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## DIARY

October 1-2 cancelled	FF Trimming Salisbury Plain. CANCELLED	October 22-23 Orentano, near Pisa, Italy	1st FAVLI World Cup. F1A, F1B, F1C. World Cup. Marco Stranieri, Via Aderito Ferrari 19, 42020 Rivalta, Italy, tel: +39 522 36 38 32,; stranierimarco@libero.it
October 4-7 Bordeaux, France	European Championship F1D Seniors & Juniors.	October 23 Near Sheffield	BMFA F1E. Contact & CD: Trevor Faulkner 0114 2363397
October 9 Area Venues	BMFA 6th Area. O/G Team (Model Engineer/Plugge), F1C (Astral), F1G (Plugge), Tailless, E30. <i>NB Midland Area flying at North Luffenham</i>	November 5-6 Mühlenthurnen, Switzerland	Euro-Fly. F1A,F1B,F1C, F1G. World Cup. Contact: Walter Eggimann, Seftigenstrasse 125, 31233 Belp, Switzerland, tel: +41 31 819 17 84, email: eurofly@belponline.ch
October 10 Chobham	Chobham Common Tree Chop. See FFn 0509. Meet at Clump car park at 10am.	November 6 Barkston Heath	Grantham Grand Prix. See FFn 0509. Comb IC Power, Mini Vintage, Comb G incl classic on 75m and purchased on time factor 0.9, Comb CLG+HLG. Start 9am. Contact: P Ball, 01332 665361, phil.ball@ntlworld.com
October 13-16 Lost Hills, California, USA	29th Sierra Cup. F1A,F1B,F1C, F1G,F1H, F1J. World Cup. Mike McKeever, 4252 Mockingbird St, Fair Oaks,CA95628, USA t+1 916 967 8475, vanmckeever@aol.com	November 27 Coventry	BMFA Free Flight Forum. Start 10am. See FFn 0510. Contact BMFA office, Chacksfield House, 31, St. Andrews Road, Leicester LE2 8RE
October 14-16 Sentjerne, Novo Mesto, Slovenia)	Krka Cup. F1A, F1B, F1C World Cup. Contact: Damjan Zulic, Nahtigalova 5, 8000 Novo Mesto, Slovenia, tel: +386 70 820 800, fax: +386 7 33 75 701 or +386 7 33 78 444, email: damian@insert.si web: http://freeweb.siol.net/zulicbor/krkacup.htm	December 4 Middle Wallop	Coupe Europa. F1G (Aeromodeller Trophy, FAI rules), Vintage CdH (AAA Cup, BoM). See FFn 0503. Contact M Dilly on 020 8777 5533
October 15-16 Sculthorpe	BMFA Team Trials. F1A, F1B,F1C. Contact Mike Woodhouse: 01603 457754.	December 4 Middle Wallop	Crookham Combined Power. See this issue. Start 10.00. Contact: John Thompson, tel 01252 842471, or email Johnd.Thompson@btinternet.com
October 16 Cardington	BMFA Indoor General flying, no formal contests. BMFA members only. See FFn 0505. Must be on list, contact Laurie Barr on lauriebarr@btinternet.com or write to Herries Cottage, Winter Hill Rd, Pinkneys Green, Maidenhead, Berks. SL6 6PJ or call 01628 487544.		

# F1E WORLD CHAMPIONSHIPS LIPTOVSKY MIKULAS, SLOVAKIA, SEPT 13 TO 18

## Senior Individual

1	Stanislav Kubit	POL	1380	500.00	+300	+387				
2	Milan Mravec	SVK	1380	500.00	+300	+256				
3	Vincent Croghan	USA	1380	500.00	+300	+253				
4	Ivan Treger	SVK	1380	500.00	+300	+244				
5	Pierre Chaussebourg	FRA	1380	500.00	+300	+211				
6	Daniel Petcu	ROM	1380	500.00	+300	+185				
7	Herbert Schmidt	GER	1380	500.00	+300	+176				
8	Thomas Iorger	USA	1380	500.00	+300	+175				
9	Jean-Marie Chabot	FRA	1380	500.00	+300	+149				
10	Jean-Luc Drapeau	FRA	1380	500.00	+293					
11	Reinhardt Wolf	AUT	180	289	300	300	300	1369	496.33	
11	Ivan Crha	CZE	180	300	300	289	300	1369	496.33	
13	Kiss Balazs Sarusi	HUN	180	300	300	286	300	1366	495.33	
14	Giuseppe Berto	ITA	180	300	300	300	277	1357	492.33	
15	Walter Spatny	SUI	180	300	300	267	300	1347	489.00	
16	Florian Draghici	ROM	180	300	300	300	264	1344	488.00	
17	Jaromir Orel	CZE	180	300	300	300	261	1341	487.00	
18	Peter Brocks	USA	180	256	300	300	300	1336	485.33	
19	Werner Ackermann	GER	180	300	300	247	284	1311	477.00	
20	Stanislaw Bochenski	POL	180	300	226	300	300	1306	475.33	
21	Kurt Bleuer	SUI	180	300	300	300	191	1271	463.67	
22	Robert Sifleet	W/C	180	196	300	293	300	1269	463.00	
23	Juraj Uhrin	SVK	180	300	300	168	300	1248	456.00	
24	Amedeo Berto	ITA	180	300	300	159	300	1239	453.00	
25	Vojtech Zima	CZE	180	300	300	149	300	1229	449.67	
26	Jeno Asboth	HUN	180	300	300	259	136	1175	431.66	
27	Fritz Mang	AUT	180	300	300	56	300	1136	418.67	
28	Edith Mang	AUT	180	300	300	188	145	1113	411.00	
29	Claudio Bognolo	ITA	180	300	300	300	22	1102	407.33	
30	Manfred Rennecke	GER	179	232	300	161	153	1025	381.44	
31	Franciszek Kanczok	POL	180	300	300	160	72	1012	377.33	
32	Marian Popescu	ROM	180	300	47	102	290	919	346.34	
33	Jozsef Barna	HUN	180	193	274	206	63	916	345.33	
34	Heinz Bleuer	SUI	180	300	211	107	104	902	340.67	
Number of maximums			33	29	30	18	21			
Number of full scores			33	29	26	15	10			

## Junior Individual

1	Jakub Janata	CZE	1380	500.00	+300	+254				
2	Daniel Bildea	ROM	1380	500.00	+300	+241				
3	Peter Barna	HUN	1380	500.00	+300	+180				
4	Michaela Noskova	SVK	1380	500.00	+300	+153				
5	Dominika Drmlova	SVK	180	300	300	300	253	1333	484.33	
6	Cristian Faur	ROM	180	300	300	224	294	1298	472.67	
7	Mariusz Klima	POL	180	300	300	300	204	1284	468.00	
8	Christian Andrist	SUI	180	300	300	300	180	1260	460.00	
9	Jozef Filip	CZE	180	268	246	262	300	1256	458.66	
9	Steffen Hoelper	GER	180	300	300	176	300	1256	458.67	
11	Bjoern Hoefs	GER	180	300	300	290	165	1235	451.67	
12	Martin Horn	CZE	180	300	300	147	300	1227	449.00	
13	Rasmus Dresler	GER	180	300	300	300	132	1212	444.00	
14	Kajetan Dziobob	POL	180	300	300	197	221	1198	439.34	
15	Piotr Grabowski	POL	180	208	300	300	199	1187	435.66	
16	Patricia Valastikova	SVK	180	300	300	175	185	1140	420.00	
17	Adrian Draghici	ROM	180	300	300	177	181	1138	419.33	
18	Giulia Sartori	ITA	180	252	300	92	299	1123	414.34	
19	Dominik Andrist	SUI	180	300	300	128	153	1061	393.67	
20	Adam Loczi	HUN	180	246	300	142	142	1010	376.66	
21	Zoltan Garamvolgyi	HUN	180	246	194	231	98	949	356.34	
Number of maximums			21	16	19	9	7			
Number of full scores			21	16	16	8	4			

## F1E Senior Team Results

	Country	Abbrev	Total	Team member places									
1	France	FRA	1500.00	5	9	10	6	Poland	POL	1352.66	1	20	31
2	USA	USA	1485.33	3	8	18	7	Italy	ITA	1352.66	14	24	29
3	Slovakia	SVK	1456.00	2	4	23	8	Romania	ROM	1334.34	6	16	32
4	Czech Republic	CZE	1433.00	11	17	25	9	Austria	AUT	1326.00	11	27	28
5	Germany	GER	1358.44	7	19	30	10	Switzerland	SUI	1293.34	15	21	34
							11	Hungary	HUN	1272.32	13	26	33

## F1E Junior Team Results

1	Czech Republic	CZE	1407.66	1	9	12
2	Slovakia	SVK	1404.33	4	5	16
3	Romania	ROM	1392.00	2	6	17
4	Germany	GER	1354.34	9	11	13
5	Poland	POL	1343.00	7	14	15
6	Hungary	HUN	1233.00	3	20	21
7	Switzerland	SUI	853.67	8	19	
8	Italy	ITA	414.34	18		

## NFFS SYMPOSIUM REPORT 2005

The National Free Flight Society Symposium Report for this year has been published and moreover is now available from FFn.

Editor of the 2005 Report was Mike Woodhouse, only the second foreign editor (Paul Masterman took the post over ten years ago), and this has resulted in increased British contributions. A new departure is the inclusion of a CD containing the Sympo text and various spreadsheets supporting the papers and additional folders of photos.

After an introduction by the editor, the first article is *Once upon a time in America... and in two or three dozen other countries as well*, by Michael Warren. This presents a selection of memorable extracts from his contest reports - the notable observations of atmosphere, people and surroundings, that MW does so well - in contrast to mundane detailed reports of what happened with the models that most other people produce.

Art Lonergan wrote the second article *In memory of free flight upon a time in America... and in two or three dozen other countries as well*. Art dislikes everything about modern FF and advocates returning to the 1954 Wakefield rules with different fuselage cross-section rule but retaining the **80g** rubber and Rise Off Ground. These would be flown to the formality of 5 flights with 180 sec max, then augmenting the total time with points for design, construction, and the take-off. These judged items would determine the outcome instead of a flyoff against the stopwatch - who needs to come to their senses??

Ron Pollard in *Time for a change* proposes a clever alternative change which fits much better within modern FF. This would link aspect ratio to rubber weight: the wing span in metres multiplied by the rubber weight in grams should not exceed 40. This would allow a maximum of about 20g for a Kulakovsky 1.934m model against 32g for a model with the 1.24m span used by Koster's 1965 model. Peter King calculations show that this could very balanced potential for a range of spans.

*Another mystery model - the CW2* is an article by Mike Woodhouse with contributions from Eric Cooper, Bob Wells and Charles Williment. This recounts the story of Williment's model shop and Norwich, the discovery of an old model of his dating from about the late thirties, and the restoration of the model to flying condition.

Martyn Pressnell wrote *Club Classic Rubber Duration memorable models of the 1950s* describing the class introduced by Bournemouth. Martyn describes the models of the period and assesses relative performance of a range of models from vintage Wakefield to modern F1B. The designs eligible for Club Classic are shown to have performance second only to the modern F1B measured by a factor combining duration, weight and area, by implication making it an satisfying class to fly.

