there seemed to be a lot of flying activity, but few got as far a making actual competition flights.

Nevertheless, there were some keen efforts in the duration events. Noteworthy was Gavin Manion's flyoff flight in Vintage Rubber – 2.50 DTed and it hardly went any distance. Trevor Grey went about winning both the electric categories in his usual business-like manner, a result of his thorough approach to model design and support equipment preparation.

Roger Heap is having a good season in Classic Glider – second in the FF Nationals, etc – with his Mad's Dream. It flies very

slowly, being under A/2 weight, and in large circles, which tighten up in lift.

In Hi-start glider Simon Milan impressed with his O/D approach which looked for all the world like a scaled down Wichita A/2. A Crisp finally got his Windrush to behave on the line and scored a max on its last flight which went very high before the DT cut in (fuse!) and just landed on the field.

I/m afraid that I don't have the Scale results to hand, but one model, if not the winner, by Peter Smart, certainly took my eye. It was a twin rubber-powered Russian flying boat. Complex or what, but it performed beautifully!

All events 3x1.30 except HLG/Catapult

Lightweight Rubber

1	G Manion	4.30	+2.50	Scram
2	T Macdormell	4.30		Senator
3	J Paton	4.05		Buckeridge

P30/E30

1	T Grey	4.30	+2.23	E30
2	G Manion	4.30	+1.25	P30

E36

1	T Grey	4.30	O/D
2	J Paton	4.05	O/D

Vintage Glider

1	A Longhurst	3.08	Chief

Classic Glider

1	R Heap	3.57	Mad's Dream
2	W Dennis	3.35	Caprice

Tailless

1	A Longhurst	4.30	Rubber
2	A Crisp	2.06	Glider
3	G Knight	0.46	Jet!

His-Start Glider

1	S Milan	4.12	O/D
2	A Crisp	3.32	Windrush

HLG/Catapult 5x1.00

1	A Crisp	2.22	Cat
2	R Heap	1.51	Cat

NOTICEBOARD

FREE TO A GOOD HOME

There's been a bit of a long-overdue clear-out at Dilly Towers, as a result of which the following are surplus to requirements. Some of the model components may be suitable for a BMFA straight tow glider or for a beginner and were built in the 1970s.

1) A model box, 55" x 12" x12", built from 1/8" ply, with plastic angle reinforced edges, metal corners and a hinged lid with twin latches. It has survived several airline trips.

2) A pair of F1A wings, 94" x 5", Davis airfoil and tissue-covered built-up all-balsa structure. Tips need covering and some slight repairs

3) A pair of F1A wings, 94" x 5", asymmetric for use with an offset towhook. Tissue-covered built-up structure with Benedek 6456-f airfoil, dural tongue joiner included. Originally flown using an outrigger shirring elastic turbulator.

4) A pair of F1A wings, 94" x 5", asymmetric for use with an offset towhook. Balsa-sheeted top and bottom, with Benedek 6456-f airfoil, Wire joiners.

5) All-balsa fuselage for #3, with fin for a high-mounted stab, and off-set towhook. Needs dural tongue joiner to be re-attached.

6) Balsa/spruce fuselage, for shoulder-mounted wing, tatty, but with sliding-plate circle hook with John Bailey-type timer start..

7) Fuselage with rolled 1/64" ply boom about ¾" diameter tapering to 3/8", with mount for a centre section bolted on with a 2 BA nylon screw.

8) Un-flown pre-bunt tailplane, 19" x 3.75", balsa structure, tissue covered, Wöbbeking section.

9) Tailplane, pre-bunt, Wöbbeking section, 21.5" x 3.75", carbon TE, covered silver Mylar (needs a couple of patches).

10) Sliding plate type circle towhook, with John Bailey timer start system.

Contact Martin Dilly on 020 8777 5533 or e-mail martindilly20@gmail.com.

UK COMPETITION NEWS

CROOKHAM GALA will be held on 23 September on Area 8 of Salisbury Plain. The classes to be flow are as follows:

- Combined F1G and Vintage Coupe d'Hiver, with a prize for highest placed vintage model
- BMFA Power with the George Fuller Trophy to the highest placed of his designs
- E36
- combined vintage and classic glider
- Mini-Vintage

The competition will start at 10:00. The number of flights and max will be decided in accordance with conditions on the day.

Contact Roy Vaughn on 01344 779071 or roy.vaughn@btinternet.com

FREE FLIGHT FORUM

Call for Papers

Not at all sure where the first half on this year went, but if we're to have a 2017 Free Flight Forum, then now's the time to start to think what you can offer in the way of a paper to present. Over the past 30+ years the Forum Reports have provided a vast treasure trove of material on free-flight, but now it all depends on you. Modern, Vintage, FAI, Open, Scale, Indoor, all are welcome. However, without your help with offers of papers to present and topics to cover it just won't happen.

The date for this year's Forum is Nov. 19th and the venue is again the Hinckley Island Hotel, A5 Watling Street, Hinckley, LE10 3JA. Please contact Martin Dilly (martindilly20@gmail.com), phone 020 8777 5533, or Mike Evatt (mikeevatt@hotmail.com), phone 01327-842746 before October 1st with your offers; better still, do it now, while you think of it. The continuing success of the Free Flight Forum depends on you.