

FREE FLIGHT news

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FFn DIARY

August 9-10 St Jean de Sauves, France	Concours Louis Dupuis 2 Minutes. F1G F1H F1J F1S. See page 49. Contact: Benoit Jacquemin, tel: +33 608 0027 80, email: benoit.jacquemin@vol-libre-moncontourois.fr web: www.vol-libre-moncontourois.fr	August 19-24 Peak District or near Melton Mowbray	BMFA 4 th F1E. Sheffield Magnet Cup. Contact: Ian Kaynes 01252 512538 kaynes@btinternet.com
August 9-10 St Jean de Sauves, France	Hispano-Francia. F1A F1B F1C F1Q. World Cup event. See page 49. Contact: Benoit Jacquemin, see above.	August 27-29 Zulpich, Germany	51st Eifelpokal. F1A F1B F1C F1Q. World Cup event. Contact: Bernd Honig, tel +4915156554683 eifelpokal@gmail.com
August 13-14 Blagodatnoe, Kharkov, Ukraine	Free Flight Latvia Cup. F1A F1B F1C F1P F1Q. World Cup event. Contact: Molchanov Serhii, tel +380506821806 email: sergeyvicotex2006@gmail.com	August 28-29 Salisbury Plain	BMFA Substitute Nationals. See page 51. Saturday: CG, CR, CP, CE, Tailless, Womans Cup; CLG, Frog Junior, E30. Sunday: SLOP, P30, HLG, Vint R/P, Mini vintage, CO2, Vint G, Classic R/P (incl Cranfield Classic), Classic G, BMFA ½ A. Contact: Mike Woodhouse tel 01603 457754 michael.woodhouse1942@gmail.com
August 14 Tottenham, Ontario, Canada	Canada Cup. F1A F1B F1C. World Cup event. Contact: Leslie Farkas, tel: +1 905 886 6959, email: aljolie@sympatico.ca	August 28 Turda, Romania	Memorial Popa Cringu. F1E. World Cup event. Contact: Ioana Dumitru, tel +40723620600 ioanaeu822@yahoo.com web: www.frmd.ro
August 15 Tottenham, Ontario, Canada	Huron Cup. F1A F1B F1C F1Q. World Cup event. Contact: Tony Mathews, tel: +1 705 854 0698, email: tmathews180@gmail.com	September 2 Turda, Romania	Turda Cup. F1E. World Cup event. Entry fee €40. Contact: Ioana Dumitru, see details for August 28th.
August 15	BMFA Southern Gala. CG (Pilcher), CR (Flight), CP (Short), CE, F1H (Ripmax), F1G, F1J, 1/2A, H/CLG, E30. Contact: Martin Stagg 01934 823047 thestaggs@intemos.com	September 4-5 Salisbury Plain	BMFA Substitute Nationals. See page 51. Saturday: F1A, F1B, F1C, F1Q; Sunday: F1G, F1H, F1J, E36. No rounds. Contact: Mike Woodhouse 01603 457754 michael.woodhouse1942@gmail.com
August 20 Toszek, Poland	Governor's Cup. F1E. World Cup event. Contact: Konrad Zurowski, tel +48 721 942 500 email: konradinhooo96@gmail.com www.facebook.com/f1ethreecastlescup	September 10-11 Valchitran, Bulgaria	Prista Cup. F1A F1B F1C F1Q F1P F1H. World Cup event. Contact: Valentin Savov, tel +359 888 40 8940 email: sk_modelist@abv.bg
August 21 Toszek, Poland	Toszek Cup. F1E. World Cup event. Contact: Cyprian Blaszczyk, tel +48 888 333211 cyprian.blaszczyk@gmail.com	September 11-12 Valchitran, Bulgaria	Bulgaria Cup. F1A F1B F1C F1Q F1P F1H. World Cup event. Contact: Valentin Savov, see details for Prista Cup above.
August 22 Toszek, Poland	The Friendship Cup of Ukraine - Memorial of Valeriy Gorynin. F1E. World Cup event. Contact: Igor Zavgorodniy, , email: zivdbox@blgmir.net	September 12 Area Venues	BMFA 6 th Area event- KMAA Day . CR, CP, F1A (Plugge KMAA), F1Q (Plugge), Vintage RP, SLOP, P30, H/CLG, Tailless (Plugge). Contact: Area Comp Secs.