In the same vein but for power models, Allan Brown describes *Nostalgia power and the Cranfield Classic*. Allan concentrates on the latter, the Scottish event for the five models which tied for first place at the 1960 World Championships as Cranfield. Allan describes winning the event and explains that he has built models to each of the 5 designs, and discusses each and the relevant motors from the period.

The classic studies are completed by Rod Audley on *Classic Gliders - a very personal view*. Rod recalls that there were some SAM events before 1998 when he became vintage glider columnist for "SAM35 Speaks" then he introduced a Caprice

contest and then in 2000 his vintage and classic glider day at Middle Wallop. He summarises the contest, the most popular models and concludes with thoughts for the future.

By this stage of the report you realise that, while there are the usual Will Nakashima cartoons scattered through the report, this time by a nice editorial touch they have actually been inspired by the articles with which they appear.

The more technical articles start with *Airfoils with conic camber* by John Barker. He starts by describing the bulk of FF aerofoils as just drawn shapes as a starting point for testing without any specific aerodynamic properties by design. He then demonstrates how to rationalise the design with specific camber line and fairing constructions. Mechanised with a spreadsheet, included on the Sympo CD, John has linked it to CAD output. It occurs to me that the various parameters in these shapes would be a good simple way of expressing aerofoil shape for optimisation with Profili calculations.

Peter King's study in this Sympo is *The effects of air conditions on model performance*. He postulates the effect of turbulence and sink on model performance by applying factors which give the estimated effect on particular models. From this Peter compares different models, deducing for example the possibly surprising conclusion that the effect of bad air on a 12 strand F1G is very similar to that on a faster climbing 14 strand model.

*Catapult glider launching theories* by Kurt Krempetz presents an analysis of the launch dynamics of catapult launching a glider. His spreadsheet is given but there is very little presentation or discussion of results.

Moving on to the construction side, Maarten van Dijk describes *Pultrusion processing*. He explains the merits of pultrusion to produce small section carbon items with continuous fibres compared to cutting a sheet which will not have direct straight fibres. He describes the process that he has set up to enable his business of producing such sections.

Mike Frances has never flown free flight but presents a very impressive detailed and informative article *Advanced composites, the way forward?* An RC glider flyer, Mike went into the space model class S8E and won the world championship last year. This article gives a full account of his development of composite wing structure for his winning model. The final structure uses moulded wings with upper and lower skins made from sandwiches of thin Rohacell and prepreg carbon. A key part was finding imported unidirectional carbon prepreg with a surface density of just 20 g/ sq m.

*F1B enjoyment and the single bladed prop* by Georges Matherat and Jean Wantzenreither starts with a review of the use of single blade props on early Wakefields and contuing through to later models and Coupe d'Hiver which continued to use these props rather longer than F1B. Details of the props are taken from summaries by various authors of different quality from that time.

*Prop talk and whittling* by Fritz Mueller discusses the function of a prop and different aspects of carving or forming on a cylinder.

Rainer Lotz and Helmu Werfl in *Sunrise and stabilisers* describe their F1G model and investigations of the effect of tailplane section. One which gave a good glide needed 4 turbulators before the climb was improved, then realising that reduced camber was best with the section having a straight line from 40% to the trailing edge.

*Open electric - a practical approach; getting started with unlimited electric models* is written by Trevor Grey. Talking around the UK open class rules, he describes the power train, the details of switching and charging, propeller, model and flying. The article concludes with details of developments and a plan of Trevor's model. A section about the future notes possible FAI interest, a pity it was written so early in the year and did not also address F1Q...

Ed Mate writing about *Rise off water* recalls winning an event at the 1950 US Nationals. He hopes the article, with descriptions of floats and a plan, will revive interest in ROW.

*Large open power* by Trevor Payne starts with an account of how he started flying and flew low aspect ratio power models for 40 years. He describes his conversion to the advantages of high aspect ratio and gives plans and details of his models.

*Peter Harris - a tribute* is a short piece by the editor remembering Peter and describing his slow open power model.

*Experiments in flapped wing F1A* by Allard van Wallene describes the reasons, design process and development of a flapped F1A for gaining extra height on zoom. The inclusion of a flap places greater demands on the wing structure as well as the questions of the structure and hinging the flap itself. Allard addresses these points and reports flight test results, including altitude data plots, and news of winning a national competition.

Peter Lloyd writes about *Improving the breed - modifying hand launched glider kits*. In effect the article addresses improvements to all aspects of the fuselage and DT almost as a basic design assessment.

*Know your EZB (or how to become an expert)* by Laurie Barr includes descriptions of various aspects of EZB including wood selection, trimming, and winding. Two plans are given, which are already familiar to FFn readers.

Bernie Hunt then follows Laurie's article with a short piece on *Balsa stiffness testing*.

Next indoor detail item is *Fibres and filaments for indoor duration models* by Nick Aikman. He describes applications, particularly F1D, as varied as VP prop hub hinges, wing and tail posts, reinforcement of motor stick and wing edges, the last application also now leading to elliptic dihedral locked in with boron fibres above and below the wing edges.

*Join the jet set* by Richard Crossley addresses scale models for the Rapier jet propulsion system. This follows on from the Jetex tradition and indeed one section is about modifying old Jetex designs, like the Keil Kraft scale model series. The article continues with discussion of motor mounts, launching and a selection of photos of Richard's models.

The next part of the report is the 2005 Models of the Year, which had been managed by Aram Schlosberg. The models, are presented with a description and plans and are:

Discus Launched Gliders    Stork and Flingitupicus		
Andy Hewitt & Phil Ball		
F1B	Coxy 3 (number 21)	Anselmo Zeri
F1C	#72	Eugene Verbitsky
F1J	Thermal Floater	Vasily Beschasny
Cargo	Van	Vic Nippert
F1D	Eidolon	John Kagan
Scale	DH84 Dragon	Chris Starleaf
F1H	Texas Cloud Climber	Mike Fedor
Beginners F1A	Czeck Mate	Ladi Horak
Special award	2004 Junior Power Team	

The 2005 NFFS Hall of Fame honours three people with two-page articles on each: Larry Kruse, John Lenderman, Richard Mathis. Rex Hinson contributes the NFFS President's report and the 2005 Sympo concludes with details of the authors.

The 2004 Symposium Report is available from FFn at a price of £16.40 including UK and European mail. The only earlier reports in stock are 2004 at £17.00 and 2003 at £10.00 (or £6.00 with slightly damaged covers). If ordering from outside Europe and you prefer to order from FFn rather than NFFS, add £3.00 for airmail delivery on a report.

An FFn subscription renewal form will be included in the November FFn, but if you want to pay at the same time as order a Sympo you can do so for the price for one year of £16 UK, £18 Europe, or £22 worldwide (with a small reduction of £1 if paying for 2 years, that is £31, £33, £41 respectively)

## SOME THOUGHTS ON FREE FLIGHT – after visiting the US National Championships

By Paul Masterman

From comments presented on the field and from information supplied by the organizers, the 2005 US Nationals' free flight event proved a significant success for everyone. No doubt the weather was a contributing factor to numbers participating this year, but – since pre-entry is the norm – the 'sign-up' statistics tell their own story independent of what the elements have in store for the fliers over the five full days of competition. Contest CD John Lorbieckie, ably assisted by, among others, his son (who handled the major FAI events) stated that entries exceeded 280 this year, with a large proportion flying. That's the good news; the question then arises, how can such growth in interest be sustained in the longer term? This question has been exercising the minds of free flight enthusiasts worldwide over the past couple of decades. There has been much hand-wringing and concern that 'free flight is dying'.

It could be, of course, that such a comment reflects an overly parochial viewpoint; if we examine the results from the FAI's recent European Junior Championships, it might well appear that free flight is alive and well -providing we exclude the UK!

However, while participating numbers in the UK (and USA) may appear stable, age catches up with us all; if the universe of free flight contestants does not receive an injection of new blood, our activity, the Jeremiah's proclaim, is doomed to extinction. In the United Kingdom, there has been much heart-searching on how best to entice young people into aeronautics and, from a self-interested viewpoint, the free flight discipline. The BMFA's ad-hoc Education Committee has been actively engaged in promoting model aviation activities for many years now, and with the active support of British AeroSpace, has had modest success in enticing the school population to compete in indoor flying events, with a national final each year. In the United States, the new President of the National Free Flight Society, Rex Hinson, has made recruitment of new members a focus of attention for the membership with the message; "Who have you signed up this year?" Youth activities are also actively promoted through the Science Olympiad programme, although aviation is only one aspect of this wide-ranging initiative.

But the facts are as they are. Looking around the flying field at Muncie in 2005, one can't avoid noticing that most of the male population's hair is gray or white (if there's any hair at all). Yes, there are some enthusiastic youths – though often they're part of a 'family equipe' – but only a smattering of the really 'new, new'.

I've commented before (FFn0311) on the dichotomy between the those flying FAI and AMA/NFFS events at Muncie. Baldly put, participation ratios (ie. Those flying, compared with numbers of entries) are far higher in FAI events than in the national competitions. This year, perhaps due to the exceptional weather, this trend was reversed in the case of one popular contest – Moffett, the restricted rubber-powered class, launched from a table, but even though there was an improved participation ratio in national classes this year, FAI still tends to outrank 'national' by a significant margin. In the case of A,B & C, for example, out of 86 entries, 60 people returned scores (70% participation). Only Moffett exceeded this, with 30 out of 37 recording scores. One feasible explanation mentioned earlier suggested that, since there are so many national classes, people enter 'everything' in order to pick and choose on the day, giving themselves considerable tactical flexibility in the trophy-collection stakes! Another possible factor has been related to the 'Builder of the model' rule; in the USA at least, the younger flyers do appear to be using ready-made aircraft and are very much more into model flying rather than model construction. Is this, perhaps, why a glance at the Euro Junior Champs statistics shows the 'new European nations' so visible in the results?

While the squabble over the BOM rule may have tapered off a little in Britain (our innate ability to compromise may have helped – it will be interesting to see what happens at this year's Grantham Grand Prix when they introduce an innovative score ratio plan when 'manufactured models' are permitted to fly alongside 'home-built'), the matter is far from resolved on the western side of the Atlantic. This year at the Nationals, there were some young guys with hastily-marked Tee-shirts claiming that the wearers were on the side of those who built their own aircraft... However, as far as I could gather, the aircraft attracting their attention were HLGs, or perhaps Catapult, where the building time is somewhat shorter than most 'stick and tissue' creations. Given that most young people have a thousand-and-one options on which to spend their time, perhaps it's not surprising that quickly-built aircraft are to the fore in their preoccupations. Maybe (here again) it's the flying that's more important than the building. If we agree that the main purpose of "aeromodelling" is to put an aircraft into the air and see it fly, perhaps this is where the focus should be?

