FREE FLIGHT news

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FFn DIARY

October 7-8 Padule di Bientina, Italy	11th Trofeo Citta di Capannori. F1A F1B F1C F1Q. World Cup event. Contact: Fabrizio Ceccarini/Cesare Gianni, tel: +39 347 430 8840 / +39 335 587 4188, email: f_ceccarini@it.it cesaregianni2@gmail.com web: http://www.asdvoli.it
October 6-9 Lost Hills, California, USA	Kotuku Cup of New Zealand. F1A F1B F1C F1P F1Q F1E. World Cup event. Contact: Brian van Nest, tel: +1 760 937 0177, email: Bisheatf1a@aol.com
October 8-10 Lost Hills, California, USA	Sierra Cup. F1A F1B F1C F1E. World Cup event. Contact: Mike McKeever, tel: +1 916 390 3212, email: vamckee@aol.com
October 13-14 Alekovo, Bulgaria	Prista Cup. F1E. World Cup event. Contact: Valentin Savov, tel: +359 888 40 89 40, e: valio@dir.bg web: http://www.f1abc.com
October 14-15 Alekovo, Bulgaria	Bulgaria Cup. F1E. World Cup event. Entry fee: €25. Contact: Valentin Savov, tel: +359 888 40 89 40, fax: +359 618 60 772, email: valio@dir.bg web: http://www.f1abc.com
October 15 Area Venues	BMFA 8th Area. CG Team (Model Engineer/Plugge), F1B (Duce/Plugge), SLOP (Frog Senior/Plugge), Mini Vintage, E30. Contact: Area Comp Secs.
October 21-22 Peak District or Near Melton Mowbray	BMFA 7th F1E Team Selection. May be either or both days. Contact: Ian Kaynes 01252 512538 or 0794 185 2144 kaynes@btinternet.com
October 20-22 Sentjernej, Novo mesto, Slovenia	Krka Cup. F1A F1B F1C. World Cup event. Contact: Dragan Stankovic, tel: +386 41 860 891 e: aeroklubkrka.f1@gmail.com web: http://www.aeromodelarstvo.si
October 28 (N.B. Saturday) North Luffenham.	BMFA Midland Gala. F1H, F1G, F1J, BMFA1/2A, E36, P30, SLOP, Mini Vintage, HLG-CLG. Contact: Phil Ball 01332 665361 e-mail: phil.ball@ntlworld.com
October 28-29 Mühlenthurnen, Switzerland	Eurofly. F1A F1B F1C F1F F1Q. World Cup event. Contact: Walter Eggimann, tel: +41 31 8191 784 email: walter.eggimann@belponline.ch web: http://www.wc-eurofly.ch
November 12 Buckminster	BMFA Mini event, details to follow.
November 19 Hinckley Island	BMFA Free Flight Forum. Contact Martin Dilly. tel: 0208 777 5533, email: martindilly20@gmail.com
November 25 Belisce, Croatia	F1N Indoor Open Belisce. F1N. Contact: Antun Sikic, tel: +385 31 208 262, email: asikic@gmail.com http://www.ak-osijek.hr
December 14 Orim, Israel	Otzma Open - Israel Free Flight Competition. F1A F1B F1C F1Q F1P. World Cup event. Contact: Aviad Levy, tel: +972 3 517 50 38, fax: +972 3 517 72 80, email: office@aeroclub.org.il web: http://www.aeroclub.org.il
December 15-16 Orim, Israel	Hanukkah Open - Israel Free flight Competition. F1A F1B F1C F1Q F1P. World Cup event. Contact: Aviad Levy, Israel, tel: +972 3 517 50 38, fax: +972 3 517 72 80, email: office@aeroclub.org.il web: http://www.aeroclub.org.il

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F1E WORLD CHAMPIONSHIPS, TURDA, ROMANIA, AUGUST 21-25

By Ian Kaynes

Romania is a familiar venue for F1E Championships, with generally good flying sites and organisation. The difference this year was that the usual organiser Marius Conu had retired from the Romanian Modelling Federation and instead the Championships was organised by the new head of the Federation Ioana Dumitru, whose background is in ship modelling. The difference was apparent at registration when the bags were not distributed because the T-shirts and competitor name tags were not ready. It was not explained that the bag also contained a new schedule for each flying day, which differed from that previously published.

This next day was first World Cup event, although not part of the championships taken as a good opportunity for practice as well as being the largest World Cup event of the year. There was a light wind on the north facing slope, ideal soaring conditions, but it was raining. The organisers immediately decided to postpone the event to the following day, for no reason apparent in the Sporting Code. I wanted to test one of my less flown models as well as demonstrating how good the conditions were. From five flights only one became hard to see at 3 minutes, and that was watching only naked eye, without binoculars.

On Tuesday the wind was in the same direction but very much stronger. A five minute max was set for each flight and at the end of the day there was just one full score, by Romanian Daniel Bildea. A minimal opening ceremony was held on the flying site and followed by a team managers meeting. Bob Sifleet noted that previous events had problems with wind changing during the round and asked that something be done about it.

Wednesday was the day for the Junior Championships. The wind started from the same direction as the day before but much lighter. It soon dropped and had a period with the breeze in the opposite direction. Sensitive to USA comments, the round was interrupted for a while until the wind returned to similar to the previous direction. The first round had bene to an easy 180 max, this was increased to 240 for the second round and then to 300 for the remaining rounds. After the fourth round there were just three full scores. Of these Viktoria Drmlova of Slovakia flew too far right and was quickly down, while Italian Angelo Sartori soared well while drifting slowly left and back, but came down in or behind the trees at just 3 seconds short of the max. A max by Theo Laura secured victory and, combined with third and seventh places from the other team members, French team also took the team win.

Thursday for the senior championships was forecast to have light and variable winds with a southerly bias. This proved accurate and the whole day was flown into the valley which curves towards the east, with the risk of landing on the ridge running to the east or on the hills on the southern side of the valley. The first round max was set at 240 and was very easy. For all the later rounds it was increased to 300, which was particularly difficult in the third round with only six maxes and reducing the full scores to just two – Ivan Treger (Slovakia) and Nadiia Arkhypska (Ukraine). The major difficulty was finding enough lift from puffs of wind on the slopes or reaching a good thermal. The last round was also difficult, with a long dead period for the first half of the round when many people were reluctant to fly and those who flew last were rewarded with a significant breeze in the last minutes of the round and an easy max (in fact I believe they were the only maxes in the round). In the end Ivan Treger completed his full score and won again, to add to his previous titles in F1E and his championship wins indoor in F1D. Daniel Bildea followed his World Cup win with a second place and third place went to Stanislav Kubit, both with a single flight dropped. The same countries shared the team places, with Poland winning ahead of Slovakia and Romania. At the other end of the team results the British team beat USA, both teams having had fairly dismal days, the highest point being the 8th place for Doug Bartle aided by a max at the end of the last round.