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Compiled and produced by Ian Kaynes

SWEDISH CUP, ALVARET, ÖLAND ISLAND, SWEDEN, JULY 9

The first event of the short 2021 World Cup. Four rounds were flown with the wind increasing to 8 m/s. Flyoffs were flown the following morning in 4-5m/s winds.

F1A 17 flew

1	P Findahl	SWE	720	+401
2	K Huber	SWE	720	+287
3	T Weimer	GER	720	+278
4	J Nyhegn	DEN	698	
5	R Hellgren	SWE	683	
6	A Persson	SWE	681	
7	O Findahl	SWE	678	
8	L Nielsen	DEN	651	

F1A-Junior 2 flew

1	A Segerstrom	SWE	581
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F1B 3 flew 2 full scores

1	B Eimar	SWE	720	+187
2	L Horak (J)	GER	720	+179

F1B-Junior 1 flew

1	L Horak	GER	720	+179
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F1Q 4 flew

1	P Buchwald	DEN	709
2	P Grunnet	DEN	609

Robert Hellgren photos:-



Axel Olsson Segerström



Anders Persson



*Podium in F1A (before the flight):
Kosma Huber, Thomas Weimer, Per Findahl*



Oskar Findahl



Axel O S, Oskar F and Per Johansson retrieving.

DANISH SUMMER CUP, ALVARET, ÖLAND ISLAND, SWEDEN, JULY 10

F1A 15 flew

1	O Findahl	SWE	720	+357
2	K Huber	SWE	720	+344
3	E Niemierski	GER	720	+286
4	P Findahl	SWE	673	
5	R Hellgren	SWE	665	
6	J Noer	DEN	584	
7	A Persson	SWE	534	
8	L Nielsen	DEN	494	

F1A-Junior 2 flew

1	A Niemierski	GER	461
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F1B 6 flew

1	B Eimar	SWE	720	+283
2	L Horak (J)	GER	720	+246
3	J Nyhagen	DEN	668	

F1B-Junior 1 flew

1	L Horak	GER	720	+246
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F1Q 2 flew

1	P Grunnet	DEN	600
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HARGHITA CUP, DEVA, ROMANIA, JULY 10-11

F1A 20 flew

1	D Vlad	ROU	1260
2	M Mandichev	BUL	1258
3	S Szijjarto	ROU	1230
4	C Nagy	HUN	1226
5	R Holzleitner	AUT	1204
6	I Maskowszky	ROU	1178
7	I Bezak	SVK	1177
8	D Facalet (J)	ROU	1175
9	V Ciucu	ROU	1127
10	V Hristov	BUL	1119

F1A-Junior 7 flew

1	D Facalet	ROU	1175
2	L Pui	ROU	1113
3	R Ocheanu	ROU	867
4	T Bradeanu	ROU	851

F1B 4 flew

1	A Krawiec	POL	960
2	B Suranyi	ROU	937

F1B-Junior 1 flew

1	E Bouleanu	ROU	901
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INTERNATIONAL COMPETITION NEWS

For F1E the 3 events in Poland during August are confirmed to be taking place. The Czech F1E competitions at Rana have been rescheduled for October 9 and 10.

Other changes during August are

Canada Cup and Huron Cup in Canada will be on August 14 and 15.

The Poitou World Cup event in France has been cancelled but the other two events in France at that time are going ahead, full details follow:-

From Myriam Marandini, Vol Libre Moncontourois team

Following our meeting on the health crisis and the rules imposed by the Prefecture, we are pleased to announce you that our competitions will take place on August 9 and 10 according to the program. But the Poitou on August 11 and 12th is canceled unfortunately (it's not the same club).

We will put in place the health rules requested, the barrier gestures (wearing the mask, distancing etc.) and we will apply the control of the health pass. This event will not be open to the public. A refreshment bar will be installed only with drinks, without catering.

Even if it means cancelling a flight or starting our days later, a single entry will be made on the marked ground with systematic check of the health pass.

What is a health pass?

The sanitary pass consists of presenting, in digital format TousAntiCovid or paper, one proof among the following 3:

- The complete vaccination certificate
- PCR or antigenic test less than 48h
- The result of a previous COVID positive test, cured, at least 15 days old and less than 6 months old.