If it's becoming clear that there are some differences in thinking between at least some of those who fly international, rather than national classes, there are other factors which may turn out to be of far greater concern. This year, it was more evident than ever that there's a wedge between 'them' and 'us'. The most overt problem is that FAI, run from poles, is physically separated from the national competitions. At Muncie, since anyone can fly from anywhere (just return the scorecard after each flight) the contest can be spread over the thousand plus acres – and was this year, because there was so little drift. The result? What one group sees of the other is therefore left to chance. The most evident problem comes at FAI fly-off time; where will the timekeepers be found? They're all over the field doing something else... Raising this factor is not scare-mongering; one competitor (an active and successful flyer and a big noise in NFFS) has intimated that he's had to give up FAI because he can't support the logistics and time-scheduling required to fly FAI and gas classes on the same day – even though he comes with an experienced, knowledgeable support team!

Competitors in Free flight National Championships are concerned with one thing; the time recorded on a stopwatch. Returning to the thought that it's the flying that's important, surely this is why the popularity of flying model aircraft designed many years ago retains its following? Our knowledge of meteorology and skills in building, the improved performance of rubber, better fuel, and several other significant factors mean that older designs can have performance enough to provide us with all the joys of seeing our replicas compete – and win. The growth in interest in Nostalgia classes bears this argument well. The only problem is that, when it comes to the 'big picture' we all need to recognize that we're all using the same flying field; all using a stopwatch; and the worst thing that could happen is to discover that those with differing interests are becoming alienated from their fellow flyers.

## KIBBIE DOME INTERNATIONAL, JULY 23–26

Report by Bob Bailey.

Mark Benns and I represented UK; Mark to fly in the 'Battle of Seattle' HLG event organized by Bruce Kimball and I to fly F1D and whatever else I could take (35 cm and F1L). Mark and I flew from Heathrow and were welcomed at Seattle by Rodney O'Neill from Northern Ireland and partner Dorothy; I shared a hire car with them while Mark was looked after by Bruce. The Kibbie Dome is in Moscow Idaho, about 300 miles east of Seattle; a leisurely day's drive. Other US contestants drove up to 2000 miles each way!

For the first time ever, there was a double booking and the soccer turned into volleyball with many courts. Most of the first day (until about 8pm) was lost while the area was cleared by convicts from a local prison. The first HLG slot was scheduled from 9pm until midnight. Rows of lights on each

wall gave ample lighting for activities at any time of day or night. The next HLG slots took place from 6 am until 9.30am on each day when duration flying took over.

The Battle of Seattle brought together most of the World's finest HLG fliers and produced some breathtaking flying; a privilege to watch. For the Brits, the highlight was Mark's new Discus Launch indoor model which set a new Cat 4 indoor HLG record of 84.8 sec, just beating Phil Ball's 84 sec set at Cardington about 20 years ago! Unfortunately Mark broke the model when going for more; I am told the altitude reached was well over 100'. Mark's model is based on his outdoor DLG which was only just beaten by Phil at the British Nats.

This weekend saw the Finals for the US team selection for next year's W/C in the usual venue (Slanic) and most of the US top indoor fliers concentrated on F1D. The format was 9 flights over 3 days with 3 hrs per round, a leisurely schedule.

The Kibbie Dome is 2500 ft above sea level and the thinner air means that the models don't stay up as long! The reduction from sea level is estimated to be up to 10%. In addition, the roof has a reflective coating on the outside and the inside consists of flat panels about 1.5m square, with gaps in between through which models can pass and hang up without chance of retrieval during the contest. Maximum height in the center of the roof which is cylindrical in shape is quoted at 147 ft. One quarter of the way from each end is a long curtain rod at 120 ft suspended by many wires. If one's luck is out, a hang up is quite probable. In time for this year's event, a scoreboard has been put up in the roof to provide an additional hazard. Andy Tagliafico, as CD, did a magnificent job as always and had organized large sheets of polythene to shroud the scoreboard. This prevented hang ups. The roof tiles are the same colour as Tan2 and the models are not easy to spot. Near the lights, steering a model is extremely difficult since the model is only visible for about 2/3 of the circle!

I flew F1D in the contest alongside the Trials as did Jim Richmond, who as defending champion, did not need to contest a team place.

High times are not easy to get and John Kagan's initial 32 min flight looked to provide a tough target, and so it proved. The insulated roof ensured little temperature gradient which, in other sites prolongs the climb and cruise. Fred Tellier measured 2 deg F difference between floor and ceiling using a pyrometer; this amount is minimal. Bruce Kimball had a hand held laser rangefinder which was very handy in assessing model height relative to obstructions. The rangefinder was able to measure the height of my 35 cm model which, at the measured height of 105 ft, looked small! A valuable asset.

The F1D Trials provided, as one would expect, some outstanding flying; times were well in excess of those previously attained at this site. Brett Sanborn, who was on the US Junior team in Slanic last year, came through with a superb 33.27; he told me afterwards of getting 1800 turns on a 9 1/4" motor (before breaking in?) of May 99 Tan2, which I believe most fliers used and using all the turns. Probably, the minimum pitches on the best props was 25 to 26". It was good to see Cezar Banks again; he hadn't lost his touch and was less than 40 sec behind 3<sup>rd</sup> place, ending up 6<sup>th</sup>.

I attempted to reduce prop pitch by my usual method of twisting the prop spar, but unknown to me, the spar untwisted during flight and left me wondering why the adjustment hadn't done anything! Had I sorted it, I am sure my scores would have improved significantly and moved me up several places relative to the Trials fliers. As it was, Jim Richmond won the parallel F1D contest with his 2 diameter prop which changes from about 22" to 18" in a fraction of a second.

35 cm seems not to be flown as much in USA as in Europe; the main contenders (Tom Sova and Ray Harlan didn't fly but vowed to get VP props going for USIC next year! Caution was needed since 35 cm models are even more likely to get lost or hung up in the roof tiles than larger models.

For me, F1L called for lighter rubber than I expected after my first flight which headed with alarming speed upwards and had to be aborted before losing the model. Wally Miller's times were not easy to beat.

RESULTS (Not all classes)

#### F1D Trials

1	J Kagan	34.14	33.49	=68.03
2	L Cailliau	33.11	34.25	=67.36
3	B Sanborn	31.46	33.27	= 65.13
4	T Sova	31.26	32.42	=64.08

#### F1M

1	F Tellier	19:50
2	B Leppard	17:56
3	S Smith	15:25

#### 35 CM

1	R Bailey	32:17
2	R Romash	21:03

#### F1D

1	J Richmond	32:09	32:47	=64:56
2	R Bailey	31:50	31:57	=63:47
3	F Tellier	31:12	30:54	=62:06
4	B Leppard	28:02	25:35	=53:37
5	C Raymond-Jones	24:18	22:45	=47:03

#### F1L

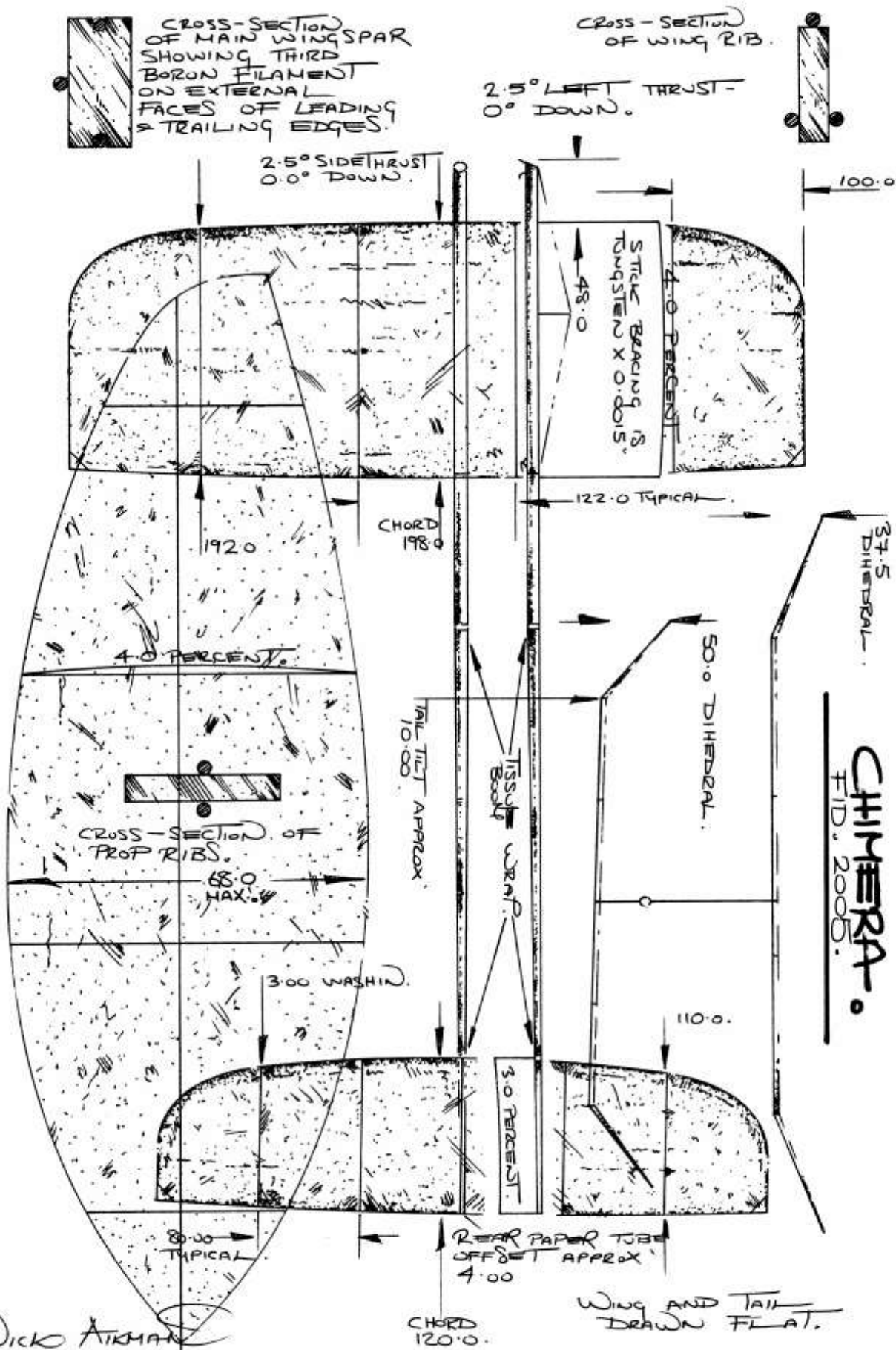
1	R Bailey	21:11	21:20	=42:31
2	W Miller	20:15	21:48	=41:03
3	M Palrang	19:43	19:37	=39:20
4	J Lenderman	18:40	19:41	=38:21
5	A Tagliafico	17:42	19:15	=36:57
9	R O'Neill	16:43	16:27	=33:10

### EUROPEAN INDOOR CHAMPIONSHIPS

We are pleased to be able to present details of the models to be flown by all three British team members at this event in Bordeaux early next month. Good luck to the team.