The Friday reserve day was not required for any flying and the only function was the prizegiving and banquet in the evening. This was held again at the Hotel Salis which had proved less than ideal last year. This year the problems were more on the organisational side rather than the hotel. Tables were laid for each country but it seemed all the supporters who had paid for the banquet had been ignored. A number of countries were a few seats short, but most noticeable was that the German table had 6 seats whereas 17had been paid for. Eventually extra tables and places were laid. Then the awards ceremony began being handled by someone, apparently from ship modelling, who had very poor command of English and a similar lack of understanding of the F1E awards – in contrast to some Romanian flyers who could have handled it much better. When you worked out that he was actually attempting to speak in English you realised that he was reading random words from the FAI diploma, particularly the "world championships for free flight model aircraft" part which is known, but without mentioning whether it was a individual or team, senior or junior award. Some of the anthems were also muddled up or missing, the flags were slightly but not fully raised behind the podium and only one French flag was used in junior with French flyers in both first and third positions. Food service was slow and not of particularly high standard.

Final event of the week was the Turda Cup. This started with difficult conditions very similar to the Senior Champs day, but by midday a southerly breeze developed. This began rapidly, I measured 3 m/sec wind just before launching but the model then blew backwards implying double that speed. It settled to a steady wind that made it easy to soar the ridge for the last flights. The final winner was again a Romanian, Florian Draghici, who had dropped in the second round, ahead of the new Junior Champion Theo Laura who had dropped first and last flights, and Daniel Bildea, winner from the earlier World Cup event who had dropped a little time on his last three flights. There was apparently a very late prizegiving on the field, after everyone except the winners had left.

Individual results

Maximum in each round:-			240	300	300	300	300	
1	Ivan Treger	SVK	240	300	300	300	300	500.00
2	Daniel Bildea	ROU	240	300	280	300	300	493.33
3	Stanislaw Kubit	POL	240	300	229	300	300	476.33
4	Tomas Hlavinka	CZE	240	300	225	300	300	475.00
5	Jacek Zurowski	POL	240	275	234	273	300	460.67
6	Miroslav Drmla	SVK	183	300	300	237	300	455.25
7	Franciszek Kanczok	POL	240	300	270	300	176	448.67
8	Doug Bartle	GBR	240	300	192	236	300	442.67
9	Alexander Winker	GER	240	300	241	168	300	436.33
10	Marian Popescu	ROU	240	94	300	285	300	426.33
11	Florian Draghici	ROU	240	300	220	300	153	424.33
12	Friedrich Wankerl	GER	240	300	148	300	207	418.33

13	Frantisek Doupovec	CZE	240	288	199	300	153	413.33
14	Jiri Blazek	CZE	240	217	300	300	109	408.66
15	Miroslav Polonec	SVK	240	300	153	284	180	405.67
16	Alfred Andrist	SUI	240	300	133	160	300	397.66
17	Florian Winker	GER	240	243	161	300	185	396.34
18	Michele Delfabro	ITA	240	300	188	190	210	396.00
19	Nadiia Arkhypska	UKR	240	300	300	90	185	391.67
20	Mara Straffelini	ITA	240	300	203	231	135	389.67
21	Pierre Chaussebourg	FRA	240	300	255	28	277	386.66
22	Valeriy Gorynin	UKR	240	300	166	98	288	384.00
22	Jaromir Orel	W/C	240	131	186	235	300	384.00
24	Andre Trachez	FRA	240	300	170	118	200	362.67
25	Edward Ernst	SUI	240	300	211	224	44	359.67
26	Mikolaj Stryja	J/E	240	264	113	256	140	357.67
27	Reinhard Wolf	AUT	240	211	100	236	225	357.33
28	Ian Kaynes	GBR	240	209	178	235	137	353.00
29	Heinz Bleuer	SUI	240	223	166	300	67	351.99
30	Sofiya Chorna	UKR	240	251	86	160	249	348.67
31	Reinhard Mang	AUT	240	232	153	227	110	340.67
32	Robert Sifleet	USA	240	200	104	142	270	338.67
33	Tom Ioerger	USA	162	150	141	300	132	308.50
34	Franco Brumat	ITA	179	253	154	170	123	307.91
35	Fritz Mang	AUT	238	144	191	128	110	290.18
36	Peter Brocks	USA	126	85	300	106	129	259.16
37	Jean Luc Drapeau	FRA	240	123	194	42	77	245.34
38	Paul Fynn	GBR	46	227	33	103	24	148.17
Number of maximum in each round			32	19	6	12	11	
Number of full scores up to each round			32	18	2	1	1	

Junior Individual results

Maximum in each round :-			180	240	300	300	300	
1	Theo Laura	FRA	180	240	300	300	300	500.00
2	Angelo Sartori	ITA	180	240	300	300	297	499.00
3	Clarisse Trachez	FRA	180	240	270	300	300	490.00
4	Florian Winker	GER	180	240	300	258	300	486.00
5	Laura Kozuchova	SVK	180	240	300	174	300	458.00
6	Ema Kozuchova	SVK	180	240	167	300	300	455.67
7	Nathan Laura	FRA	180	240	300	165	300	455.00
7	Hariton Dorobantu	ROU	180	240	165	300	300	455.00
9	Fabio Costalunga	ITA	180	240	137	256	300	431.01
10	Laurentiu Anca	ROU	143	240	300	283	170	430.44
11	Dawid Karpowicz	POL	180	240	216	300	170	428.67
12	Viktoria Drmlova	SVK	180	240	300	300	77	425.67
13	Matheusz Wertyporoch	POL	176	240	71	300	300	421.45
14	Teodor Ionica	ROU	180	140	300	171	300	415.33
15	Ondrej Holubec	CZE	180	240	300	145	193	412.66
16	Vojtech Kamencky	CZE	94	240	300	300	159	405.22
17	Marius Jorges	GER	122	240	300	300	110	404.45
18	Joel Yori	USA	180	240	71	300	214	395.00
19	Nils Finke	GER	52	240	300	172	300	386.22
20	Elisa Vanzo	ITA	180	240	130	98	300	376.00
21	Dmytro Chornyy	UKR	154	240	300	196	0	350.89
22	Nadiia Arkhypska	UKR	163	37	300	105	300	340.98
23	Jakub Wisniewsky	POL	180	240	300	88	18	335.33
24	Sofiya Chorna	UKR	5	240	272	300	44	308.12
25	Jaroslav Pour	CZE	91	240	300	33	91	291.89
Number of maximum in each round			16	23	16	12	13	
Number of full scores up to each round			16	15	8	3	1	

Senior team results

1	Poland	POL	1385.67
2	Slovakia	SVK	1360.92
3	Romania	ROU	1343.99
4	Czech Republic	CZE	1296.99
5	Germany	GER	1251.00
6	Ukraine	UKR	1124.34
7	Switzerland	SUI	1109.32
8	Italy	ITA	1093.58
9	France	FRA	994.67
10	Austria	AUT	988.18
11	United Kingdom	GBR	943.84
12	USA	USA	906.33

