# FREE FLIGHT news

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## FFn DIARY

### A Subscription Renewal Form is included at pages 79 and 80

Shown here is the remaining 2020 BMFA event and the Championships scheduled for 2021 and 2022 which have a date and venue. The other 2022 Championships are subject to bids and will be awarded later.

Not shown are any other international events. Some of the planned World Cup events in 2020 may continue as open internationals, but the situation is changing rapidly. These are left for reader direct contact with the previously published organisers.

| | |
|---|---|
| November 22 (N.B. Saturday) Barkston Heath | BMFA Midland Gala. F1H, F1G, BMFA1/2A Power, E36, P30, SLOP, Mini Vintage, CO2, HLG-CLG. Contact: Phil Ball 07470 177947email: phil.ball@ntlworld.com<br>Also Cranfield Classic (see FFn issues 2001 and 2009) which had been planned as extra event at Nationals. Contact for Cranfield 60 is Simon Dixon dixonfamily100@yahoo.co.uk |
| November 15 | Free Flight Forum. See page 78 of this issue. |
| December | Grand Coupe de Birmingham - **CANCELLED** |
| July 17-20 Turda, Romania | 2021 F1E World Championships |
| August 14-21 Moncontour, France | 2021 F1ABC World Championships and F1ABP Junior World Championships |
| August 1-4 Turda, Romania | 2022 F1E European Championships |
| December 6-8 Slanic Prahova, Romania | 2021 F1D Indoor World Championships |

*Roy Vaughn, joint winner of the 2020 Southern Coupe League*

*Brocklehurst photo*

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## FFN

A subscription renewal form is included with this issue. There is the opportunity to order NFFS Symposium Reports from FFn at the same time, but please note that numbers are running low on the 2020 Report.

## CIAM

During October CIAM held a series of remote meetings to cover the business which had planned for the Plenary meeting due to have been held in April 2020. Technical meetings were held between October 10th and 17th for discussion of the class rules proposals for F2 Control Line, F9 drones, F3FJ radio soaring, F5B electric and F3 pylon. A similar meeting was held on October 24 for consideration of the general rule proposals. In the absence of a Free Flight meeting this year, the proposal to add F1Q Junior as a World Cup event was considered with the general rules. Final voting on the rule change proposals will take place on November 8th and 9th.

Elections were held on October 25th to determine the winner of the 2020 FAI Aeromodelling Gold Medal and for Bureau positions of second vice-president and Control Line subcommittee chairman

The final Plenary meeting will be held on November 14th, including decisions on Championship bids that have not yet been awarded.

## NEWS FROM BMFA FF TECH COMMITTEE

All correspondence re this news to the FFTC Secretary:

Stephen Philpott, 14 Durley Drive, Sutton Coldfield, B73 6QT. Tel 0121 354 4448 mob 07939 205047. Email srphilpott@aol.com

The FFTC held an internet virtual Zoom meeting from their homes on 7 October 2020.

### Rule changes for 2021

These concern changes to the Team Selection Process. 3.2.4.1 for F1ABCP and 3.2.4.2 for F1E are changed to allow team selection events to be held in the same year as the championships, to allow of the exceptional circumstances such as arises for next year.

In the rules for the Bowden class, 3.14.2 will be changed to limit engine size to 2.5cc#

### Driving on Salisbury Plain

We have frequently been reminded by the authorities that allow our access to Area 8 of:

1. The need to drive and behave safely, as it is a potentially dangerous place.

2. Respect the environment, as it is a conservation area with numerous vulnerable species.

More recently all users of the Plain have been asked to avoid creating any new vehicle tracks.

The Salisbury Plain Military Lands Byelaws 1983, state that a driver may only leave the road (Public Right of Way), by 15 yards, and then only to park. For practical reasons, the interpretation of this can be somewhat liberal for our purposes.

Three farmers have grazing licences for Area 8, and an annual hay crop is taken from the plateau. Their rights and livelihoods must be respected.

This leads to the conclusion that vehicle movements should be kept to a minimum on grassy areas, and any motorised retrieval should be confined to the well-established tracks.