CHIMERA F1D by NICK AIKMAN			
Constructional Details			
Component	Subcomponent	Details	Weight
WING	SPARS	035 to 065 to 035 by 035 constant. 4.7 lb. A grain. Plus 3 x 003 boron.	0.108 g.
	TIPS	050 by 030 to 032 by 030. 5.0 lb A grain.	0.046 g.
	RIBS	013 by 045 constant. 4.2 lb. C grain. Plus 3 x 003 boron.	0.068 g.
		Weight of dry frame.	0.226 g.
TAILPLANE		Weight of wing complete with dihedral/tubes etc.	0.304 g.
	SPARS	041 to 055 to 041 by 030 constant. 5.2 lb. A grain.	0.052 g.
	TIPS	040 by 030 to 030 by 028. 5.0 lb. A grain.	0.022 g.
	RIBS	028 to 050 to 028 by 023 constant (Andrews). 4.3 lb. C grain.	0.018 g.
MOTORSTICK		Weight of dry frame.	0.098 g.
		Weight of tail complete with dihedral/tubes etc.	0.140 g.
	BLANK	012 by 0.845 wide by 9.75 long. 4.0 lb. C grain. Plus 3 x 003 boron at 3, 6 and 9 o clock.	0.118 g.
	BEARING and HOOK	013 Stainless steel.	
	STUB/EXTENSION	009 by 0.840 wide by 4.75 long. 4.0 lb. C grain. Plus 3 x 003 boron at 12, 4 and 8 o clock.	0.048 g.
	PLUG-IN for BOOM	009 by 1.75 long. Same wood as extension. Trim to fit boom taper.	0.020 g.
	BRACING POST	048 to 035 square. 5.5 lb. A grain.	
TAILBOOM	WINGPOSTS	058 by 048 oval. 4.00 long. 5.00 lb. A grain. Plus 2 x 003 boron. Tubes are 055 dia'.	0.042 g.
		Weight of complete stick.	0.328 g.
	BLANK	009 by 18.00 long. 0.840 wide to 0.40 wide. 4.00 lb. C grain. Plus 2 x 003 boron top and bottom.	0.116 g.
PROPELLER	TAILPOSTS	048 by 042 oval. 1.50 long. 5.00 lb. A grain. Plus 2 x 003 boron. Tubes are 045 dia'.	0.020 g.
		Weight of complete boom.	0.168 g.
	SPARS	080 by 080 tapered to 038 by 038 by 9.25 long. 4.00 lb. A grain. Plus 2 x 003 boron.	0.096 g.
	OUTLINE	023 by 023. 4.4 lb. A grain.	0.024 g.
	RIBS	013 by 040 flat. 4.2 lb. C grain. Plus 2 x 003 boron.	0.022 g.
MODEL COVERING	VP HUB	Balsa yoke 080 by 080. Kevlar hinges onto tissue tubes. Carbon driver arm with 008 actuator wires and spring. Spring dimensions are 3.5 turns around an 025 mandrel with approx' 30 degrees pre-load.	
		Weight of complete hub.	0.096 g.
		Weight of complete propeller	0.252 g.
RUBBER	Y2K/2 Applied with 3M SprayMount.	Most recent versions use crinkled film.	
	March '02/May '99.		
		Weight of complete model.	1.192 g.
		Ballast.	0.010 g.
		<b>Flying Weight</b>	<b>1.202 g.</b>

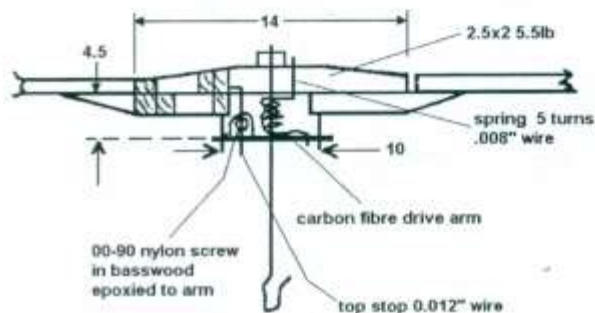
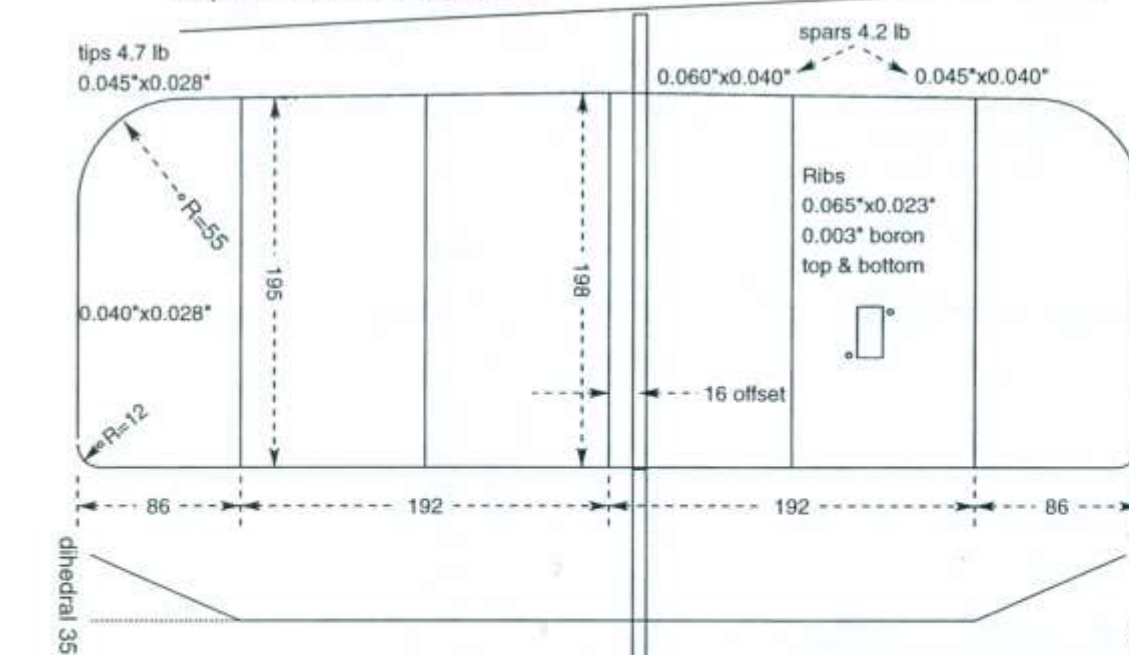
DIMENSIONS IN IN.



NICKO AIRMAN  
19.09.05

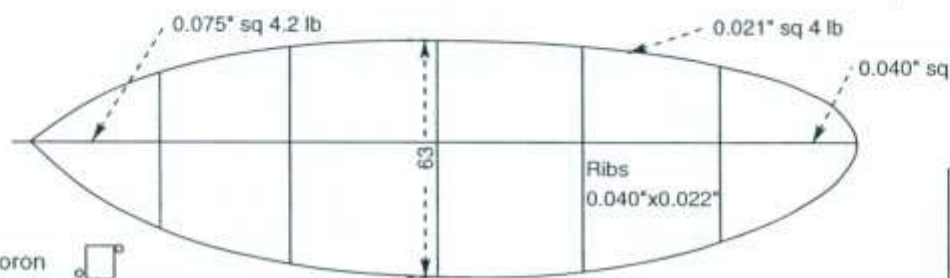
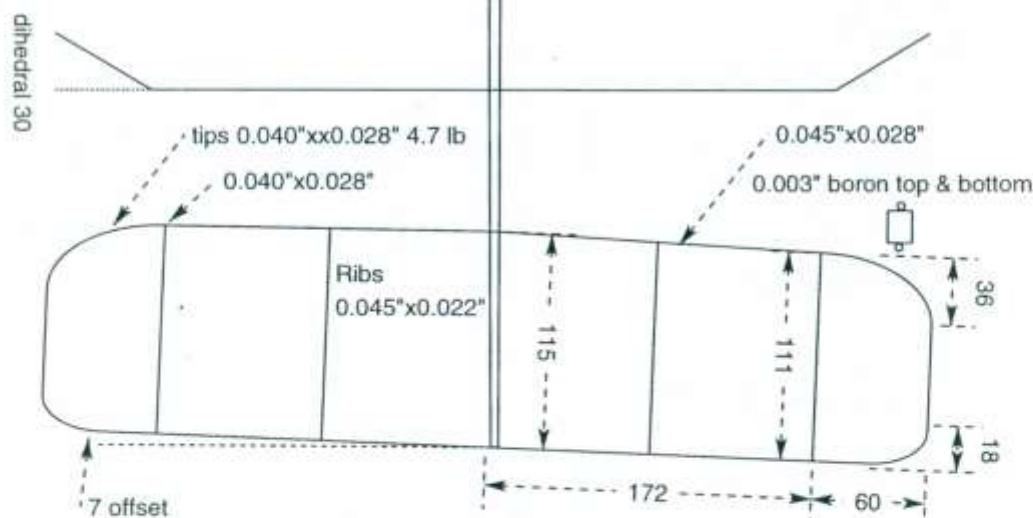


Prop: 480\*660 VP 3° left, 0 down

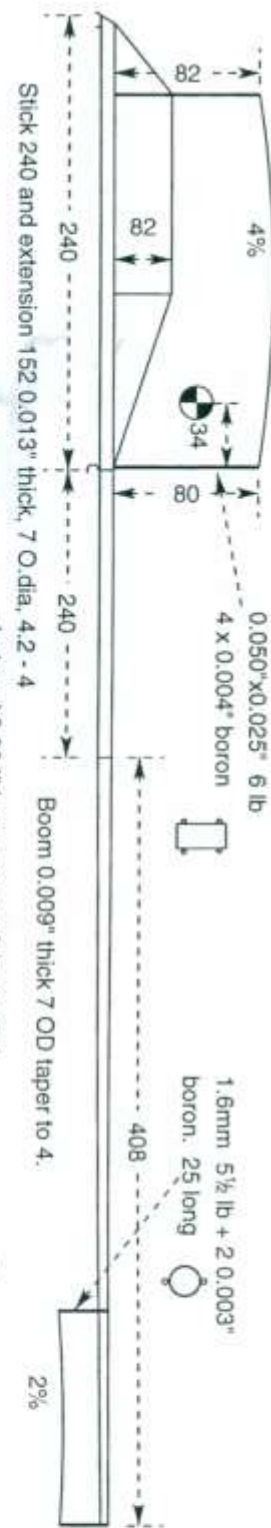


#### Typical weights

Stick	0.35g
Boom	0.16g
Wing	0.32g
Tail	0.14g
Tail	0.14g
Prop	0.24g
Total	1.21g



PROP BLADE - HALF SIZE



**F1D 2005**  
**by Bob Bailey**

FFn Scale 1:4 All dimensions mm unless stated



## DORCOL CUP, BELGRADE, SERBIA AND MONTENEGRO, AUG 26-28

### Senior 10 flew

1	R Bailey	GBR	29:52	30:25	60:17
2	N Aikman	GBR	26:43	26:08	52:51
3	S Midic	SCG	26:49	23:41	50:30
4	L Radosavljevic	SCG	25:00	24:56	49:56
5	M Kaplan	CZE	24:57	24:01	48:58
6	G Lefever	GBR	24:18	23:32	47:50