Junior team results

1	France	FRA	1445.00
2	Slovakia	SVK	1339.34
3	Italy	ITA	1306.00
4	Romania	ROU	1300.77
5	Germany	GER	1276.67
6	Poland	POL	1185.45
7	Czech Republic	CZE	1109.77
8	Ukraine	UKR	999.99
9	USA	USA	395.00

POPA CRINGU, TURDA, ROMANIA, AUG 21

F1E 63 flew

1	D Bildea	ROU	500.00
2	F Kanczok	POL	487.67
3	F Draghici	ROU	473.33
4	L Theo (J)	FRA	465.00
5	A Popa	ROU	450.00
6	P Chaussebourg	FRA	443.33
7	A Winker	GER	437.67
8	H Bleuer	SUI	428.33
9	V Zima	CZE	426.66
10	I Sava	ROU	410.67

F1E-Junior 12 flew

1	L Theo	FRA	465.00
2	C Trachez	FRA	382.34
3	F Buliga	ROU	368.33
4	N Laura	FRA	166.00

TURDA CUP, TURDA, ROMANIA, AUG 26

F1E 64 flew

1	F Draghici	ROU	465.33
2	T Laura (J)	FRA	465.00
3	D Bildea	ROU	459.67
4	A Anca	ROU	451.00
5	F Winker (J)	GER	444.00
6	D Fition (J)	ROU	442.00
7	J Zurowski	POL	438.00
8	S Kubit	POL	430.00
8	S Vintileanu	ROU	430.00
10	M Straffelini	ITA	429.66

F1E-Junior 19 flew

1	T Laura	FRA	465.00
2	F Winker	GER	444.00
3	D Fition	ROU	442.00
4	L Anca	ROU	427.67
5	C Trachez	FRA	410.34
6	N Finke	GER	410.00

F1E IN POLAND, SEPTEMBER 1 TO 4.

Ian Kaynes: The first event, the Governor's Cup, was sponsored from Raciborz and a condition of that was the need to fly the competition in the general vicinity of Raciborz. The meeting place was, as usual, the parking area of a supermarket in the middle of the city. The usual procedure is then to drive in convoy to the chosen site. However, on this occasion we drove to a site and waited on the road side. It was apparent that the site near there was not suitable for the wind direction and there was some doubt where else to go. The convoy was eventually turned round and led to another location and another wait. Eventually we arrived at a site after about 2 hours. It was not apparent it had been used, or even if there was permission to use it. It consisted of a small hill surrounded by larger hills and the flow quality in the moderate wind was exactly as you would expect!.

On the following day, Saturday 2nd, the Toszek Cup was held near Toszek, but on a rather better slope facing into the north wind. The contest was flown to a 120 maximum in each round and in the final round Richard Mang won with a max against Valeriy Gorynin who had the only other full score at that stage but dropped 3 seconds in the last round.

The track up the hill had been rather slippery in the morning but had dried out during the day. But Saturday night it had rained heavily and continue draining all Sunday morning. It was decided to abandon plans of flying that day and the Friendship Cup was postponed to Monday 4th. Fewer people could stay to fly on the Monday. Flown again to a 120 max, victory went to Jaromir Orel ahead of Fritz Mang completing a good weekend for the Mang family.

Governors Cup, Raçibórz, Poland, September 1

F1E 25 flew

1	K Zurowski	POL	373.72
2	R Mang	AUT	288.48
3	F Kanczok	POL	278.41
4	V Gorynin	UKR	278.31
5	F Mang	AUT	265.02
6	C Blaszczyk	POL	257.17
7	J Orel	CZE	242.12
8	S Kubit	POL	231.15
9	J Wojtak	POL	191.57
10	J Kabacinski	POL	182.90

F1E-Junior 5 flew

1	J Wisniewski	POL	159.18
2	W Smolka	POL	140.93

Toszek Cup, Toszek, Poland, September 2

F1E 29 flew

1	R Mang	AUT	500.00
2	V Gorynin	UKR	497.50
3	F Kanczok	POL	491.67
4	S Eugeniusz	POL	439.17
5	J Zurowski	POL	430.00
6	J Orel	CZE	426.67
7	J Wisniewski (J)	POL	420.83
8	I Kaynes	GBR	406.67

F1E-Junior 6 flew

1	J Wisniewski	POL	420.83
2	D Karpowicz	POL	356.66
3	M Tomecki	POL	200.00

Friendship Cup of Ukraine, Gliwice, Poland, Sept 3

F1E 20 flew

1	J Orel	CZE	294.17	
2	F Mang	AUT	277.50	
3	A Roux	FRA	263.33	
4	P Kildau	UKR	260.83	
5	V Gorynin	UKR	257.50	
6	E Slomka	POL	247.50	
7	R Mang	AUT	239.17	
8	K Zurowski	POL	210.00	+13
9	F Kanczok	POL	210.00	

F1E-Junior 2 flew

1	D Karpowicz	POL	125.83

F1E EVENTS, MARTIN, SLOVAKIA SEPT 8-10

Swiss Cup F1E, September 8

F1E 29 flew

1	J Zurowski	POL	500.00
2	P Chaussebourg	FRA	495.00
3	W Dziuba	POL	477.92
4	I Treger	SVK	463.33
5	F Doupovec	CZE	441.67
6	A Roux	FRA	434.59
7	O Holubec (J)	CZE	428.33
8	P Polonec	SVK	418.75

F1E-Junior 5 flew

1	O Holubec	CZE	428.33
2	V Drmlova	SVK	391.25

Martin Cup, September 9

F1E 29 flew

1	J Zurowski	POL	486.25
2	V Zima	CZE	466.67
3	P Chaussebourg	FRA	429.17
4	R Mang	AUT	428.75
5	J Orel	CZE	415.00
6	K Zurowski	POL	381.66
7	A Roux	FRA	332.92
8	F Doupovec	CZE	332.50

F1E-Junior 6 flew

1	L Kozuchova	SVK	254.58
2	J Pour	CZE	147.92

Nosko Memorial Cup, September 10

F1E 26 flew

1	A Roux	FRA	400.00
2	S Kubit	POL	368.75
3	J Drmla	SVK	340.83
4	V Zima	CZE	330.00
5	F Doupovec	CZE	322.08
6	J Wisniewski (J)	POL	297.50
7	E Kozuchova (J)	SVK	292.49
8	V Drmlova (J)	SVK	287.91

F1E-Junior 5 flew

1	J Wisniewski	POL	297.50
2	E Kozuchova	SVK	292.49

FRANCE F1E EVENTS, ST JEAN DE SAUVES, SEPT 16-17

Ian Kaynes: This event was flown on a good slope near the village of Leugny, just along from St Jean de Sauves. With a light wind typically 2 to 3 m/s the max was set at 120 for the first two rounds and 180 for the last three. Only two had full scores - Alexander Winker and Pierre Chaussebourg. Pierre chose to fly eastwards along the slope, anticipating that if flying forwards on slope then thermal lift it would be hard to beat Alexander's good glider. Pierre's model went eastwards rather quickly while Alexander's did find good lift for a long flight straight ahead of the slope and the victory.