We never know who is watching our behaviour on any of our few remaining flying sites.

And following the meeting:

### Midland Gala – Postponed

The FFTC have decided to postpone the Midland Gala, we would like to apologise for any inconvenience caused by this change. The weather forecast is for very high winds on Saturday 24 October, and it is highly unlikely that the event would attract many entries. In this extraordinary year we have only managed to run a few competitions so we have decided to move the Midland Gala to Sunday 22 November to hopefully provide a more flyable day for a larger number of competitors. It will not be moved again. The same events will be flown as advertised and the venue remains at RAF Barkston Heath.

## COUPE 20 L BY PETER HALL

This model was based on Alan Brocklehurst's work on optimum coupe size (ref. Free Flight Forum 2020) The key feature, the very high wing aspect ratio exceeds his recommendation (AB=16, PH=17.5) Alan warns that effective turbulation is needed and the model weight should be close to the minimum.

The wing main spar is a 4mm carbon micro tube covered with resined carbon/kevlar sock. Outer sections, sock over tapered balsa core. Carbon TE and rib caps. Balsa ribs, LE and sub-spar. Kevlar thread (dotted line on plan) to maintain forehead profile. Wing covered in 5 micron clear mylar, (sprayed). Main spar to LE is tissue covered over the mylar. Tailplane is a 3/32" balsa frame covered silver mylar.

Note: I used the fuselage from an earlier coupe with the pylon too far forward. To get the C.G to 48% I had to ballast the nose 2.3 grams so the flying weight so far is 85.7. Mark 2 could replace this ballast with an instant prop. release mechanism.