This pass is not required for those under the age of 18.

If unfortunately you do not have one of these 3 proofs to provide us, rapid antigenic tests (about 15min) will be available and operated directly in the field.

Please note that the F1Q category will take place on Tuesday 10 August instead of Monday 9 August initially scheduled.

For those already registered, please let us know if you cannot come. And for those who may come, the entry forms are available myriam.marandini@vol-libre-moncontourois.fr

Hispano-Francais, August 9-10 at Saint Jean de Sauves. F1B F1C on Aug 9, F1A F1Q on Aug 10. 7 rounds, round 1 4 min max at 8.00, lunch break 13.00 to 14.00, flyoff 1 18.45, flyoff 2 19.30. Entry fee €30 prepaid by July 31, or later registration requires €40 paid on the field.

37th Louis Dupuis 2 min contest on same dates and location. F1H and F1S on Aug 9, F1G and F1J on Aug 10. 5 flights.

BMFA TEAM SELECTION 2022, SALISBURY PLAIN, JUNE 11-12

For the 2022 F1ABC European Championship

Hot, sunny and light winds on both days

F1A

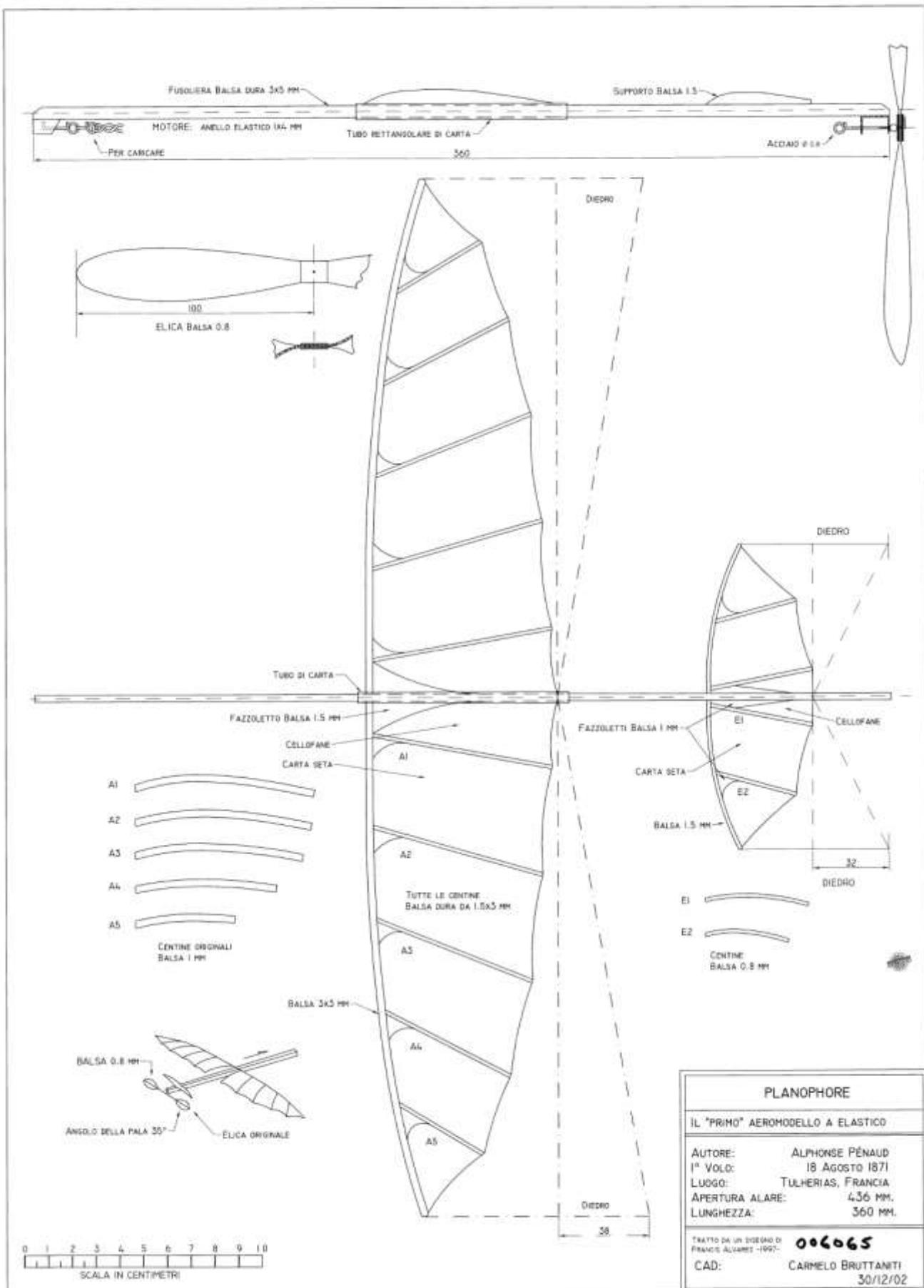
1	J Carter	Grantham	1260
2	J Williams	Birmingham	1179
3	W Colledge	Birmingham	1162
4	R Jack	Midland	1080