The second day started with rain and the wind blowing partly down the slope. Patience was rewarded and the contest started just before midday when the rian had stopped and the wind turned on to the slope as forecast. It was a moderate strength for the first rounds with maxes 120, 180, 180, then the wind dropped somewhat and the last two rounds were flown to a 240 sec max. This cut the number of full scores to just one, Felix Primau.

13th F1E Poitou Charentes, September 16

F1E 28 flew

1	A Winker	GER	500.00	+285
2	P Chaussebourg	FRA	500.00	+216
3	A Roux	FRA	495.56	
4	K Winker	GER	494.17	
5	A Trachez	FRA	489.44	
6	I Kaynes	GBR	476.67	
7	M Tomazzoni	ITA	473.33	
8	A Trachez	FRA	461.94	
9	J Chabot	FRA	458.06	
10	F Primau	FRA	449.45	

F1E-Junior 6 flew

1	T Laura	FRA	439.45
2	F Winker	GER	430.00
3	N Laura	FRA	407.78

Poitou Moncontour F1E, September 17

F1E 25 flew

1	F Primau	FRA	500.00
2	J Drapeau	FRA	498.33
3	A Winker	GER	495.00
4	A Trachez	FRA	492.08
5	F Winker (J)	GER	481.67
6	Y Jallet	FRA	477.78
7	M Rigault	FRA	472.08
8	I Kaynes	GBR	459.59
9	B Trachez	FRA	444.44

F1E-Junior 5 flew

1	F Winker	GER	481.67
2	C Trachez	FRA	439.44
3	T Laura	FRA	407.92

CZECH F1E EVENTS AT RANA, SEPT 23-24

Ian Kaynes: These two events were flown on the west facing slope at Rana, overlooking the airfield. The 240 then 300 maxes of the first two rounds were easy then the wind shifted to the north and so was blowing across the slope. Thus the final rounds were difficult and there were no full scores at the end.

The second day started absolutely calm then becoming a gentle breeze on to the slope. This was much easier and with a 240 max followed by four rounds of 300 maxes there would need to be a flyoff. I didn't see anything of that since I was downwind trying to get my best model out of a tree. It was well wedged into the branches on top of the small tree and trying to lift it upwards only resulted in the wing and pylon breaking off the fuselage. I got one wing the following morning and after that the rest of the model apparently fell out and was taken to the airfield, now awaiting return and repair.

Kalich Cup 1, September 23

F1E 25 flew

1	J Orel	CZE	478.60
2	V Zima	CZE	450.91
3	J Pour (J)	CZE	447.08
4	T Hlavinka	CZE	410.05
5	M Stryia	POL	399.81
6	I Blazkova	CZE	398.56
7	F Mehr	GER	396.87

F1E-Junior 6 flew

1	J Pour	CZE	447.08
2	J Koubek	CZE	355.45
3	V Kamenicky	CZE	343.80

Kalich Cup 2, September 24

F1E 13 flew

1	T Hlavinka	CZE	500.00	+239
2	J Orel	CZE	500.00	+220
3	S Kubit	POL	500.00	+178
4	V Zima	CZE	500.00	+118
5	F Doupovec	CZE	498.33	

CANADA CUP, Tottenham, Canada, July 15

F1A 7 flew

1	A Studnik	ISR	1110	+288
2	J Danier	CAN	1110	+247
3	S Rosenzveig	USA	1110	+244
4	V Lazarovich	CAN	1102	

F1B 6 flew 4 full scores

1	A Andriukov	USA	1110	+439
2	L Horak	CAN	1110	+407
3	T Mathews	CAN	1110	+400

F1C 1 flew

1	Y Shvedenkov	CAN	1110

POITOU, NOIZÉ, Thouars, France, Aug 16-17

F1A 48 flew

1	B Pouzet	FRA	1200	+153
2	E Ragot	FRA	1200	+118
3	B Trachez	FRA	1200	+117
4	J Cooper	GBR	1184	
5	G Bernard	FRA	1163	
6	K Van De Ven	NED	1162	
7	C Bachmann	SUI	1158	
8	E Bernard	FRA	1155	
9	M Dupont	FRA	1153	
10	R Assmuss	GER	1148	
11	D Seren	GER	1126	
12	B Clere	FRA	1122	
13	L Chene (J)	FRA	1117	
14	F Aberlenc	FRA	1105	
15	V Croguennec	FRA	1063	
16	R Jack	GBR	995	

F1A-Junior 7 flew

1	L Chene	FRA	1117		
2	O Thevenon	FRA	947		
3	E Thevenon	FRA	894		

F1B 27 flew

1	B Marquois	FRA	1320	+360	+285
2	S Tedeschi	FRA	1320	+360	+259
3	B Marquois	FRA	1320	+262	
4	P Ball	GBR	1320	+239	
5	M Rigault	FRA	1320	+207	
6	G Willemsen	NED	1320	+52	
7	M Tisserond	FRA	1320		
8	D Barberis	FRA	1318		
9	D Chevenard	FRA	1279		
10	M Marquois	FRA	1271		
11	R Nouvian	FRA	1233		
12	J Jacquemin	FRA	1232		
13	B Jacquemin	FRA	1221		

F1B-Junior 3 flew

1	M Morandini	FRA	1170
2	J Tisserond	FRA	1154

F1C 9 flew

1	Y Vasilyev	BLR	1320
2	A Jack	GBR	1226
3	G Briere	FRA	1222
4	P Marrot	FRA	1203

F1Q 9 flew

1	P Ceres	FRA	1312
2	P Buchwald	DEN	1273
3	T Oxager	DEN	1256
4	R Assmuss	GER	1250

EIFELPOKAL, Zülpich, Germany, Aug 25-27

F1A 61 flew

1	I Kreetz	NED	960	+377	
2	R Assmuss	GER	960	+332	
3	J Schellhase	GER	960	+289	
4	B Pouzet	FRA	960	+277	
5	M Kosonozkhin	RUS	960	+275	
6	O Pshenychnyy	UKR	960	+271	
7	F Adametz	GER	960	+269	
7	E Ragot	FRA	960	+269	
9	L Chene (J)	FRA	960	+267	
10	S Limberger	GER	960	+248	
11	B Muller	GER	960	+241	
12	V Bajorat	GER	960	+236	
13	A Van Wallene	NED	960	+230	
14	G Aringer	AUT	960	+188	
15	L Aringer	AUT	960	+159	
16	D Sauter	GER	960	+45	
17	M Van Dijk	NED	960	+31	
18	J Vosejpka	CZE	958		