## FRENCH CHAMPIONSHIPS F1E

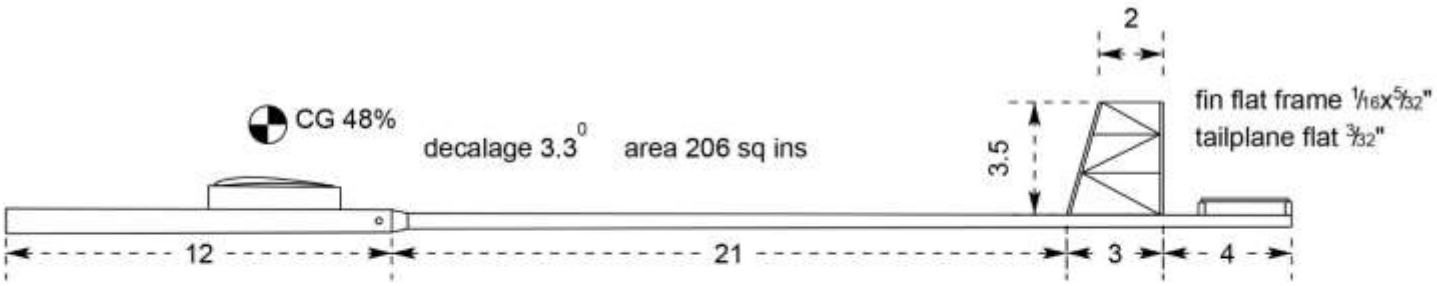
Held at St Jean de Sauves, September 26

16 flew. Maxes: 180 180 180 240 240

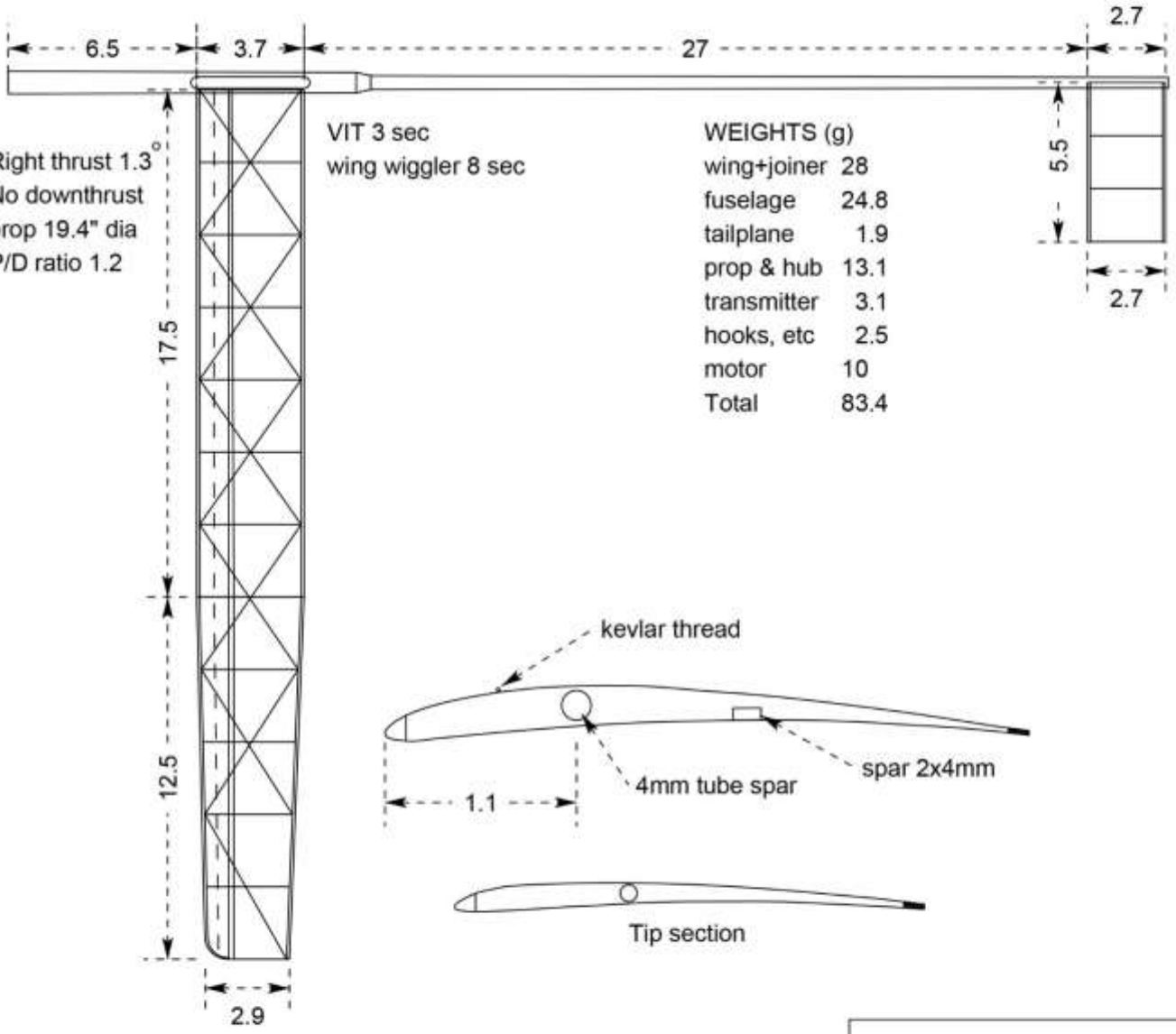
| | | | |
|---|---|---|---|
| 1 | J M Chabot | 500.00% | +163 |
| 2 | A Trachez | 500.00% | +138 |
| 3 | C Trachez | 499.44% | |
| 4 | M Rigault | 488.89% | |
| 5 | S Trachez | 473.33% | |
| 6 | H D Basile | 470.83% | |
| 7 | J L Drapeau | 464.58% | |
| 8 | B Trachez | 456.67% | |
| 9 | A Trachez | 453.06% | |
| 10 | A Roux | 452.92% | |

**F1E Junior 5 flew**

| | | |
|---|---|---|
| 1 | O A Saloum | 466.25% |
| 2 | N Laura | 430.56% |
| 3 | E Crosnier | 390.97% |
| 4 | T Laura | 378.48% |
| 5 | J Laura | 375.98% |




motor tube and boom from Free Flight Supplies




| WEIGHTS (g) | |
|---|---|
| wing+joiner | 28 |
| fuselage | 24.8 |
| tailplane | 1.9 |
| prop & hub | 13.1 |
| transmitter | 3.1 |
| hooks, etc | 2.5 |
| motor | 10 |
| Total | 83.4 |