### Junior 3 flew

1	K Kaplanova	CZE	23:06	21:20	44:26
2	G Kaplanova	CZE	21:13	19:54	41:07
3	S Pavelka	SCG	16:00	15:14	31:14

## SALZLAND CUP, BORNE, GERMANY, AUGUST 20-21

### F1A 72 flew, 19 in flyoff

1	M Kosonozhkin	RUS	1260	+300	+367
2	M Van Dijk	NED	1260	+300	+330
3	D Halbmeier	GER	1260	+300	+308
4	W Herwig (J)	GER	1260	+300	+249
5	J Melde	GER	1260	+300	
6	T Weimer	GER	1260	+295	
7	R Holzleitner	AUT	1260	+281	
8	C Breeman	BEL	1260	+280	
9	R Assmuss	GER	1260	+263	
10	S Paoli	GER	1260	+253	
10	A Hacken	GER	1260	+253	
12	S Puttner	GER	1260	+252	
12	M Farber	GER	1260	+252	
14	D Sauter	GER	1260	+208	
15	A Van Wallene	NED	1260	+196	

### F1A-Junior 10 flew

1	W Herwig	GER	1260	+300	+249
2	M Herwig	GER	1220		
3	A Vanura	GER	1180		

### F1B 38 flew 15 in flyoff

1	B Silz	GER	1260	+300	+539
2	P Ruyter	NED	1260	+300	+409
3	A Gey	GER	1260	+300	+361
4	H Van Hoorn	NED	1260	+300	+357
5	A Seifert	GER	1260	+300	+350
6	H Helmbrecht	GER	1260	+300	+328
7	D Paff	GER	1260	+300	+30
8	M Amthor	GER	1260	+286	
9	D Dreise	GER	1260	+285	
10	R Trumpf	SUI	1260	+280	

### F1C 11 flew

1	M Nogga	GER	1260	+300	
2	C Wachtler	GER	1260	+269	
3	M Sondhauss (J)	GER	1260	+253	
4	H Stetz	GER	1251		

## UNA CUP, BOSANSKI PET., BOSNIA-HERZEGOVINA, AUGUST 27

### F1A 9 flew

1	S Limo	BIH	1260	+60e	+88
2	R Blagojevic	SCG	1260	+60e	+65
3	B Bagari (J)	SLO	1244		
4	M Bordjoski	SCG	1149		

### F1A-Junior 3 flew

1	B Bagari	SLO	1244		
2	A Ramadanovic	BIH	953		

### F1B 3 flew

1	M Cabaravdic	BIH	1260	+120e	
2	V Tomljanovic	CRO	1171		

### F1C 5 flew

1	K Jusufbasic	BIH	1260	+77e	
2	R Truppe	AUT	1260	+44e	
3	D Zulic	SLO	1240		

## EIFEL POKAL, ZÜLPICH, GERMANY, SEP 1-4

### F1A 85 flew

1	M Van Dijk	NED	1290	+300	+310
2	W Bellen	NED	1290	+300	+277
3	I Yablonovskyy	UKR	1290	+300	+271
4	D Schulz	GER	1290	+300	+248
5	B Van De Kerkhof	NED	1290	+300	+243
6	H Nyhegen	DEN	1290	+300	+242
7	I Kreetz	NED	1290	+285	
8	P De Boer	NED	1290	+270	
9	H Fuss	AUT	1290	+269	
10	C Breeman	BEL	1290	+263	
11	F Adametz	GER	1290	+247	
12	L Bajorat	GER	1290	+230	
13	J Challine	FRA	1290	+226	
14	B Trachez	FRA	1290	+212	
15	A Parna	EST	1290	+203	
16	B Honig	GER	1290	+187	

### F1A-Junior 17 flew

1	M Herwig	GER	1282		
2	W Herwig	GER	1269		
3	M Rossen	NED	1255		
3	V Vivchar	UKR	1255		
5	N Wijnhoven	NED	1244		
6	M Cuthbert	GBR	1239		

### F1B 62 flew

1	W Ghio	USA	1320	+300	
2	P Monninghoff	GER	1320	+296	
3	O Kulakovsky	UKR	1320	+292	
4	R Mackus	LTU	1320	+282	
5	T Andre	NED	1320	+259	
6	V Vivchar	UKR	1320	+258	
7	B Silz	GER	1320	+254	
8	S Tedeschi	FRA	1320	+236	
9	A Gey	GER	1320	+229	
10	R Peers	GBR	1320	+219	
11	V Gopp	GER	1320	+217	
12	P Windisch	GER	1320	+211	
13	F Voskens	NED	1320	+207	
14	G Buisson	FRA	1320	+202	

### F1C 17 flew

1	G Aringer	AUT	1320	+300	+350
2	J Cuthbert	GBR	1320	+300	+308
3	S Seydel	GER	1320	+300	+218
4	P Maurer	SUI	1320	+294	
5	P De Boer	NED	1320	+208	

## SISCIA CUP, SISAK, CROATIA, SEPT 2-4

### F1A 32 flew

1	R Kulcsar (J)	HUN	1260	+300	+393
2	B Gjerek	SLO	1260	+300	+263
3	R Blagojevic	SCG	1260	+300	+187
4	R Baric	CRO	1260	+256	
5	J Voros	HUN	1260	+250	
6	I Freiburger	CRO	1260	+201	
7	F Wutzi	AUT	1260	+171	

### F1A-Junior 10 flew

1	R Kulcsar	HUN	1260	+300	+393
2	B Bagari	SLO	1214		
3	C Siftar	SLO	1205		

### F1B 13 flew

1	D Zulic	SLO	1260	+295	
2	Z Zechner	CRO	1260	+205	
3	R Blagojevic	SCG	1218		
4	T Hribar	SLO	1217		

### F1C 9 flew

1	K Jusufbasic	BIH	1260	+300	
2	L Patocs	HUN	1260	+198	
3	G Zsengeller	HUN	1260	+163	
4	R Truppe	AUT	1236		

**CUP AVIAPROM, OREL, RUSSIA, SEP 15-17**
**F1A 56 flew**

1	A Matsuk	RUS	1260	+300	+258
2	S Pankov	RUS	1260	+300	+251
3	M Kochkarev	RUS	1260	+300	+243
4	A Gorsky (J)	RUS	1260	+300	+204
5	S Makarov	RUS	1260	+289	
6	M Teterin	RUS	1249		
7	V Murashov	RUS	1246		
8	K Pinemasov	RUS	1220		
9	I Zavgorodny	UKR	1217		

**F1A-Junior 7 flew**

1	A Gorsky	RUS	1260	+300	+204
2	A Kochagov	RUS	1212		
3	A Zaseka	RUS	1150		

**F1B 39 flew**

1	K Batuyev	RUS	1080	+284	
2	A Rybchenkov	RUS	1080	+226	
3	V Ganibasharov	RUS	1080	+193	+98
4	S Smirnov	RUS	1080	+193	
5	N Kovalenko	UKR	1080	+128	
6	A Novikov	RUS	1080		
6	N Mazitov	RUS	1080		

**F1C 20 flew**

1	J Opevalov	RUS	1080	+263	
2	A Chichkin	RUS	1080	+242	
3	I Kobozev	RUS	1080	+190	
4	V Makhovych	RUS	1068		
5	V Sychev	UKR	1066		
6	L Fuzeyev	RUS	1061		

DEREK RICHARDS F1D			
Version of Bernie Hunt's Big Square F1D			
Construational details			
Component	Subcomponent	Details	Weight
WING	SPARS	035 x 065 to 035 x 100 to 035 x 065 double tapered. 5.2 lb. A grain.	
	TIPS	060 x 035 to 035 x 032. 5.0 lb. A grain.	
	RIBS	045 x 024 to 065 x 024 to 045 x 024 (Andrews). 4.5 lb. C grain.	
		Weight of dry frame.	0.240 g.
		Weight of wing complete with dihedral/tubes etc.	0.31 g.
TAILPLANE	SPARS	030 x 030 to 060 x 040 to 030 x 030 double tapered. 5.2 lb. A grain.	
	TIPS	040 x 030 to 030 x 030. 5.0 lb. A grain.	
	RIBS	030 x 023 constant 4.3 lb. C grain.	
		Weight of dry frame.	0.098 g.
		Weight of tail complete with dihedral/tubes etc.	0.140 g.
MOTORSTICK	BLANK	013 by 0.76 wide by 13.00 long. 4.40 lb. C grain. Plus 3 x 004 boron.	
	BEARING and HOOK	Harlan front bearing. 013 Stainless steel rear hook.	
	STUB/EXTENSION	013 by 0.760 wide by 3.4 long. 4.0 lb. C grain.	
	PLUG-IN for BOOM	009 by 1.75 long. 4.0 lb tapered extension. Trim to fit boom taper.	
	WINGPOSTS	065 x 055 by 4.25 long. Plus 2 x 004 boron. 6.00 lb. A grain. Tubes are 065 dia'.	
		Weight of complete stick.	0.34 g.
TAILBOOM	BLANK	009 by 18.00 long. 0.760 wide to 0.40 wide. Plus 3 x 003 boron. 4.80 lb. C grain.	
	TAILPOSTS	060 x 045 by 1.00 long. Plus 2 x 003 boron. 6.00 lb. A grain. Tubes are 045 dia'.	
		Weight of complete boom.	0.16 g.
PROPELLER	SPARS	075 x 075 tapered to 035 x 035 by 9.00 long. 6.00 lb. A grain.	
	OUTLINE	023 x 023. 4.4 lb. A grain.	
	RIBS	030 x 025 to 023 x 025. (Andrews).	
	VP HUB	Balsa yoke 080 by 080. Kevlar hinges onto tissue tubes. Carbon driver arm with 008 actuator wires and spring. Spring dimensions are 8 turns around an 025 mandrel with approx' 60 degrees pre-load.	
		Weight of complete hub.	0.086 g.
		Weight of complete propeller	0.234 g.
MODEL COVERING	Y2K/2 Applied with 3M SprayMount.		
RUBBER	March '02/May '99.		
		Weight of complete model.	1.184 g.
		Ballast.	0.018 g.
		<b>Flying Weight</b>	<b>1.202 g.</b>

## BMFA INDOOR NATIONALS, Cardington, September 10-11

All classes best 2 from 6, results given as best flight – second best flight - total

### F1D Houlberg Gold trophy

1	C King	4:00	0:00	4:00
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### HLG Sweepette Lee Hines

1	M Benns	1:05	1:00	2:05
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### F1L (EZB) Houlberg Silver trophy 7 flew

1	R Bailey	19:13	17:55	37:08
2	G Moore	14:16	13:13	27:29
3	R O'Neil	12:54	10:24	23:18
4	M Doyle	11:18	9:19	20:37
5	J Shaw	10:19	9:52	20:11
6	D Hooper	7:29	7:03	14:32

### L.P.P.

1	P Watt	13:46	13:33	27:19
2	L Barr	13:34	11:44	25:18
3	T Chambers	10:52	9:19	20:11
4	U Wannop	8:27	7:54	16:21
5	R Barfoot	5:35	5:26	11:01