F1A-Junior 8 flew

1	L Chene	FRA	960	+267	
2	S Pietzko	GER	952		
3	C Ragot	FRA	915		

F1B 31 flew

1	M Kovalenko	UKR	720	+433	
2	H Pietzko	GER	720	+425	
3	S Stefanchuk	UKR	720	+417	
4	B Silz	GER	720	+371	
5	M Seifert	GER	720	+296	
6	G Brinks	NED	720	+276	
7	G Willemsen	NED	720	+275	
8	D Paff	GER	720	+246	
9	K Lamers	NED	720	+231	
10	E Crins	NED	720	+228	
11	H Helmbrecht	GER	720	+222	
12	I Yurtseven	TUR	720	+158	
13	G Batiuk	GER	720		

F1B-Junior 1 flew

1	C Gozalo	GER	717

F1C 9 flew

1	V Sychov	SLO	720	+491
2	G Biere	FRA	720	+411
3	M Sondhauss	GER	720	+359
4	P Marrot	FRA	720	+344

F1Q 3 flew

1	D Sauter	GER	720	+480
2	R Assmuss	GER	720	+404

IZET KURTALIC, BOSANSKI PETROVAC, BOSNIA-HERZEGOVINA, AUG 26

F1A 19 flew

1	T Weimer	GER	1020
2	E Sahinovic	BIH	996
3	M Lemut	SLO	990
4	R Bjelajac	ARG	896

F1A-Junior 6 flew

1	P Matic	SLO	797
2	M Bencik	SLO	775

F1B 6 flew 3 full scores

1	M Kapetanovic	BIH	1020	+460
2	S Sabo	CRO	1020	+382
3	H Jusufbasic	BIH	1020	+217

F1C 3 flew

1	R Truppe	AUT	1020
2	A Vidensek	SLO	710

3 WORLD CUP EVENTS, CROATIA, SEPT 1-3

Siscia Cup, Krbava, September 1

F1A 33 flew 12 full scores

1	R Lopez	ARG	960	+360	+452
2	I Shichman	ISR	960	+360	+439
3	H Fuss	AUT	960	+360	+417
4	L Biteznik	SLO	960	+359	
5	M Hrast	SLO	960	+325	
6	A Trofimenko	UKR	960	+315	

F1A-Junior 5 flew

1	V Rossler	CZE	938	
2	S Budimcic	BIH	925	

F1B 11 flew 6 full scores

1	I Oleh	UKR	960	+360
2	S Sabo	CRO	960	+312
3	V Nereng	NOR	960	+266
4	V Tomljanovic	CRO	960	+259

F1B-Junior 1 flew

1	M Pavichievaz	CRO	187

F1C 3 flew 2 full scores

1	V Sychov	SLO	960	+316
2	R Truppe	AUT	960	+274

F1Q 7 flew 5 full scores

1	Z Grepl	CRO	960	+360	+480
2	S Bolko	POL	960	+360	+426
3	G Kertesz	HUN	960	+360	+402

FF CRO Cup, Korenica, September 2

F1A 31 flew

1	G Aringer	AUT	360	+363	
2	J Nyhegn	DEN	360	+316	
3	I Bombek	CRO	360	+300	
4	I Bezak	SVK	360	+284	
5	M Hrast	SLO	360	+280	
6	B Bagari	SLO	360	+222	

F1B 15 flew 9 full scores

1	A Franic	CRO	360	+394	
2	E Dag	NOR	360	+283	
3	E Gorban	UKR	360	+239	
4	F Makushniak	UKR	360	+225	
5	O Ihchenko	UKR	360	+115	

F1A-Junior 5 flew

1	F Klobusicky	SVK	360		
2	M Habjanic	SLO	316		

F1C 4 flew

1	V Sychov	SLO	349		
2	Y Vasilyev	BLR	326		

Mura Cup of Slovenia, Krbava, September 3

F1A 21 flew

1	I Shichman	ISR	960	+360	+445
2	G Aringer	AUT	960	+360	+269
3	M Lemut	SLO	960	+360	+216
4	I Bezak	SVK	960	+360	+207
5	B Bagari	SLO	960	+238	
6	A Barron	USA	960	+231	

F1A-Junior 2 flew 1 full scores

1	V Rossler	CZE	960	+170	

F1B 6 flew

1	V Nereng	NOR	960		
2	D Larsen	NOR	940		
3	D Stankovic	SLO	900		

F1C 2 flew

1	V Sychov	SLO	552		

F1Q 4 flew 2 full scores

1	O Sirkis	ISR	960	+360	+481
2	Z Grepl	CRO	960	+360	+464

NORBI CUP, TURBIA, POLAND, SEPT 1-3

F1A 25 flew 7 full scores

1	D Stezalski	POL	600	+205	
2	K Huber	SWE	600	+202	
3	R Gadek (J)	POL	600	+201	
4	K Halicki	POL	600	+200	
5	O Pshenychnyy	UKR	600	+199	

F1A-Junior 8 flew 3 full scores

1	R Gadek	POL	600	+201	
2	P Wielosz-Halasa	POL	600	+187	
3	D Skwarek	POL	600	+150	

F1B 15 flew 9 full scores

1	S Skibicki	POL	660	+273	
2	A Krawiec	POL	660	+255	
3	A Poczobut	POL	660	+222	
4	D Lipski (J)	POL	660	+218	

F1B-Junior 6 flew 4 full scores

1	D Lipski	POL	660	+218	
2	K Lukaszewicz	POL	660	+199	

F1C 6 flew

1	M Roman	POL	600	+198	
2	J Wlodarczyk	POL	600	+147	
3	M Gasiorowski	POL	600	+131	

F1P-Junior 1 flew

1	D Bogomaz	POL	120		

BULGARIA CUP, Valchitran, Bulgaria, Sep 8-9

F1A 33 flew 7 full scores

1	P Findahl	SWE	960	+310	
2	R Koglot	SLO	960	+308	
3	M Mandichev	BUL	960	+299	
4	T Weimer	GER	960	+247	
5	R Lesko	CRO	960	+241	
6	O Gurer	TUR	960	+238	

F1B 11 flew 5 full scores

1	V Romanchenko	UKR	900	+277	
2	I Yurtseven	TUR	900	+224	
3	G Gorbach	RUS	900	+213	
4	O Askin	TUR	900	+188	
5	D Petcu	ROU	900	+180	

F1B-Junior 3 flew

1	K Ivanova	BUL	669		

F1A-Junior 10 flew

1	T Kiss	ROU	885		
2	V Peykova	BUL	804		
3	B Terziev	BUL	786		

F1C 4 flew

1	S Dobrev	BUL	960		
2	P Genchev	BUL	898		

F1Q 1 flew

1	I Kaynes	GBR	913		

SOFIA CUP, Valchitran, Bulgaria, Sept 9-10

F1A 30 flew 7 full scores

1	P Findahl	SWE	960	+337	
2	T Hanhilammi	FIN	960	+336	
3	M Yordanov	BUL	960	+290	
4	O Karhunen	FIN	960	+284	
5	K Kulmakko	FIN	960	+257	