DIHEDRAL
Tips at 20°

# Coupe 20L
## F1G by Peter Hall

FFn All dimensions ins Scale 1:6

## 44th SIERRA CUP, LOST HILLS, OCTOBER 10

**F1A 14 flew, 3 full scores, 1 F/O**

| | | |
|---|---|---|
| 1 | E Pecenkovic | 1500 |
| 2 | R Puhakka | 1487 |
| 3 | N Goldstein (J) | 1320 |
| 4 | J Parker | 1288 |

**F1B 12 flew, 3 full, 2 F/O**

| | | |
|---|---|---|
| 1 | S Malkhasyan | 2160 |
| 2 | J Fitch | 2108 |
| 3 | M Davis | 2052 |
| 4 | B Jensen | 1316 |

**F1C 3 flew, 2 full scores, 1 F/O**

| | | |
|---|---|---|
| 1 | R McBurnett | 1680 |
| 2 | G Menanno | 1522 |

**F1P 3 flew**

| | | |
|---|---|---|
| 1 | J Kelly | 1302 |
| 2 | H Feistel (J) | 1240 |

**F1Q 2 flew**

1 B Tarcher 1320
2 J Murphy 1212

**F1E 6 flew October 9**

| | | | |
|---|---|---|---|
| 1 | F Terzian | USA | 401.50% |
| 2 | J Greening | USA | 387.76% |
| 3 | M McKeever | USA | 358.83% |
| 4 | P Brocks | USA | 328.27 |

## KOTUKU CUP, LOST HILLS, OCTOBER 11

**F1E 7 flew October 8**

5x180 maxes (round 2 longest flight 156)

| | | | |
|---|---|---|---|
| 1 | J Greening | USA | 417.99% |
| 2 | P Brocks | USA | 411.66% |
| 3 | F Terzian | USA | 409.87% |
| 4 | M McKeever | USA | 381.59% |

**F1A 13 flew**

| | | | | | | |
|---|---|---|---|---|---|---|
| 1 | J Parker | USA | 1320 | +300 | +420 | +426 |
| 2 | E Pecenkovic | BIH | 1320 | +300 | +420 | +365 |
| 3 | S Rosenzweig | USA | 1320 | +300 | +420 | 348 |
| 4 | M McKeever | USA | 1320 | +165 | | |
| 5 | B VanNest | USA | 1307 | | | |
| 6 | G Goldstein | USA | 1298 | | | |

**F1B 11 flew, 8 full scores**

| | | | | | | |
|---|---|---|---|---|---|---|
| 1 | S Malhkasian | USA | 1320 | 300 | 376 | 1996 |
| 2 | B Jensen | USA | 1320 | +300 | +363 | +389 |
| 3 | L Norval | USA | 1320 | +300 | +363 | +301 |
| 4 | W Ghio | USA | 1320 | +300 | +333 | |
| 5 | M Davis | USA | 1320 | +300 | +311 | |

**F1Q 2 flew**

| | | | |
|---|---|---|---|
| 1 | B Tarcher | USA | 1320 |
| 2 | J Murphy | SA | 1172 |

**F1G 4 flew**

| | | | |
|---|---|---|---|
| 1 | J Fitch | 600 | +179 |
| 2 | T Odell | 600 | +150 |
| 3 | P Brocks | 600 | +21 |

**F1H 2 flew**

| | | |
|---|---|---|
| 1 | J Parker | 600 |
| 2 | B Jenson | 540 |

**F1J 2 flew**

| | | |
|---|---|---|
| 1 | M McKeever | 566 |
| 2 | D Johannes | 374 |

**F1S 3 flew**

| | | |
|---|---|---|
| 1 | J Murphy | 600 |
| 2 | L Norvall | 448 |

## OPEN INTERNATIONALS, MOSTAR, BIH

**38th Izet Kurtalić Memorial, October 10**

5 rounds, maxes 240, 240, 180, 180, 180

**F1A 7 flew**

| | | | |
|---|---|---|---|
| 1 | F Zilić | BIH | 1005 |
| 2 | E Kerkez | BIH | 854 |
| 3 | E Šahinović | BIH | 781 |