### 35 Cm

1	L Barr	12:20	11:46	24:06
2	J Shaw	10:36	5:28	16:04
3	B Shayler	9:27	0:00	9:27
4	P Ing	2:10	1:57	4:07

## LRS (over 2 days)

1	U Wannop	8:03	7:13	15:16
2	D Hooper	7:58	6:02	14:00
3	G Moore	6:50	5:55	12:45
4	P Ing	6:11	5:28	11:39
5	J Shaw	5:43	5:08	10:51
6	R Barfoot	4:10	4:02	8:12

### F1M 7 flew

1	L Barr	15:07	14:06	29:13
2	R Bailey	14:36	11:43	26:19
3	G Lefever	12:37	12:03	24:40
4	M Green	12:45	11:51	24:36
5	G Moore	11:56	10:59	22:55
6	T Chambers	9:20	9:12	18:32

### No-Cal

1	L Barr	4:52	3:13	8:05
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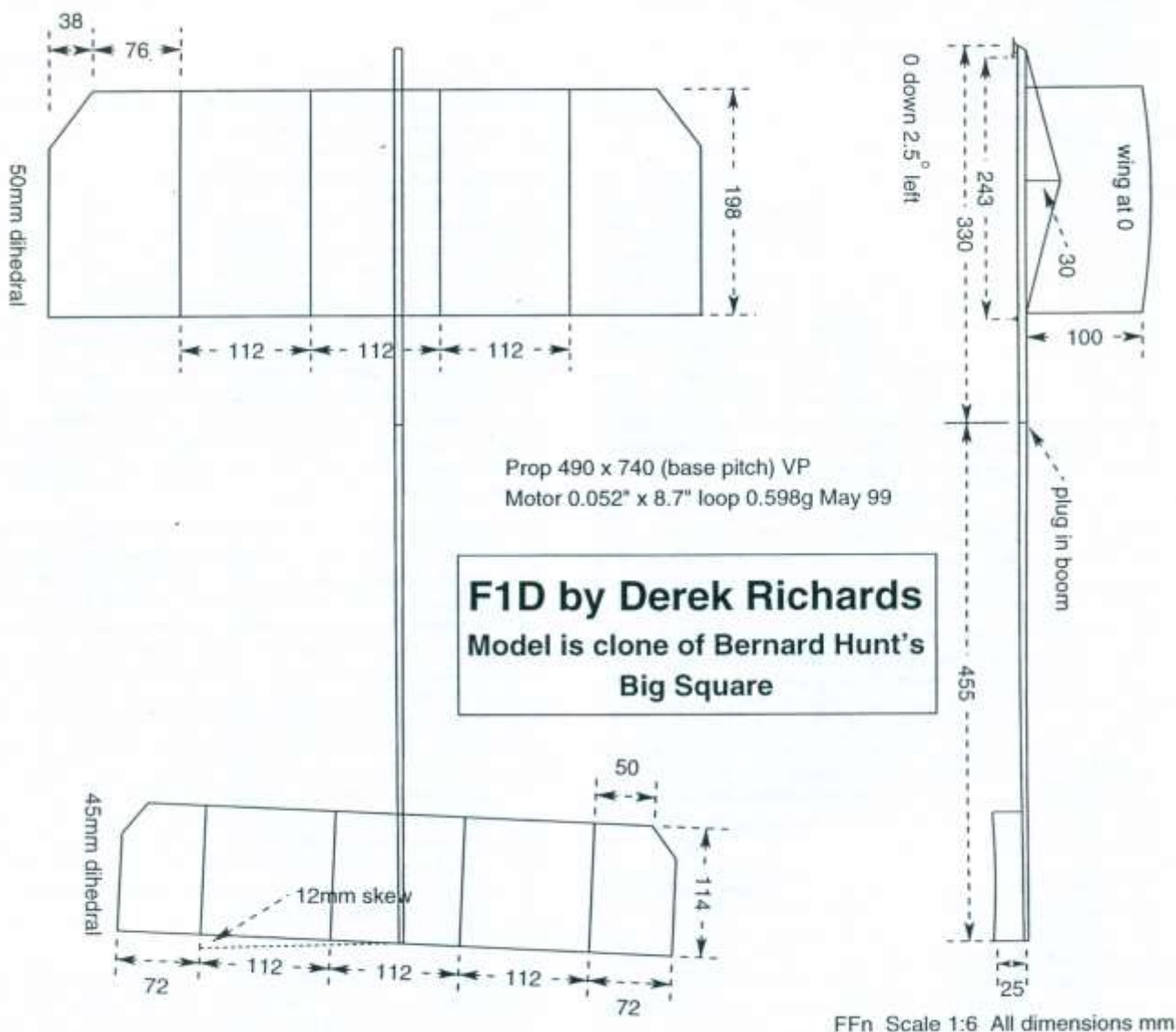
### Overall National Champion

1	L Barr	23	2	G Moore	11	2	R Bailey	11
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## BMFA F1D SENIOR TEAM SELECTION

For the Aeromodeller trophy

1	D Richards	31:53	30:30	62:23
2	N Aikman	27:22	25:56	53:18
3	G Lefever	26:15	24:29	50:44
4	C King	21:56	19:00	40:56
5	L Barr	25:13	22:38	47:51
6	J Shaw	19:25	18:55	38:20



## SOUTHERN GALA, LITTLE RISSINGTON, SEPTEMBER 2

Report by Dave Hipperson

With excellent organisation in place at this contest for the last few years it was only a matter of time before they got lucky with the weather. In the recent past it has been discouragingly windy and in an awkward direction when we have flown at Little Rissington. This year it was perfect. The management made up of Dave Greaves, Brian Silcocks and Elton and Sandra Drew didn't disappoint either and were prepared well before the contest began.

Although the drift was quite positive first thing it was clear that blowing from the North it was already offering us the most convenient of directions. Rights went down the longest dimension avoiding any awkward brows or deep valleys that litter the edges of this partially used glider aerodrome and that in the past have so drastically disturbed the air. With the main runway convenient for retrieving it encouraged everyone to have a go and as the morning progressed the drift reduced. Granted this caused a few problems from time to time when strong lift dragged the air around towards the old hangars on the South West corner but mostly it was out across the aerodrome. Indeed it was so user friendly that after the usual burst of entries first thing, to be expected on such an encouraging day, many flew again in a second and some people in a third event! The sky was clear the air pleasant and the sun warm. Of course that meant lift and sink but nothing as treacherous as we have had at some of our contests this Summer. Good attendance of course - hundreds of cars - because despite being a Friday the forecast had been encouraging and accurate tempting many of the northern contingent who had been down for the three day SAM extravaganza at Middle Wallop the weekend before to stay on a few days for another major meeting in the South.

Apart from the hand launch categories everything but AI and Electric Open needed a flyoff. John Cooper's steady effort in the mini glider class led a very close field and clinched him the Biggles AI League. Trevor Grey was the lone max out in Electric although there was a moment during the third flight when he thought it might not happen! Everything else, some nine classes, went to a decider. With flight cards coming in right up to the final hooter juggling these flyoffs around was a Herculean task for the organising crew as so many people appeared in more than one. They got it right and the finals grouped in twos and then finally three classes together started at 6:15 in quarter of an hour slots and ran together beautifully all the way through to 7:15. They made it look easy - it isn't.

A sniff of lift for the first round, Open Glider and Mini Vintage. Five glider men towing and some serious names in this. Anthony Ball seemed to contact something slight off a good launch quite early on and John Knight launching upwind of the main crowd spread across the runway showed us a sparkling climb from his Senator. Hipperson flying a power model followed but too late and caught poor air but John's model showed George Sharp where to launch as it passed him. His all black version of the classic Mini Rubber design that bit lighter than John's produced one of the best flights of the evening to win. High climb long slow decent. Anthony's flight in glider had been topped by the veteran Pete Williams flying sometime later and Chris Strachan's Buckeridge clipped the edge of something helpful but still had to settle for a place behind the Senators.

Air even flatter for the next one, CO2 and Open Power together. JOD's early launch in CO2 climbed well and looked the winner. Ian Davitt waited for some time and climbed more slowly but for longer and glided a tiny bit better to top John by 10 secs. Chris Strachan was there again however and his ever consistent model did just what the others had but 3 secs more of it. An exciting final in this class from the current

protagonists. At the other end of the climb spectrum Open Power was a Birmingham benefit apart from the rare appearance by R.Barley. His 40 model was topped by Watson's modern Nelson powered machine which in turn was eclipsed by a flight in slight lift from Screen's F1C. This was not the end of Stafford's good evening.

Open Rubber was flown along side 1/2A-F1J. In this Mini power class the same names dominated as in Open Power but Barley was replaced by Bailey! With the air now as dead as it was going to get the scores were a good indication of performance although John Bailey went off a bit on the climb this time. Rights were now only reaching about half way across the drome and Stafford won again! It was very calm. Gerry Ferer had launched early in Open Rubber and climbed well but glided even better and was still being watched when Phil Ball released. Phil's model (600 sq inches nearly 3 minute run) pointed itself up at about 45 degrees and climbed at that angle for the prop run and 'pulled out' at the end! The model's air speed was slow but its angle steep seeming to almost pivot around on its tail. It had climbed as high as Gerry's and although looking slightly uncomfortable at times on the glide with some wandering and twitching about and even some small stalls it was scoring with its slow decent. Mark Croome's large model also climbed well but was coming down faster and JOD was still grounded with a burst motor. His launch was eventually right on the hooter and the climb excellent. To the casual observer one would have presumed he had won as his height gain was colossal but any help had gone and incredibly the model was back down for only 3rd place! Worse was to come.

Slow Open Power, E30 and Coupe d'Hiver went last at 7:15. It was almost chilly and quite calm. The Coupes went away in a shower and none of them seemed to be particularly outstanding in the dead air but all good flights with only a minute spanning the lot. Ralph Sparrow wrapping up the CD'H League with his 2nd place that might have been better had a prop blade misfold not spoiled the glide. The E30s seemed noisy by comparison as they went grinding away across the drome climbs steady improving as they flew! Trevor Grey got his reward for the 'stitch -up' at the Nats with a definite win - his second of the day. Amongst these came the Slow Open Power flyoff. Dave Limbert, Mr Consistency this year, launching fairly early - glow model fast but a bit roly. It seemed to be gliding nicely. Evans and Mayes followed from some way upwind and to the East. Both flights had good climbs and were gliding acceptably. Hipperson was last to launch. Same model as at the Nats with Cornell 21 diesel but this time enough fuel! Actually the run was close. The air was dead but it's height and the superior glide were decisive.

It was still light (just) when Dave Greaves presented the prizes. The CDH and Open Rubber League trophies were awarded first, Ralph Sparrow taking CDH and Phil Ball the Open Rubber, having been restrained in the number of events in which he flew, flying and winning just three that counted, the three main BMFA centralised ones. However he had also flown in the Gamage and won that. By doing so not only had he become the only person to ever win all four BMFA Open Rubber Trophies in one season but he did it flying in those four events only - a 100% record. The Biggles AI & 1/2A League Trophies were then awarded, Pete Watson taking the power class and John Cooper as already mentioned AI. Then the Southern Gala proper (13 events no less) with the now usual augmentation of wine selected and carefully graded by Brian Silcox. The organisational team had made a most distinguished job of another excellent Southern Gala. So much easier to do ones best and still have a good time when you can rely on the organisation.