F1B

1	M Woolner	c/m	1260	+420
1	P Pietrzac	c/m	1260	+420
1	P Ball	Grantham	1260	+420
4	M Benns	Peterborough	1260	+373
5	P Martin	Tynemouth	1260	+211
6	M Woodhouse	Vikings	1260	+180
7	R Peers	Grantham	1322	
8	P Brown		1225	

F1C

1	K Faux	Vikings	1251
2	A Jack	Midland	1235
3	S Dixon	Birmingham	1143
4	N Allen	East Grinstead	900
5	A Peters	Birmingham	884



PLANOPHORE

In the April FFN there was an article about Alphonse Penaud and his Planophore which had demonstrated a flight in Paris 150 years ago on August 18th 1871. A recent Thermiksense included a plan found on the UK old timer site https://outerzone.co.uk/plan_details.asp?ID=9501 which shows a model reproducing the Planophore with normal modern materials which are unfortunately described in Portuguese.

LONDON GALA

In the unofficial club champs results I included in June FFN, I had not combined the scores in different classes for Crookham and CVA. My apologies to those clubs. Official results have not yet been published so my results below with these club's scores corrected are still unofficial but calculated from the "official" Club Champs scores with their more generous rounding of values.

	Club	CG	CR	CP	total
1	East Grinstead	88	100	188	
2	Crookham	91	50	25	166
3	CVA	55	75		130
4	Birmingham	73		50	123
5	Midlands	27		75	102
6	Biggles	100			100
7	Grantham		100		100
8	B & W	64	25		89
9	Peterborough	63		63	
10	Timperley		25		25

BMFA 4TH AREA MEETING, JUNE 20

Team Power Individual 16 flew, Plugge

1	R Vaughn	Crookham	7.30	+5.02
2	J Hook	Crookham	7.30	+3.44
3	P Woodhouse	Morley	7.30	+3.10
4	P Watson	Midland	7.30	+2.56
6	S Barnes	Morley	7.30	+2.40
7	B Garnet	Birmingham	7.30	+2.36
8	C Foster	Morley	7.30	+2.22
9	D Cox	Crookham	7.30	+2.18
10	S Dixon	Birmingham	7.30	
10	A Peters	Birmingham	7.30	
10	A Jack	Midland	7.30	

Team Power - Team scores 5 scores Keil

1	Vaughn, Hook, Cox	Crookham	22.30	+11.06
2	Woodhouse, Barnes, Foster	Morley	22.30	+8.12
3	Garnet, Dixon, Peters	Birmingham	22.30	
4	Watson, Jack, Jack	Midland	22.11	

Catapult/HLG 8 flew

1	G Percival	Grantham	5.58
2	P Ball	Grantham	4.50
3	M Cook	Crawley	4.20
4	K Taylor	East Grinstead	3.23
5	A Cameron	Crawley	3.04

Combined Glider 6 flew

1	J Carter	Grantham	7.30	+3.17
2	J Cooper	Biggles	7.30	
3	S Bowles	Vikings	7.05	
4	R Jack	Midland	6.18	

Combined Electric 5 flew

1	C Edge	Scotia	7.30	+4.49
2	D Ginns	MHMAC	7.30	
3	G Williamson	Peterborough	7.22	

Mini Vintage 10 flew

1	C Foster	Morley	6.00	+1.40
2	D Taylor	Grantham	6.00	+1.18
3	R Willes	Crawley	6.00	
4	K Faux	Vikings	5.47	
5	S Willis	Croydon	5.46	
6	N Botham	Morley	5.38	