**F1B 5 flew**

| | | | |
|---|---|---|---|
| 1 | M Kapetanović | BIH | 1020 |
| 2 | H Jusufbašić | BIH | 900 |
| 3 | F Čabaravdić (J) | BIH | 849 |

**F1H 5 flew**

5 rounds, longest flight 90

| | | | |
|---|---|---|---|
| 1 | A Zilić (J) | BIH | 239 |
| 2 | B Čosić (J) | BIH | 228 |
| 3 | H Zilić (J) | BIH | 202 |

**56th Mostar Cup, October 11**

5 rounds, maxes 240 then 4x180

**F1A 6 flew**

| | | | |
|---|---|---|---|
| 1 | E Šahinović | BIH | 1017 |
| 2 | E Kerkez | BIH | 912 |
| 3 | F Burić | BIH | 881 |

**F1B 6 flew**

| | | | |
|---|---|---|---|
| 1 | M Čabaravdić | BIH | 1017 |
| 2 | F Čabaravdić (J) | BIH | 995 |
| 3 | H Jusufbašić | BIH | 908 |

## 14TH TROFEO CITTA' DI CAPANNORI, CAPANNORI, ITALY, OCT 10-11

This had been planned as a World Cup event but after the suspension of the World Cup it was retained on the calendar as an open international competition. A further change was that it was intended to be held on October 3-4 but was postponed to October 10-11 because of bad weather. F1A and F1C were flown on Saturday October 10th. There were sunny periods and started with a light wind increasing to moderate later and with some rain. 5 rounds were flown with 240 maxes on flights 1 and 5 and 180 for the other rounds. Flyoffs were to 360 and 480 maxes. F1B and F1Q were flown on Sunday October 11th in cloudy conditions with rain and wind increasing to 4-5 m/sec and higher at flyoff time. In these conditions the F1Q competitors agreed to a 60 second DT, in addition to the reduced energy flyoff of 2J and 20 sec run.

**F1A 5 flew, 4 full scores**

| | | | | | |
|---|---|---|---|---|---|
| 1 | F Vassallo | ITA | 1020 | +360 | +293 |
| 2 | S Vassallo | ITA | 1020 | +360 | +83 |
| 3 | V Brussolo | ITA | 1020 | +332 | |

**F1B 8 flew**

| | | | |
|---|---|---|---|
| 1 | R Nicosia | ITA | 1020 |
| 2 | J Pegonzi (J) | ITA | 982 |
| 3 | C Morandini (J) | FRA | 959 |

**F1C 3 flew, 2 full scores**

| | | | | |
|---|---|---|---|---|
| 1 | G Venuti | ITA | 1020 | +480 |
| 2 | A Banci | ITA | 1020 | +454 |

**F1Q 4 flew, 3 full scores**

| | | | | |
|---|---|---|---|---|
| 1 | F Gradi | ITA | 1020 | +104 |
| 2 | C Gianni | ITA | 1020 | +94 |
| 3 | A Banci | ITA | 1020 | +93 |

## BMFA 6TH AREA MEETING, SEPTEMBER 20

**Team Combined Rubber Farrow Shield 7 teams flew**

| | | | |
|---|---|---|---|
| 1 | Patton, Redrup, Challis | Crookham | 22.30 |
| 2 | Arnott, McLaughan, Dunchan | Scotia | 21.21 |
| 3 | Allen, K Taylor, R Taylor | East Grinstead | 17.12 |
| 4 | Winter, Marking | CVA | 15.00 |