A sad foot note was struck when it was discovered that the rubber models of Mark Croome and John O'Donnell were not where they should have been after the flyoffs - one just inside

and the other just outside the airfield boundary in the South West corner. Some children had been seen in the area but did not appear to be a threat. We can only presume that they stole both craft as Dave Greaves valiantly returned the following day to listen for signals from either, heard nothing but discovered some tell tale wreckage along the road just outside the field. The youths were on bikes probably locals from an adjacent village - **not** anything to do with the cart racers who were both co-operative and polite when asked about the models. We must be wary of this corner of the drome in future - these were unnecessary losses.

All Open events flown to 2:30 max.

#### Open Glider - Pilcher Cup 12 flew

1	P Williams	Richmond	7.30	+5.48
2	A Ball	Grantham	7.30	+4.49
3	M Fantham		7.30	+4.14
4	P Ball	Grantham	7.30	+3.23
5	M Dilly	Croydon	7.30	+1.58
6	C Sharman		7.03	

#### Open Rubber - Flight Cup 14 flew, 12 full scores

1	P Ball	Grantham	7.30	+9.58
2	G Ferer	Timperley	7.30	+9.04
3	J O'Donnell	Timperley	7.30	+7.20
4	M Croome	Bristol & West	7.30	+6.52
5	M Parker	Crookham	7.30	+6.27
6	M Stagg	Maidstone	7.30	+4.44

#### Open Power- Short 7 flew

1	S Screen	Birmingham	7.30	+8.33
2	P Watson	Birmingham	7.30	+6.09
3	R Barley		7.30	+5.04
4	R Baggott	Birmingham	7.30	+3.48
5	F Chilton	Crookham	7.27	
6	G Fuller	Bristol & West	5.00	

#### Slow Open Power 9 flew

1	D Hipperson	CVA	7.30	+5.22
2	A Evans		7.30	+4.47
3	D Limbert	Morley	7.30	+3.51
4	J Mayes	South Bristol	7.30	+2.24
5	B Spooner	Croydon	7.30	
6	J Allen	Crookham	6.49	

#### Open Electric 3 flew

1	T Grey	MFFG	7.30	
2	P Lang	Maidstone	7.08	
3	J Richardson	Maidstone	0.48	

All mini classes 5 flights 2.00 except where stated

#### F1H - Ripmax 6 flew

1	J Cooper	Biggles	10.00	
2	R Heap	Biggles	9.56	
3	B Lavis	Biggles	9.36	
4	P Tribe	Bristol & West	9.03	
5	C Parry	Biggles	8.21	
6	G Manion	Birmingham	4.00	

#### F1G 18 flew

1	R Vaughn	Crookham	10.00	+3.17
2	R Sparrow	Timperley	10.00	+3.12
3	G Stringer	E Grinstead	10.00	+2.33
4	N Cliff	Biggles	10.00	+2.28
5	I Davitt	Morley	10.00	+2.25
6	P King	Croydon	10.00	+2.17
7	R Wilkes	Crookham	10.00	+2.08
8	I Dowsett	Croydon	10.00	+2.02

#### F1J/BMFA 1/2A - Quickstart Trophy 10 flew

1	S Screen	Birmingham	10.00	+5.30
2	P Watson	Birmingham	10.00	+5.16
3	R Baggott	Birmingham	10.00	+4.17
4	J Bailey	Biggles	10.00	+2.40
5	D Hipperson	CVA	9.28	
6	G Fuller	Bristol & West	9.14	

#### Mini Vintage 26 flew 3 flts x 2.00

1	G Sharp	CVA	6.00	+5.54
2	J Knight	Bristol & West	6.00	+4.55
3	C Strachan	Biggles	6.00	+4.41
4	J Foster	Morley	6.00	+3.30
5	M Kemp	Oxford	6.00	+2.28
6	D Hipperson	CVA	6.00	+2.14
7	K Cooper		6.00	+2.04
8	I Davitt	Morley	6.00	+2.00
9	P Owens	NWFFG	6.00	+1.36

#### E30 7 flew 3 flts x 2.00

1	T Grey	MFFG	6.00	+5.41
2	C Strachan	Biggles	6.00	+4.33
3	P Lang	Maidstone	6.00	+3.59
4	R Brigginsshaw	C/M	6.00	+3.54
5	A Whitehead	Peterborough	6.00	+2.27
6	J Down		5.44	

#### CO2 5 flew

1	C Strachan	Biggles	10.00	+4.38
2	I Davitt	Morley	10.00	+4.35
3	J O'Donnell	Timperley	10.00	+4.24
4	P Tolhurst	Hayes	9.35	
5	I Dowsett	Croydon	3.25	

#### HLG 1 flew

1	S Brewer	Biggles	4.23	
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#### Catapult Glider 3 flew

1	S Brewer	Biggles	4.35	
2	W College	Birmingham	4.29	
3	P Tolhurst	Hayes	3.34	

### BMFA FIFTH AREA CENTRALISED EVENT, SEPTEMBER 18

#### Open Rubber, Plugge

59 flew, 39 full scores

1	J Godden	Morley	7.30	10.38
2	B Lavis	Biggles	7.30	10.01
3	G Ferer	Timperley	7.30	8.30
4	C Strachan	Biggles	7.30	7.49
5	I Davitt	Morley	7.30	7.45
6	T Hargreaves	Morley	7.30	7.24
6	D Neil	Bristol & West	7.30	7.24
8	J Deeming	Bristol & West	7.30	7.05
9	G Sharp	CVA	7.30	7.02
10	N Allen	E Grinstead	7.30	6.29
11	M Marshall	Impington	7.30	6.27
12	J Cooper	Biggles	7.30	6.20
13	B Aslett	Bristol & West	7.30	5.29
14	C Chapman	Bristol & West	7.30	5.26
15	G Cornell	Birmingham	7.30	5.19
16	D Truluck	Vikings	7.30	5.08

#### Team Open Rubber, Farrow Shield

22 teams

1	Bristol&West A	Neil,Deeming,Chapman	22.30	19.55
2	Biggles B	Lavis, Kent, Cliff	22.30	17.45
3	Morley C	Godden,Cleasby, J Foster	22.30	16.43
4	Biggles A	Strachan, Cooper, Bailey	22.30	14.09
5	Morley A	I Davitt, C Foster, W'hse	22.30	14.06
6	Crawley	Oulds, Oulds, Cameron	22.30	9.39
7	E Grinstead	Allen,Taylor, Taylor	22.14	
8	Morley B	Hargreaves,D Davitt,Cox	22.10	

#### Slow Open Power, Plugge 31 flew, 12 in flyoff

1	D Hipperson	CVA	7.30	5.50
2	P Ball	Grantham	7.30	5.21
3	J Thompson	Crookham	7.30	5.08
4	P Woodhouse	Morley	7.30	4.53
5	S Dixon	Birmingham	7.30	4.16
6	C Hickmott	Morley	7.30	4.04
6	A Welcher	Morley	7.30	4.04
8	D Neil	Bristol & West	7.30	3.35
9	S Fielding	Morley	7.30	3.04

**F1A, SMAE cup****18 flew**

1	P Ball	Grantham	12.30	9.58
2	M Cuthbert	Falcons	12.30	4.47
3	J Carter	Falcons	12.30	3.32
4	B Bow	Bristol & West	12.30	2.13
5	S Darmon	Birmingham	12.30	1.44
6	G Manion	Birmingham	12.28	

**F1J/BMFA 1/2A****11 flew**

1	S Screen	Birmingham	10.00	6.24
2	P Watson	Birmingham	10.00	5.02
3	G Fuller	Bristol & West	10.00	4.24
4	D Hipperson	CVA	10.00	3.47
5	J Bailey	Biggles	10.00	
6	J Thompson	Crookham	10.00	

**P 30 16 flew**

1	J O'Donnell	Timperley	6.00	6.42
2	E Tyson	Bournemouth	6.00	2.14
3	D Davitt	Morley	6.00	1.57
4	P Owens	NWFFG	5.50	
4	C Strachan	Biggles	5.50	
6	R Dennis	Cleemac	5.47	

**Plugge**

1	Morley	2379	5	Crookham	933
2	Bristol & West	2112	6	Cleemac	886
3	Vikings	1066	7	CVA	717
4	Biggles	1048	8	Birmingham	696

**BMFA SENIOR CHAMPIONSHIP**

1	P Ball	162.0	16	S Willis	28.5
2	D Hipperson	91.0	17	S Brewer	28.0
3	C Strachan	70.5	17	C Chapman	28.0
4	J Cooper	61.0	17	G Sharp	28.0
5	P Watson	56.5	20	C Foster	24.5
6	T Grey	47.0	21	A Crisp	24.0
7	A Jack	44.0	21	T Payne	24.0
8	M Benns	39.0	21	P Tolhurst	24.0
9	J Godden	34.0	24	D Cox	23.0
10	J O'Donnell	33.0	24	S Darmon	23.0
10	S Screen	33.0	24	A Hewitt	23.0
12	B Lavis	32.0	24	G Peck	23.0
13	J Bailey	31.5	28	E Challis	21.0
14	I Davitt	29.5	29	G Ferer	20.0
14	P Woodhouse	29.5	29	P Williams	20.0

**BMFA F1E, SHEFFIELD****May 9 7 flew**

1	I Kaynes	396.00	1	D Bartle	478.00
2	D Bartle	381.60	2	T Faulkner	448.00
3	R Sutton	364.80	3	I Kaynes	445.00
4	S Philpott	331.50	4	R Sutton	389.00
5	J Pope	330.80	5	J Pope	274.00
6	B Horsley	274.80	6	S Philpott	255.00

**June 19 7 flew****September 4, SMC Cup**

1	S Philpott	500.00
2	I Kaynes	491.60
3	D Bartle	420.70
4	T Faulkner	413.20
5	R Sutton	360.00
6	J Pope	197.40

**NOTICEBOARD**

FOR SALE: MP Jet 1cc BR for F1J £30. Contact John Bailey 01525 860939, jbfreetlight@onetel.com

WANTED: Seelig F1J Timer. John Bailey, details above

WANTED: Seelig 4 and 5 function F1C timers with the waggler movement. Please contact John Cuthbert on 01724 720911 or 7, Cliff Drive, Burton upon Stather, Scunthorpe, North Lincs., DN15 9HW., or e-mail on johnf1c.cuthbert@btopenworld.com.

**SAM EURO CHAMPIONSHIPS, MIDDLE WALLOP AUGUST 27-29**

From Mike Parker. Weather was hot and sunny with light-to-light/moderate winds throughout the meeting. Only the events with more than six people flying are given.