E30 10 flew Plugge

1	C Redrup	Crookham	6.00	+2.23
2	T Grey	Crookham	6.00	+2.14
3	R Marking	CVA	6.00	
4	R Brigginsaw	Peterborough	5.47	
5	G Warburton	Morley	5.34	
6	L Goymore	Peterborough	5.14	

Vintage Rubber/Power 10 flew Plugge

1	C Foster	Morley	7.30	+4.57
2	P Ball	Grantham	7.30	+4.40
3	S Willis	Croydon	7.30	+3.37
4	D Cox	Vikings	7.30	+3.24
5	J Arnott	Scotia	7.30	+2.40
6	A Winter	CVA	6.24	

F1B 5 flew Gutteridge

1	R Peers	Grantham	12.30	+5.15
2	M Woodhouse	Vikings	12.15	
3	A Moorehouse	Vikings	10.22	

Plugge

	Area 3	Area 4			Total
		power	E30	Vint R/P	
1	Morley	422	163	90	795
2	Crookham	123	194	190	507
3	Birmingham	169	119		288
4	Grantham	144		90	234
5	Peterborough	75		120	195
6	CVA	6		90	186
7	Midland FFC	100	69		169
8	Vikings	65		70	135
9	Scotia		19	90	109
10	Crawley	94		10	104
11	East Grinstead	82			82
12	Croydon			80	80
13	Bristol & West		19		19

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 srphilpott@aol.com

The FFTC held an internet virtual Zoom meeting from their homes on 21 July 2021.

2021 SUBSTITUTE NATIONALS

The replacement contests for a cut down substitute Free Flight Nationals will not be the same as the "real" Nationals. We will apply a "light touch" organisation. The contests will be flown for their respective Free Flight Nationals trophies.

The contests will be run to the standard gala format.

Free Flight Scale - Sculthorpe

The STC will run a casual free flight scale session with no specific contests at the East Anglian Gala.

Bowden Trophy – Sculthorpe

PMFC will run the Bowden at the East Anglian Gala.

SAM35 - Sculthorpe

The 4.0- and 8.0-ounce Wakefield to be run at the East Anglian Gala

Facilities

There will be no camping or other facilities except for the provision of toilets. The entrance gate at Sculthorpe will be manned.

Entry and Fees

There will be no pre-entry requirement. Entry on the day. The entry fee is £5.00 per day allowing the entrant to fly in as many events/classes as they desire. This applies to the Substitute Nationals events at the East Anglian Gala as well as all Salisbury Plain days.

Free Flight Open – Salisbury Plain - August 28-29

Saturday	Sunday
Combined Glider	SLOP
Combined Rubber	P30 Rubber
Combined Power	Hand Launch Glider
Combined Electric	Vintage Rubber/Power
Tailless	Mini Vintage
Woman's Cup	CO2 Duration
Catapult Glider	Vintage Glider
FROG Junior	Classic Rubber/Power*
E30 Electric	Classic Glider
	BMFA 1/2A power

*Classic/rubber power will include the Cranfield Classic

Start 09:00 finish 18:00

Free Flight FAI – Salisbury Plain – September 4-5

Saturday	Sunday
F1A	F1H
F1B	F1G
F1C	F1J
F1Q	E36

Number of flights to be decided on the day. There will be no rounds

Start 09:00 finish 17:00

Classic A1 Glider

In addition to the Classic A1 postal contest Stuart Darmon will be running a Classic A1 contest on Sunday 5th September at the substitute Free Flight Nationals. Contact stuardarmonf1a@yahoo.com for details.

2021 Calendar

Changes are:

Contact for the Southern Gala on August 15 is Martin Stagg 01934 823047 thestaggs@intemos.com

The F1E events have been changed from a single day to a range of dates to cover weather conditions and site suitability on different days. One or two events will be flown during each period. The remaining 2021 are August 19 to 24 SMC and team selection, September 23 to 28 team selection, October 21 to 26 team selection reserve.

Barkston Heath

An item of FOD was found on the airfield after the fifth area event. We do not believe it was left by a free flight flyer but please be extra careful when using the site, it is important to

demonstrate that we are behaving responsibly when we are there.