**Combined Rubber, Individual Scores 18 flew**

| | | | | |
|---|---|---|---|---|
| 1 | J Arnott | Scotia | 7.30 | +8.39 |
| 2 | P Woodhouse | Morley | 7.30 | +3.55 |
| 3 | J Patton | Crookham | 7.30 | +3.31 |
| 4 | C Redrup | Crookham | 7.30 | +3.27 |
| 5 | T Challis | Crookham | 7.30 | +1.55 |
| 6 | A Winter | CVA | 7.30 | |
| 7 | R Marking | CVA | 7.30 | |
| 8 | N Allen | East Grinstead | 7.23 | |
| 9 | A Dunchan | Scotia | 7.21 | |
| 10 | C Foster | Morley | 6.47 | |
| 11 | M Marshall | IVC | 6.45 | |

**Combined Glider 8 flew**

| | | | | |
|---|---|---|---|---|
| 1 | J Carter | Grantham | 7.30 | +5.50 |
| 2 | J Cooper | Biggles | 7.30 | +3.57 |
| 3 | R Jack | MFFC | 7.30 | +2.20 |
| 4 | P Rovensky | Bristol & West | 7.30 | +1.31 |
| 5 | C Edge | Scotia | 7.06 | |

**Combined Classic Rubber/Power 10 flew**

| | | | | |
|---|---|---|---|---|
| 1 | P Watson | MFFC | 7.30 | +3.12 |
| 2 | P Martin | Tynemouth | 7.30 | +2.35 |
| 3 | S Barnes | Morley | 7.30 | +1.50 |
| 4 | A Winter | CVA | 7.30 | |
| 5 | P Ball | Grantham | 7.25 | |

**Combined HLG/CAT, 12 flew**

| | | | |
|---|---|---|---|
| 1 | P Ball | Grantham | 4.58 |
| 2 | A Powis | CVA | 4.17 |
| 3 | K Taylor | East Grinstead | 3.48 |
| 4 | M Cook | Crawley | 3.47 |
| 5 | S Dixon | Birmingham | 2.57 |
| 6 | N Allen | East Grinstead | 2.20 |

**Classic Glider 2 flew**

| | | | |
|---|---|---|---|
| 1 | P Tribe | Bristol & West | 6.26 |
| 2 | B Hobbs | CM | 0.36 |

**F1Q 1 flew**

| | | | | |
|---|---|---|---|---|
| 1 | T Grey | Crookham | 12.30 | +3.15 |

## COUPE EUROPA, SALISBURY PLAIN, OCTOBER 17

Report by Ray Elliott

The weather forecast had been looking good for some days and fortunately this carried through to the day of the contest. The wind was light, cloudy but no rain. Another plus point was that the wind was generally from the east so we were able to fly from the trimming area. Turnout was pretty good, given the situation with Covid 19, I counted 21 vehicles.

Flying commenced at 10am with F1G to 5 flights in rounds and Vintage to 3 flights not in rounds. F1G attracted a total of 10 entries with 4 in Vintage. In the 1st round of F1G there were 8 maxes with Alan Brocklehurst unluckily dropping 1 second and Ken Taylor scoring 1.35. The 2nd round saw another 8 maxes but this time it was Alan Brocklehurst's clubmate Martin Stagg who dropped 1 second. The other flyer who dropped a flight was Dusan Jiricny from Birmingham. The 3rd round saw 5 maxes with Chris Redrup dropping a flight whilst Jim Paton was having technical issues. Round 4 resulted in 7 maxes with Jim Paton still having problems. The last round saw all 10 fliers maxing after which it transpired that 4 had maxed out (Messrs Chapman, Hall, Manion and Vaughn). The fly off took place at 4:15 with 3 taking part as Peter Hall had to leave. The winner was Roy Vaughn who found a nice patch of air for a time of 3.17, 2nd was Gavin Manion with 2.33 and Chris Chapman 3rd with 2.12.

Vintage was a Taylor brothers benefit with Ken winning with 4.35 ( making some compensation for dropping flights in F1G ) and Bob 2nd with 4.12. Ray Elliott was 3rd with 2.59 and Brian Silcocks ( returning after a 7 year break ) 4th with 2.29.

The Flitehook Trophy for F1G teams had 4 teams participating; the winners were Crookham A (Messrs Hall and Vaughn).

Many thanks to Roger Newman *(right)* for kindly offering to take the entries and record the scores, allowing me to fly.