F1A-Junior 11 flew

1	T Kiss	ROU	908		
2	B Terziev	BUL	857		
3	M Stefanov	BUL	777		

F1B 10 flew

1	G Gorbach	RUS	960		
2	I Yurtseven	TUR	923		
3	O Askin	TUR	919		
4	M Gurer	TUR	898		

F1B-Junior 4 flew

1	K Ivanova	BUL	848		
2	G Milanov	BUL	312		

F1C 7 flew

1	U Zilbershtain	KAZ	960		
2	S Dobrev	BUL	922		

F1Q 1 flew

1	I Kaynes	GBR	540		

F1PJ 2 flew

1	V Tsekova	BUL	54		

BMFA 7TH AREA MEETING, SEPTEMBER 17

Scotland	Dry 11 mph
North West	Good conditions
Northern	Wet at times also windy
Midland	Bright 5 to 15 mph
London	Light cloud 8 to 12 mph
East Anglia	Rain early then 7 to 8 mph
Western	Dry 5 to10 mph
South East	Sunny light breeze
Southern	Bright 7 mph
South West	10mph sunny

Classic Glider 19 flew

1	T Knight	Crawley	7.30	+2.35
2	C Redrup	Crookham	7.39	+2.01
3	G Smith	Crookham	7.30	+1.50
4	K Taylor	East Grinstead	7.03	
5	J Hook	Crookham	6.58	
6	R Taylor	East Grinstead	6.56	
7	G Manion	Birmingham	6.54	
8	R Heap	Biggles	6.53	

Combined Team Rubber Farrow Shield 26 flew

1	E Tyson	Crookham	7.30	+5.51
2	A Moorhouse	Vikings	7.30	+5.06
3	M Stagg	Bristol & West	7.30	+4.03
4	S Willis	Croydon	7.30	+3.48
5	P Woodhouse	Morley	7.30	+2.29
6	J Leadbeater	NWFFG	7.30	
7	G Oulds	Crawley	7.19	
7	A Cameron	Crawley	7.19	
9	R Elliott	Croydon	7.11	
10	A Brocklehurst	Bristol & West	7.08	
11	M Marshall	Impington	7.02	
12	P Jellis	Croydon	6.50	

FarrowShield

IK: The team rubber results were not supplied with this release of Area results. My unofficial assessment of the team places is:

1	Crawley	20.42	G Oulds, A Cameron, R Willes
2	Croydon	20.31	R Elliott, P Jellis, D Thomson
3	Crookham	19.13	E Tyson, P Hall, J Patton

F1C Buskell Trophy 2 flew

1	A Jack	MFFC	12.30	+2.46
2	S Dixon	Birmingham	11.57	

Combined Electric 9 flew, 5 full scores

1	C Strachan	Biggles	7.30	+6.33
2	P Watson	MFFG	7.30	+5.16
3	C Redrup	Crookham	7.30	+4.22
4	R Grey	Crookham	7.30	+4.03
5	T Payne	Biggles	7.30	+2.04

Classic Rubber/Power 19 flew

1	B Aslett	Bristol & West	7.30	+5.18
2	R Beckford	Bristol & West	7.30	+4.42
3	E Tyson	Crookham	7.30	+4.18
4	E Challis	Crookham	7.30	+2.56
5	D Cox	Crookham	7.30	+2.28
6	G Oulds	Crawley	7.30	+2.26
7	M Marshall	Impington	7.26	

HLG/CAT 8 flew

1	A Cameron	Crawley	5.32
2	M Cook	Crawley	4.46
3	P Ball	Grantham	4.22

Plugge

			Ares 6			Area 7		
		F1A	F1Q	tless	TR	ClsG	ClsRP	total
1	Crookham	128	126	150	154	184	173	2448
2	Morley	41	50	151	104			1627
3	Bristol & West	190		38	157	85	195	1402
4	Biggles	165	75			68		1287
5	Croydon		88	75	161			911
6	Crawley	120		25	150	100	121	802
7	Vikings	121			96			621
7	Midland FFC	83	100					620
9	Grantham	141		13	61	37	21	572
10	CVA				42	69	84	407
11	East Grinstead	21			31	158	53	359
12	Peterborough	7					16	335
13	Chichester	62				47		239
14	Scotia						G	225
15	Birmingham	42						224

BMFA TEAM SELECTION

F1A 9 flew

1	C Edge	1132
2	R Jack	1122
3	J Williams	1054
4	J Carter	1015
5	P Williams	975
6	P Tribe	942

F1B 9 flew

1	M Woolner	1290
2	M Woodhouse	1266
3	P Brown	1238
4	R Peers	1205
5	M Benns	1188
6	P Pietrzak	1174

F1C 4 flew

1	M Lester	1290
2	A Jack	1232
3	K Faux	976
4	N Allen	721

SOUTHERN COUPE LEAGUE

6th Round - Southern Area Gala Odiham Sept 9

Report by Peter Hall

There's something wrong with 2017. The latest catastrophe, hurricane Irma and her malign siblings, although 4565 miles away, even managed to ruin our day at Odiham. That makes four spoiled league events in a row and the league table is looking worryingly thin in consequence. The Chinooks based at Odiham were urgently needed in the British Virgin Islands and so the competition start was delayed by their preparations. After a fine morning with a W.S.W. breeze the rain came and we were given the all clear to start the competition. It was 1.30 p.m. and we had to finish at four so only three flights for coupe were required. The breeze would take us perilously near the hangers so a 1.30 max was set; not much of a challenge then. The rain stopped, the wind dropped, the sun came out and Ken Taylor who had obviously not started to pack up thinking the day was over was out in a flash caught the air and easily maxed. Peter Hall and Ted Challis followed with the same result. Roy Vaughn was still winding when the competition was stopped, the Chinooks were on the move. It was a little after two p.m.

A lot of work goes into sustaining this venerable event and we are grateful to Odiham, as an operational airfield, for enabling it in these nervous times. The league organisers now had a problem. What to do about the scores? Whatever else you may say about them they are decisive and quick off the mark and resolved to award eleven points to each of the three fliers, this being the average of the scores for the first three places rounded up plus one point for a max. as usual. In consequence Taylor now takes seventh equal place in the league table, Challis makes his mark and Hall (one of the organisers) has a suspiciously large lead. The next qualifying event is at the Crookham Gala on Salisbury Plain on Sunday September 24. In keeping with this rather gloomy report I shall abandon my usual cheery optimism for the weather and predict a gale, continuous horizontal rain and snow later. I'll be surprised if anyone shows up.