A reminder that when driving around the airfield perimeter track you must always stop in the blue boxes before crossing the ends of the runways and check for stones in your car tyres. It may seem a minor matter but we are often being observed and it shows we are respecting the rules.

Mobile Phone Number

It is sensible to leave a piece of paper with your mobile phone number in the windscreens of your car when flying. It is a good idea to always carry a mobile phone when you are retrieving downwind so you can be contacted in emergencies.

Rule Changes For 2022

If you have any proposal changes that you would like to be considered please send details to Stephen Philpott by the end of August 2021.

Scale Free Flight News Briefs

If you are interested in receiving the news about Scale Free Flight please drop an email to michaeldocsmith@gmail.com and Michael will add you to his mailing list.

SOUTHERN COUPE LEAGUE

Round Three: BMFA Fifth Area Event. July 11

By Peter Hall

You may remember that my last report broke new ground by inviting competitors to send in reports which I then stitched together. I was again unable to attend this event so the same format is used. None of the fourteen flyers maxed out. Gavin Manion only dropped three seconds and took first place with Alan Brocklehurst second. They finished in reverse order at the last event, the London Gala where Alan was the only one of the thirteen flyers to max. out. That makes one max.out in twenty-seven goes. The weather (with the exception of Bodmin Moor at the Fifth Area) was 'normal' so that's no excuse.

Recuperating with a glass of champagne and in lyrical mood Gavin writes -

MOD Luffenham for the BMFA 5th Area Summer Mini was a wonderful tall grass meadow full of flowers, butterflies and skylarks. Really beautiful but very hard to get through and it could be very difficult to find your model.

It was thermally and with a persistent southerly breeze up to 10mph at times. Perhaps because of the difficulty posed by retrieval just 4 people posted scores on a day that would normally have been considered positively balmy.

Walt Hodkinson's first flight was over 6minutes and remained lost off the field at close of play. Dave Taylor stopped when he dropped his 3rd round flight leaving only Bert Whitehead and Gavin Manion to complete the required 5 flights. Bert dropped 26 seconds across two flights reserving the bigger drop until the end by which time conditions were definitely trickier and thunder clouds were gathering. Gavin managed to drop 3 seconds on his fourth flight though he flew 4 & 5 in quick succession with different models as time and the efforts of recovery were beginning to tell. Both models were found within 30m of each other as the contest came to a close.

Despite all the threatening clouds it stayed dry throughout the contest but on the drive home it was soon raining quite heavily. A "could have been" day; the weather was really kind given some of the forecasts, a given bit more luck there could have

been a flyoff (there was but one required as Simon Dixon and Colin Foster flew off in 1/2A, Colin won by a couple of seconds).

But oh that beautiful meadow!!....hope it's been cut for the Coupe de Birmingham in November!

Now we go two hundred and forty miles Southwest to Bodmin Moor. At our request for a report from Ron Marking and the C.M.C. he writes -

That is easily done.....

With the forecast across five different web sites being rain. Lightning, hail and/or mist we have all decided to stay at home!!!!

PS As I write this it is chucking it down.

Back East one hundred and twenty miles to the airfield ridge at Salisbury Plain. Alan Brocklehurst reports -

It was never going to be entirely dry underfoot on Salisbury Plain since there had been rain at times during the week leading up to this competition. On the day, the Met Office forecast was for 9 mph, whilst XC-Weather suggested 12 mph. Both were right! It only felt like 7-9 mph on the ground, but 12mph, or even slightly more, may have been nearer the truth in the air, judging by the distances covered by the models. Both forecasts said southerly(!) and predicted rain at about 4pm. However, I took some encouragement from the cloud base predictions of XC-Weather and decided to give it a go. My plan was to get there early-ish, do my 5 flights and leave before the rain.

On arrival, I couldn't see anyone else, so I waited (but, only for a couple of minutes) at the corner of the trimming field and soon Bernard Aslett, Trevor Grey and Chris Redrup rolled up in quick succession. Quite rightly, the trimming field was deemed too small for the day, as models would have been landing out near the road to the north, so I followed in convoy across to near the windsock on the ridge. Had I not seen the others drive through the large muddy puddle in the dip, I may well have turned around and gone home! Anyway, my non-4x4 made it through alright (and again later on the way home when it was no less muddier!). We parked near the top of the ridge just to the east of the wind sock, joined shortly afterwards by Ben Hobbs and then Martin Stagg, and later in the afternoon by Gary Madelin, so just 7 vehicles in total with Bernard running the show.