The Croydon Club would like to thank the London Area of the BMFA for their support for this event.

**F1G 10 flew**

| | | | |
|---|---|---|---|
| 1 | R Vaughn | 10.00 | +3.17 |
| 2 | G Manion | 10.00 | +2.33 |
| 3 | C Chapman | 10.00 | +2.12 |
| 4 | P Hall | 10.00 | |
| 5 | A Brocklehurst | 9.59 | |
| 6 | M Stagg | 9.56 | |

**Vintage 4 flew**

| | | | |
|---|---|---|---|
| 1 | K Taylor | 4.35 | Fuit |
| 2 | R Taylor | 4.12 | Etienvre |
| 3 | R Elliott | 2.59 | Etienvre |

## SOUTHERN COUPE LEAGUE

**Third and Final Round, Coupe Europa, Salisbury Plain, October 17**

By Peter Hall

*Gavin Manion*

Coupe Europa is the acknowledged summit of the coupe year. This competition is not for wimps, five two minute rounds flown from a line, and an unlimited fly-off. I usually campaign for three rounds and other o.a.p. concessions but not this time, this competition was the real thing. The organisers (the Croydon Club and for the accompanying events, SAM1066) had chosen the perfect day and the perfect location, administered the Covid regulations with exemplary rigour and conducted the proceedings with reassuring authority and fairness. We flew from the eastern limit of the 'meadow' west north west up the gentle rise which falls into the valley at the far end. The day was sunless with a light cool-cold breeze, Ideal conditions for seeing

how the models behaved without any obvious lift, sink or turbulence. The flights were easily retrieved so all ten competitors completed the five rounds without emergency assistance. Jim Paton, Ken Taylor and Chris Redrup even found the time and legs to win other events - Jim, mini-vintage, Ken, vintage coupe and Chris, E36. Air-picking was easy - wait for a calm and cross your fingers for even in these conditions, you know there's always a bit of help or hindrance waiting for you.

*Chris Chapman*

Out of fifty flights there were only eleven sub-maxes. Three of these were frustratingly close - Alan Brocklehurst stalled on the climb in round one leaving him with a final score of 9.59! Martin Stagg just missed maxing in rounds two and three, total score 9.56. I would ask for a Bristol and West stop-watch check. Jim Paton dropped two flights. In round three a blade flew off as he launched but the model took no notice and climbed away as usual. It would have maxed but Jim disqualified himself and DTed. A case of kicking yourself when you're down. The next round his DT line came off the timer on launch. He declined a second attempt. Ken Taylor's model needs a bit of lift to get it over the line and he was unlucky in three rounds. Dusam Jiricny a welcome newcomer to the league, flew a 'Kadet 2' published in Czechoslovakia in 2017. Wing area 183 square inches, aspect ratio 8.4, prop diameter 14 inches, carbon-free construction. Dusan flies a locked -down version with a right/left pattern. He also dropped three flights.

Four maxed out but Peter Hall left before the fly-off leaving Chris Chapman, Gavin Manion and Roy Vaughn to fight it out. A five minute launch window was set, the air was calm and lifeless, there was no point in waiting so they all launched just after the hooter. They finished in reverse order, Roy 3.17, Gavin 2.33, and Chris 2.12. It was a thoroughly enjoyable day and some compensation for a wretched year.

Chris Redrup and Roy Vaughn share first place in the league this year, Gavin Manion second and Chris Chapman third. As reported earlier, due to the covid-ravaged programme the cup was not awarded. Never mind, I predict (but see below) we will enjoy a full programme in '21 and most of us will get vaccine priority for Christmas.