7th Round: Crookham Gala, Salisbury Plain, Sept 24

Despite my gloomy forecast for this event the day was tolerable; thick cloud, and a south-east then south 10-12 m.p.h. breeze, probably 15 at flying height. But the rain came at the fly-off so I get one point for that. We were flying from the 'trimming field' which is easy to access and just safe enough for a light south-easterly, but as it picked up and veered south the models were landing astride the Shrewton-Chitterne road so we upped sticks and led by the four-wheel drivers processed south to a safer launch point. The short day (10am - 4pm) and the long retrieves through the uncropped grass persuaded the C.D. to require three flights for coupe to a two minute max. Ken Taylor was first off and got three maxes in no time and then took two more with his vintage model just to show how easy it was. I should point out that Mr Taylor regularly does sixty-mile bike rides and is probably as fit as a flea. Alan Brocklehurst put in three maxes at a more leisurely pace, his first nearly flying away due to an RDT mishap. Peter Hall managed a trouble-free day and so three flew off at 4.15. Rain was expected so a 1.30 DT fly-off was decided resulting in three unspectacular and almost identical flights, Hall taking first place just one second ahead of Brocklehurst - both having the advantage of RDT - and four ahead of Taylor who didn't.

In a previous report I mentioned Dave Hipperson's comment that the competition flyer's conduct on the field is the key factor given an adequate model. A bit of luck is also needed especially with light-weight coupes bobbing about like corks in a mill-race. Gavin Manion's locked-down coupe has a burst comparable to a VIT model, very impressive, but he dropped his second flight and so took fourth place. Jim Paton, Don Thomson and Ted Tyson were likewise out of luck. Paton dived in after a gust unseated his tailplane (why does that sound funny?) and he withdrew after breaking his prop. Ted Challis will not want to be reminded about his day, so here goes - His Etienvre weathercocked its way out of lift on the first climb so he added an extra bit of right side-thrust which induced a wing-over into the ground on his second. After this attempt, repeating the flight, his prop blade came off as he launched. As is often the case the crash had left no evident damage in order to take the opportunity to ruin two flights. Martin Stagg did not record his scores and so does not appear in the results table. He confided that his Tomy wiggler and

then his prop. had fallen off, attributing these mishaps, somewhat ambiguously, to the ageing process.

The next and final round in this year's League programme is of course Coupe Europa, SATURDAY September 30th on Salisbury Plain and the forecast looks promising. With seventeen points on offer for first place there are lots of contenders for second place in the League Only five scores count so P Hall may not try quite so hard,

P.S A confession: For the DT fly-off I flew a locked down coupe fitted with RDT to make sure I got the time spot on to avoid penalties. This model has a tip -up wing and tail and comes down fast out any thermal. I locked the wing down and set the tail tip-up angle to 45 degrees. This guarantees a fully-stalled wing, and is of the course standard practice. There are as yet no rules governing DT fly-off and I've touched on some of the difficulties in establishing these before. I'm now convinced that all we need to say for rubber-driven or power tractor monoplanes is that a legitimate DT device should reset the decalage to 45 degrees plus or minus five degrees, checkable by template if necessary. This causes the model to settle into a stable descent with the fuselage horizontal after the flight is disrupted. A greater or lesser decalage causes a stalling, looping or spinning descent to the ground and the flight should be disqualified. The glider boys with tiny tailplanes and those going tailless can work out their own system.

	maxes	score	time	pts
1	P Hall	Crookham	3	15
2	A Brocklehurst	Bristol & West	3	12
3	K Taylor	East Grinstead	3	11
4	G Manion	Birmingham	2	9
5	D Thomson	Croydon	1	7
6	J Paton	Crookham	0	6
7	E Tyson	Crookham	0	4
8	T Challis	Crookham	0	3

League

			SG	Odh	Crkhm	Total
1	P Hall	Crookham	9	11	15	62
2	G Manion	Birmingham	13		9	31
3	K Taylor	East Grinstead		11	11	28
4	R Vaughn	Crookham				23
4	R Fryer	Oxford	10			23
6	E Tyson	Crookham			4	21
7	A Moorhouse	Vikings				20
7	A Brocklehurst	Bristol & West	7		12	20
9	B Dennis	Grantham				19
10	P Ball	Grantham				15
10	D Thomson	Croydon			7	15
12	T Challis	Crookham		11	3	14

FREE FLIGHT FORUM

The thirty-third BMFA Free-Flight Forum will start at 10 a.m. on Nov. 19th, the day after the AGM, at the Hinckley Island Hotel, A5 Watling Street, Hinckley, LE10 3JA. As usual we have a wide range of presentations on free-flight, so come along, find out what makes this branch of our sport so enjoyable and enjoy a day with these speakers:

Why FAI? - Stuart Darmon; Designing for Scale Competition - Andy Sephton; Experience with Making Carbon/Foam "Moulded" Wings - Alan Jack; Generating Youngsters' Interest in Aeromodelling - John Jacomb; Small Field Contests - Brian Lever; Project Swansong – a Last Hurrah for the Outsize Open Glider - Stuart Darmon; A Simplified Description of Electric Drives for Free Flight Models - Alan Jack

Lunch will be available and the finish will be at around 5 p.m. The cost for the session will be just £10, with proceeds going towards the expenses of the teams that represent us at World and European F/F Championships. Pre-booking will ensure that you get a seat, so send your cheque, payable to 'BMFA F/F Team Support', to the BMFA office at 31, St. Andrews Road, Leicester LE2 8RE.

NFFS SYMPOSIUM REPORT

The 2017 NFFS Symposium Report is now available. This is the fiftieth Symposium Report, which have continued annually since the first report in 1968. The editor, David Mills, presents comments and reminiscences from almost all of the editors who are still alive. Most notable was that Bob Dodds and Jim Bennett had edited four reports each. David then goes into the details of what is required of an editor and considers future changes. Even if electronic publication was adopted, he suggests there would still be a place for the paper copy. Many people report the value of browsing through a book shelf full of Symposium back numbers.

The theory section starts with Alan Brocklehurst discussing many aspects of predicting the properties of tailplane aerofoils at low Reynolds Numbers. This is followed by Sergio Montes describing the origin of the Wobbeking tailplane aerofoil and analysing this and other tailplane aerofoils.

Tapio Linkosalo considers the future of E-36/F1S performance. Tapio identifies that performance is increasing to a level which needs a restriction and criticises the ways in which F1Q has been limited. However, while he discusses options for E36, he fails to make any conclusion on the way ahead.

Peter King's "Dawn unlimited rubber, some thoughts and some simulations" is a study of the performance of the AMA Dawn Unlimited class, and includes 3-views of some notable models.

Brian Eggleston has turned his attention to new F1E aerofoils designed to fly fast into strong winds without needing large amounts of ballast. The performance looks impressive, but comes with the need to adjust tailplane setting to trim for the desired wind speed, which is likely to be slower than adding or removing ballast according to the wind speed.

In "Preservation of Old Plans and Decals" Roland Friestad describe show he copies and remove blemishes from old plans.

Then two articles on free flight scale are "Dethermalizers for Small Scale Models" by Tom Hallman, and "Demystifying Rubber-Powered Free Flight Scale in Flying Aces Club Competition" by Vance Gilbert.

Frank Perkins article "Moore's Law and Free Flight: A Fifty Year Retrospective of Free Flight Electronics" covers the development of electronic devised used in free flight, from calculators and computers and free flight software, to electric power, electronic timers, RDT, etc.