My first flight was a nice max, but towards the trees in a lightish south-easterly breeze. I found it fairly easily just over the horizon of the far hill-side, amongst the wild flowers and long grass, within 200 yards of the trees, but no real problem unless the wind swung further, contrary to forecast. My next flight was a typical Salisbury Plain flight, since after a good climb, it was dragged down by the turbulence over the valley for a 1:44, although with quite a lengthy retrieve through the long, wet grass. It felt like further than before and may have been so! Feeling that the model could do with getting higher quicker, I changed from 3/16" not-very-long to a shorter 3/32" motor. This time I was lucky with the air and did a nice max towards the trees, but fortunately landed just clear of them ('just' turned out to be only a few yards) and since Gary spotted me and told the others, control had been moved towards the bushes on the south-eastern end of the ridge by the time that I returned. My 4th flight suffered the dreaded valley effect again, the wind having eventually become more southerly as forecast (ie straight across the valley), and the model landed at 1:59. For the final flight I launched from nearer the top of the ridge and was lucky to scrape a final max.

I find it difficult to give a blow-by-blow account of what others did. There was quite a bit of activity in 1/2A power and E-36 and even CO2, but only 3 of us flew in F1G, while the only F1H flyer

got 5 maxes (with rain preventing a fly-off flight). During the day, I timed flights for Martin Stagg, who decided not to continue in F1G, but did some short trimming flights with his new Coupe instead (given the abundance of 'KK recommended' long grass). I also timed a couple of F1G flights for Ben Hobbs, the last of which was a nice, long, high flight over towards the trees for a max, before the wind veered more southerly. He got it back after a long walk, but didn't fancy the prospect of doing 2 more.

All-in-all, not a bad day's outing ('a toil of a pleasure', as my father used to say!) and things nearly ran to plan (and I didn't break any motors!), although I got soaked packing up and it continued to rain, quite heavily at times, as I drove home.

I'll be most interested to know how others fared at the different venues.

Thirty - two miles Southeast at Beaulieu Don Thomson finds little support on a disappointing day, he writes -

My day was instructive rather than successful and showed how rusty I am, first comp flights since 2019 . I decided to use my simple windy weather coupe for reliability (ho!). First flight bunted in due to missing tail packing. 2nd attempt d/ted early. Other flights had poor launches (sore arm), mid-air turbulence and wrong rubber records meant rubber was clapped out pre-used, not new. I packed up after 4 flights, no maxes. Well, better at a small Area do, not the Crookham Gala. I was the only coupe flier at Beaulieu, atmosphere absent when it is just a postal.

We now go sixty - five miles East to Ashdown Forest from where Ken Taylor reports good weather, light winds and thermals, but difficult terrain after all the recent wet weather flooded the peat bogs. Ken dropped his first flight for 1.20 with a too tight right spiral climb caused by an over-generous gurney flap on the fin. After correcting this he took four maxes and shares fourth place with Spencer Willis. Robin Willes took two maxes and a score of 8.27. Bob Taylor made one flight of 1.01 but found retrieving too difficult to continue.

Now we head North one hundred and twenty miles to Sculthorpe Stephen Bowles writes

Just two entries - Spencer Willis made 8:51 and Michael Marshall 5:34. And yes Michael did make all 5 flights! After about two hours of warm sunshine, the rest of the day was pretty much overcast with wind 6-10 mph. A bit breezier mid afternoon calming off towards fly off time.

Spencer writes -

As for Sunday I had to abandon C/R after a pathetic 2.04. What little sun there was had gone by then. The wind direction was changing frequently 40 or 50 degrees. My first flight may have maxed if I hadn't launched crosswind trying to avoid my pole .The next one was 5sec. less and the the third caught a gust and went inverted but righted itself resulting in 1.27 I think . For the last 2 flights I must have picked up short motors because I wound to only 380 turns and the torque was 50% up on my normal expected level which resulted in 2 superb flights. Maybe I'll have to start trying that approach on tricky days my usual m/run is about 50secs.the short ones gave me 37secs. It was a difficult day as only I maxed out - Andrew Moorehouse in C/R.