P.S. When 'factory' coupes were developed some years ago some predicted that home-made models, let alone stick and tissue home-made, would never compete. A perfectly reasonable prediction which like all perfectly reasonable predictions (the weather excepted) is never fulfilled. The only factory coupe I've seen in the Southern Coupe League is Jim Paton's Bukin. The majority of models are still locked - down -stick-and-tissue, at this event, six out of ten, and yet Roy's carbon/systems coupe demonstrated a clear advantage in the conditions prevailing, and at FAI level of course everyone depends on factory models. I can think of six reasons for the continuing popularity of traditional practices. 1. Systems multiply the effect of 'sods law'. 2. For fundamentalists, systems control is not true free-flight. 3. Carbon and cyano are unpleasant and expensive. 4. Air-picking, fine trimming and mistake-free operation are paramount. 5. Nostalgia, the aesthetic pleasure of balsa and tissue stressed skin construction and the smell of balsa cement. 6. Inertia.

By the way, for those interested, I flew my VHAR (very high aspect ratio) coupe – see earlier in this issue - and maxed out as reported above. The climbs looked a bit sluggish so I checked the motor run - 58 seconds, so no surprise then, I intended about 45 - I should have shortened the motor. Also the nose block was unseating at prop.- fold leaving a blade stuck over the wing. Teething problems.

**Coupe Europa**

| | | maxes | score | | | maxes | score |
|---|---|---|---|---|---|---|---|
| 1 | R Vaughn | 5 | 17 | 6 | M Stagg | 4 | 9 |
| 2 | G Manion | 5 | 14 | 7 | C Redrup | 4 | 8 |
| 3 | C Chapman | 5 | 13 | 8 | K Taylor | 2 | 5 |
| 4 | P Hall | 5 | 12 | 9 | D Jiricny | 2 | 4 |
| 5 | A Brocklehurst | 4 | 10 | 10 | J Paton | 3 | 4 |

**League**

| | | | C'de Brum | C Europa Crookham | | Total |
|---|---|---|---|---|---|---|
| 1 | C Redrup | Crookham | 14 | 10 | 8 | 32 |
| 1 | R Vaughn | Crookham | | 15 | 17 | 32 |
| 3 | G Manion | Birmingham | 6 | 11 | 14 | 31 |
| 4 | C Chapman | Bristol & West | | 12 | 13 | 25 |
| 5 | P Hall | Crookham | | 9 | 12 | 21 |
| 6 | M Benns | | 17 | | | 17 |
| 7 | A Brocklehurst | Bristol & West | | 4 | 10 | 14 |
| 8 | P Ball | Grantham | 13 | | | 13 |
| 9 | P Woodhouse | Morley | 11 | | | 11 |
| 9 | D Jiricny | Birmingham | 7 | | 4 | 11 |
| 11 | M Stagg | Bristol & West | | 1 | 9 | 10 |
| 12 | A Crisp | Oxford | 8 | | | 8 |
| 12 | E Challis | Crookham | | 8 | | 8 |
| 14 | B Dennis | | 6 | | | 6 |
| 15 | B Hamms | Oxford | | 5 | | 5 |
| 15 | K Taylor | East Grinstead | | | 5 | 5 |
| 17 | J Paton | Crookham | | | 4 | 4 |
| 18 | D Thomson | Croydon | 3 | | | 3 |
| 19 | C Foster | Morley | 2 | | | 2 |
| 19 | A Moorhouse | Vikings | 2 | | | 2 |

## FREE FLIGHT FORUM

Due to restrictions on face to face meetings it has been decided to hold the 2020 Free Flight Forum online using Zoom, opening at 1000 GMT (London time) on Nov. 15th.

Chaired by Mike Fantham, the speakers and topics are:
Simon Dixon – The Models of Ray Monks
Mike Woodhouse – Tame your F1B and Related Thoughts
John Emmett – Possible Future Uses for Electronics in FF
Peter Martin – Simulated 3D Flight Dynamics
Sue Johnson - What Next for a Lady Flyer?
Phil Ball - Building in Lock-Down
Andy Sephton - F3-RES … RC for the Ageing Free Flighter.

For full details of how to register to attend the online 2020 Free Flight Forum and the program of speakers please visit https://freeflight.bmfa.org/2020-forum

Notes re the above link: – The meeting registration link is the heading near the top of the page. The link at the bottom of the page is for ordering the current paper copy of the Report (the Forum Reports each contain the material from the Forum held in November of the previous year. Thus the 2020 Forum Report contains the papers presented at the 2019 Forum).

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