"Current F1A Towline Technology" by Allard van Wallene address just that – the technology of the towline, including selection, handling and care for the line and pennant.

Rubber motors are covered in Paul Rossiter's consideration the effects of temperature on rubber performance, and in Bror Eimar's discussion of F1B Rubber Test Tables, including breaking-in techniques, interpretation of tests and restranding motors.

Richard Mathis makes observations on F1C in the 4 second era. He considers that F1C is moving on after the reduction of the run to 4 seconds and he notes that it remains, fast, load and challenging. He considers the effect of the change on different styles of models, the transition to electronic timers and use of altitude as a trimming aid. He later observes that he consider many people have F1C which are not well trimmed.

Omri Sirkis describes his F1Q developments based on the slow cruise approach. He shows details of his three models using geared motors to drive F1B type props and compares and contrasts the trim to that of an F1B. He finishes with his future plan to build a large model up to the now-increased 550g weight for energy allowance.

The final article is by Gene Ulm on using social media to market free flight and describes an interesting experiment to contact people with profiles similar to those of free flighters.

The Report concludes with the Models of the Year:-

Sweet Luke, the F1D of Indoor World Champion 2016 Yuan Kang Lee

Jumbo Scale Beriev BE012 by Patrick Murray

E36 Leepin' Lizzard by Jack Murphy

F1N (Indoor HLGH) 29R by Mitsuru Ishii

Skewed fold F1B hub by Igor Vivchar

and the Hall of Fame inductees (Jim Bennett, Brian Eggleston, Per Findahl, Al Lidberg, John Morrill, Ralph and Walt Prey, Hank Sperzel) and finally the 2017 Presidential Message from John Lorbiecki.

The 2017 Symposium Report is available from FFn at prices including postage £34.00 in the UK, £38.30 for the rest of Europe, and £42.50 outside Europe. If you want to extend your FFn subscription at the same time, the prices remain £10 one year by email, £18 2 years by email, and one year prices for posted paper copies are £21 UK, £25 Europe or £30 Worldwide (or for 2 years £40, £47 or £57 respectively).

DISPOSAL OF MODELS OF JOHN THOMPSON

Following the sad passing of Crookham Contest Modellers' Chairman, John Thompson, his family have agreed that club members should lead in the disposal of his modelling assets. This task is being carried out in stages and the first of these is for the sale of his complete models. The list below details the models available including the engine and timer that comes with each of them. The models are, of course, all free flight contest power models.

Bids are invited for any model in the list – these should be sent by email to tonyshepherd50@hotmail.com. A photo of each model is available and will be forwarded to interested parties on request. It should be noted that none of the models can be guaranteed to conform to the original plan as John's desire was to achieve the maximum height in the minimum possible time! For this reason he occasionally made minor changes to achieve his objectives, whilst retaining the essential features of the original design. Hence "caveat emptor" prevails should the bidder think of entering a vintage or classic competition with any of the models.

All models are currently held by John Hook of Flitehook from whom models may be collected by winning bidders. John is also prepared to transport them to any of the flying meetings which he attends and hand them over there.

All proceeds will go to John's preferred charity, Naomi House Hospices for children and young adults. For this reason it is requested that those making bids for models will bear this in mind and offer suitably generous amounts whilst not looking at this as an opportunity to get valuable hardware cheaply for subsequent selling on at significant profit via internet auction sites. For this reason the Crookham Contest Modellers involved in this disposal reserve the right to reject any bid that they consider to be unrealistically low.

Model	Engine	Timer	Condition
San de Hogan	ASP 36	None	Fair
Slick Stick '52`	OS Max 15 LA	Mech	Fair
La Bestia	ASP 15	Mech	Fair
Monks '57 (Short model)	ASP 15	Mech	Fair
Binkie '51	AMA 049	None	Fair
Jimp	K & B Torp 15	Mech	Poor/Fair
Night Train II	ASP 15 CV	None	Fair
Creepish	AP 15	Mech	Fair
Gypsy '49	Cox TD 09	Mech	Fair
Fubar	OK Cub	Mech	Fair
Texan '59	AP 15 Elect?	Fair	
Stormie '52	OS Max 15 LA	None	Fair
M 30 (Italian) '49	Elfin 1.49 (beam)	Mech	Fair
Almost a Slicker 50	Elfin 1.49 (beam)	Mech	Fair
No 18	PAW 19	Mech	Fair
Dixielander	OS 10 Mech	Fair	
Senior Tabu	V / V 15	Mech	Fair
Raketa	ASP 15	Mech	Poor
Jay Bird '56	Nelson	Mech	Fair
Stomper	AM 1.5	Mech	Fair
Ramrod 420	AP 15 Mech	Fair	
Almost a Toreador	OS 15 Mech	Fair	
Vapour Trail '53	K & B Torp 15	Mech	Poor
Le Timide	PAW 0.8	Mech	Poor
Champion	Elfin 1.49 (beam)	None	Fair
Y - Bar	Elfin 1.49 (beam)	Mech	Fair
Satellite 420	AP 15	None	Fair
Lucky Lindy '56	OS Max 15	Mech	Poor
Crescendo	Nelson	None	Fair
Baby Burd	OK Cub	Mech	Poor
Phoenix (Ehling)	Elfin 1.8 radial	Mech	Fair

All models are complete with fuselage, wings & tailplane

Colour scheme - generally black fuselage, white wings. tailplanes vary!

Timers: Variety of mechanical, mostly scroll.

Some models have servo fitted for RDT but none have RDT Rx

Build standard is generally good (as would be expected)

Condition: Fair = probably flyable;
Poor = patched up repairs but still probably flyable

Photo: Colour photo available

BMFA FREE FLIGHT CHAMPIONSHIP

		NG	London Gala		Nationals			Area	Area	Area	East Anglia		TOTAL
			Day 1	Day 2	Day1	Day2	Day3	4	5	6	Day1	Day 2	
1	P Ball	8	8		18	15	9	15	4	15.33	12	12.5	135.83
2	S Willis	18			3	9		13	3	12	6	3.5	82.5
3	C Foster		4			7	13	12	2	6	5	10	74
4	C Strachan				6	6	6		8	8	10	7	68
5	P Watson	12	4			6			6	9	3	4	65
6	T Payne	9	4		6		1	9	5		2	3	62
7	C Redrup	12	3		6	4		3	9	3			55
8	A Jack	9	2		9	3	6	1	4	6.33		2	45.33
9	J Cooper	9	6		2	3	3		9	3		9	44
10	D Cox	6	4	2		5		1	4				39
11	C Edge					9	9						36
12	S Barnes	8			2.5	3	6		6	6.33			35.83
13	T Grey		1		9	6		2	3	6			33
14	P Woodhouse				4	2	6	6					32
15	J Pennington		18		1.5	6							31.5
16	S Dixon	7	6		1					3			27
17	G Hart	6						3	6		1	8	25
18	A Moorhouse	2			0.6			3		1	4	1	24.6