The model I was flying it was what I call my standard model about 190 square ins I have at least 6 that size most use my own aerofoil. The one I used on Sunday has a U.S.A. 5 section I also have one with a flat bottom section.

That's all the venues so we'll pop back to Gavin's place and help him finish his champagne.....Oh!. Never mind.

We hear that the Dreaming Spires event at Portmeadow, Oxford has been cancelled because of event planning Covid restrictions. That means we have five events to go in the league this year assuming no Covid tsunamis. Five results out of the seven will count . The next event is the Cagnarata Day at R.A.F. Colerne near Chippenham in Wiltshire. As you see from the table, Alan and Gavin are wresting for the lead but there's plenty of time for surprises.

Flying five rounds leaves little time if any for relaxed lunches, conversation, flying other classes or photography unless its flat calm and easy retrievals. Gavin Manion, got one pic. of his flowery meadow site.



Alan Brocklehurst seems to have developed a way of using his long lens camera for retrieving instead of using a tracker. He photos a marker tree in the distance and carries this reference with him.

Everyone has a camera these days so can I appeal for more pictures from events? Send to our editor or to me at phall789@btinternet.com



Fifth Area

		maxes	score	time
1	G Manion	4	16	9.57
2	A Brocklehurst	3	12	9.43
3	B Whitehead	3	11	9.34
4	K Taylor	4	11	9.20
4	S Willis	2	9	8.51
6	R Willes	2	7	8.27
6	D Thomson	0	5	5.36
8	M Marshall	0	3	5.34
9	D Taylor	2	4	5.12
10	B Hobbs	1	2	5.08
11	W Hodgkinson	1	1	2.00
12	M Stagg	0	0	1.28
13	R Taylor	0	0	1.01
14	M McHugh	0	0	0.00

League

			London	5 th Area	Total
1	A Brocklehurst	Bristol & West	17	12	29
2	G Manion	Birmingham	10	16	26
3	R Vaughn	Crookham	12		12
4	R Fryer	Oxford	11		11
=	B Whitehead	Grantham		11	11
=	K Taylor	Crawley		11	11
7	R Marking	CVA	9		9
=	S Willis	Croydon		9	9
9	J Paton	Crookham	8		8
=	A Winter	CVA	8		8
11	B Hobbs	Oxford	5	2	7
=	R Willes	Epsom		7	7
13	D Thomson	Croydon		5	5
14	D Taylor	Grantham		4	4
15	M Marshall	Impington		3	3

FREE FLIGHT FORUM - CALL FOR PAPERS

With Covid restrictions easing it is hoped that the thirty-seventh Free Flight Forum can take place in November, either face-to-face or via Zoom and chaired again by Mike Fantham. Whatever the medium it will only be possible if enough of you share your knowledge and developments by presenting a paper there. It's pretty painless and much appreciated by Forum attendees and readers of the subsequent Free Flight Forum Report. Any free flight topic is welcome, from indoor to F1E, practical or theoretical, scale or cutting edge; the Forums always try to cover as wide a range of free-flight as possible.

Whether or not there's a Free Flight Forum this coming November 21st and a Forum Report to follow it now depends entirely on you. Without your help with offers of papers to present and topics to cover it just won't happen. Please contact Martin Dilly (martindilly20@gmail.com), phone 020 8777 5533, before Oct. 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.

UK COMPETITION NEWS

CROOKHAM GALA will be held on Sunday September 19 on Salisbury Plain Area 8. Events are:-

Modern And Vintage Coupe combined (3 flights only.
Prize for best vintage score)

Combined Glider (Prize for best Classic A1)

Combined Power (George Fuller trophy for best Dixielander)

Mini Vintage

E36

Prizes for all classes. Comps Start: 10.00am Finish 5.00pm. Contact. Chris Redrup 01483 487273/07544533509 email chrisredrup@yahoo.com

COUPE EUROPA will be on Saturday October 9th on Salisbury Plain, Area 8. Events are F1G (in rounds), Vintage Coupe. Start 10am. Contact Ray Elliott tel 07513 649734, email ray.elliott8@btinternet.com