**Saturday****Flight Cup. 2.30 max. 9 flew**

1	J.Wingate	Bell	7.30+10.24
2	J.Minshull	Mick Farthing	7.30+2.22
3	M.Hollomby	Worcraft Mercury	7.30+1.54

**Small Vintage Rubber. 2.30 max 46 flew**

1	J.Foster	Hepcat	7.30+6.52
2	M.Pressnell	RAFF V	7.30+4.12
3	R.Alban	Eager Beaver	7.30+3.59
3	R.Fryer	Senator	7.30+3.59

**Vintage Glider up to 50in. span. 2.30 max. 23 flew**

1	G.May	Lulu	7.30
2	N.Farley	Nord	7.19
3	P.Dickson	Nord	7.01

**Classic Power. 2.30 max. 11 flew**

1	T.Shephard	Eliminator	7.30
2	J.Thompson	Creep	7.30
3	R.Wykes	Ramrod 750	7.17

**Sunday****8oz. Wakefield. 3.00 max, RoG. 32 flew**

1	P Michel	Horry	9.00+4.07
2	R Allen	Contester	9.00
2	J Knight	Knight 1950	9.00

**Large Rubber, 3.00 max 8 flew**

1	R Alban	Challenger	9.00+8.00
2	G Ferer	Challenger	9.00+4.03
3	J Foster	Lanzo Stick	8.25

**Vintage Glider over 50in. span. 2.30 max 13 flew**

1	R Audley	Suomi	7.30+4.40
2	E Ashcroft	Odenman	7.30+0.33
3	R Marking	Thor	7.30
3	G Smith	Mantis	7.30

**Monday****Ryback A2 Glider, 2.30 max 8 flew**

1	E Ashcroft	Inchworm	7.30+1.17
2	R Marking	Inchworm	7.30+0.54
3	T King	Cavka	6.22

**Classic Glider, 2.30 max 20 flew**

1	T Hall	Caprice	7.30+5.02
2	P Dickson	Flamingo	7.30+2.48
3	J Taylor	Penumbra	7.30+2.43

**4oz. Wakefield, 2.30 max, RoG 14 flew**

1	C Strachan	Copland '36	7.30+21.32
2	J Wingate	Northern Arrow	7.30+4.06
3	A Evans	Lanzo Duplex	7.30+2.08

**Bournemouth Club Classic Rubber. 3.00 max 18 flew**

1	A Longhurst	Flip Flop	9.00+9.40
2	L Barr	Trip Stick	9.00+6.32
3	J Minshull	Boxall	9.00+3.58

**Open Power (Phineas Pinkham), 2.30 max 8 flew**

1	R Wykes	Flying Pencil	7.30+27.10
2	L A Rogers	Rapier	7.30+2.23
3	R Kimber	Interceptor	6.48

**Small Rubber, 1.30 max 19 flew**

1	D Jeffreys	Skylark	12.12
2	R Tiller	Fledgling	8.56
3	J Foster	Fledgling	5.53

**A-frame 7 flew**

1	J Clampitt	3.55
2	T Hall	2.58
3	R Tiller	2.45

**Vintage Coupe d'Hiver, 2.00 max 17 flew**

1	E Tyson	Jump Bis	6.00+1.50
2	R Oldridge	Bagatelle	6.00+1.26
3	R Taylor	Etienvre	5.53



## LEAGUES 2005 – FINAL RESULTS

Key to competition abbreviations in all League results:

WO	Winter Open	Dev	Devon Rally
NG	Northern Gala	Brm	Brumfly
Eas	Easter	Sco	Scottish Nationals
Spr	Spring	Sou	Southern Gala
Nat	Nationals	Tim	Timperley Gala
Oxf	Oxford Rally		

From Brian Lavis:

### Biggles Leagues 2005

The leagues reached their finale on a glorious day at Little Rissington. At times it was embarrassingly calm for F1H fliers & some of the thermals were massive but a pleasing ending.

John Cooper showed his obvious superiority in F1H by winning his 4<sup>th</sup> qualifying competition of the year and beating the rest by a wide margin. That's 3 of the 5 years he has won (John Carter & Roger Heap the others). I came 2<sup>nd</sup> for the 5<sup>th</sup> year running (I know my place!). There are a few more names in the list this year but only 3 fliers had 5 or more scores. It was a pity, but no surprise, that all are Biggles. I hope a few more will go for it next year.

Pete Watson pipped John Bailey for the F1J. The stall throughout John's fly-off wrecked any chance he might have had. There were about the same number of fliers scoring as last year but only 2 of them had as many as 4 of the counting 5 scores.

The scoring method for next year will stay the same. I hope the number of competitions will grow. Let's hope the number of competitors also increases.

### F1H

	total	NG	Eas	Spr	Nat	Oxf	Brm	Sco	Sum	Sou
1 J Cooper	42	4	9	0	1	6	9	0	9	9
2 B Lavis	28	6	6	0	6	4	3	0	6	4
3 G Peck	23	9	0	0	9	0	2	0	3	0
4 R Heap	20	1	0	0	3	0	6	0	4	6
5 G Smith	15	0	0	6	0	9	0	0	0	0
6= B Duncan	10	0	0	0	0	0	0	6	0	0
6= C Edge	10	0	0	0	0	0	0	4	0	0
8= R Audley	7	0	0	0	4	3	0	0	0	0
8= N Parry	7	2	0	0	0	0	4	0	1	0
10= C Parry	5	0	0	0	2	0	1	0	0	2
10= P Tribe	5	0	2	0	0	0	0	0	0	3
12= A Cameron	4	0	0	4	0	0	0	0	0	0
12= J Pennington	4	0	4	0	0	0	0	0	0	0
14= J Arnott	3	0	0	0	0	0	0	0	0	0
14= A Crisp	3	0	3	0	0	0	0	0	0	0
14= V Driscoll	3	0	0	3	0	0	0	0	0	0
14= R Sabey	3	0	0	0	0	0	0	3	0	0
14= P Woodhouse	3	3	0	0	0	0	0	0	0	0
19= P Cameron	2	0	0	2	0	0	0	0	0	0
19= J Carter	2	0	0	0	0	2	0	0	0	0
19= G Gilkes	2	0	0	0	0	0	0	2	0	0
19= P Robinson	2	0	0	0	0	0	0	0	2	0
23= R Chilton	1	0	0	0	0	1	0	0	0	0
23= A Clark	1	0	0	1	0	0	0	0	0	0
23= I Davitt	1	0	1	0	0	0	0	0	0	0
23= G Mannion	1	0	0	0	0	0	0	0	0	1

### F1J

	total	NG	Eas	Spr	Nat	Oxf	Brm	Sco	Sum	Sou
1 P Watson	22.5	9	4	0	0	0	0	0	3.5	6
2 J Bailey	21	6	6	0	0	0	0	0	6	3
3 C Foster	13.5	0	0	0	1	0	9	0	3.5	0
4 M Quinn	12	0	0	0	4	0	0	4	0	0
5= A Jack	9	0	0	0	9	0	0	0	0	0
5= S Screen	9	0	0	0	0	0	0	0	0	9
7= A Brown	8	0	0	0	2	0	0	6	0	0

7= C Hickmott	8	0	0	0	6	0	2	0	0	0
7= D Hipperson	8	3	0	0	0	0	3	0	0	2
10 F Rushby	7	2	0	0	0	0	4	0	1	0
11= G Blair	6	0	0	0	0	0	0	0	0	0
11= A Chilton	6	0	0	0	0	0	6	0	0	0
13= R Baggott	5	1	0	0	0	0	0	0	0	4
13= G Fuller	5	0	3	0	0	0	1	0	0	1
15 J Godden	4	4	0	0	0	0	0	0	0	0
16 F Chilton	3	0	0	0	3	0	0	0	0	0
17 T Payne	2	0	0	0	0	0	0	0	2	0

From Dave Hipperson:

### Coupe d'hiver League - Boutillier Trophy

	Total	NG	Spr	Nat	Brm	Oxf	Sum	Tim	Sou
1 R Sparrow	29	9	-	-	1	-	1	9	6
2 G Stnnger	22	-	-	-	9	9	-	-	4
3 N Cliff	18	-	-	-	6	-	3	6	3
4 I Davitt	14	4	4	-	-	-	4	4	2
5 P Woodhouse	12.5	-	-	9	-	-	-	3.5	-
6 M Chilton	11.5	-	-	2	2	4	-	3.5	-
7 G Sharp	11	6	-	-	4	-	-	1	-

### Open Rubber Trophy League - Open Rubber Trophy

	Total	WO	NG	Spr	Nats	Sco	Brm	Dev	Tim	Sou
1 P Ball	27	-	9	-	9	-	-	-	-	9
2 G Ferer	27	-	6	-	-	-	9	-	6	6
3 S Willis	21	-	4	9	4	-	4	-	-	-
4 J O'Donnell	13	-	-	-	-	-	-	-	9	4
5 K Best	9	-	-	-	3	-	6	-	-	-
6 C Foster	9	-	-	-	6	-	-	-	3	-

## NEWS FROM BMFA FF TECH COMMITTEE

### Stonehenge Cup

Despite some wobbles on the weather front this year's event passed off successfully. The organiser for the past 2 years – Mick Howick – has now stepped down and a replacement is required. Though there is little work to do immediately we do need to submit the event for inclusion on the FAI calendar now, and the organiser's name has to be on this submission. The task is effectively a long term 'management' exercise liaising with the FFTC, Suppliers, CDs and entrants. Please note that the task does not include actually CDing the event. If you think you could be the person we need please contact Mike Woodhouse or Chris Strachan as soon as possible.

### Applications Required

Team selection events for the 2006 Senior and Junior Championships in F1A, B, C and E are under way and applications are required for Team Managers and Assistant Team Managers. These need to be submitted by November 26th 2005. Again please contact Mike Woodhouse or Chris Strachan.

### Road Legal

At the first team selection event at Salisbury Plain we had a visit from the 'Rural Constable', who noticed that a number of people were using small motor cycles for retrieval. He saw that these had no tax disc. In short though the 'Plain' – and come to that airfields – may be thought to be private land there is still a requirement for 'any' motorised vehicles used on these sites to be road legal. i.e. they must be taxed and insured. Please note.

### Prizegiving

There have been a number of comments and complaints lately re no-shows at prizegivings. It has always been taken for granted that those with 'big' flyoff retrieves to do are unlikely to appear to collect their prizes. Usually their clubmates or family are on hand to receive the prizes – this is not the problem. The problem is a tendency by a number of fliers to neither send a representative or in the case of classes won

without a flyoff to ask for their prize as soon as the result is known and depart the site. We have no wish to take 'draconian' action about such practices but we feel the need to comment.

The prizegiving is an intrinsic part of any event, indeed some may say it's 'the' reason for holding it in the first place. Having gone to the trouble of providing 'bottles of wine' as prizes at all centralised events it would seem only polite to collect – or send someone to collect – these when they are due. Not only that but as the organiser/CD has often spent a long (and sometimes cold) day catering for our needs the least we can do is say thank you by attending the finale. Yes, we know most have a long journey ahead but an extra 30 minutes or so is going to make little difference.

### Rule Changes

This year has seen the longest ever list of rule change proposals. These were published along with the FFTC comments in the last issue of this news (and also in BMFA news). There have also been some late proposals after these publications. We have now deliberated – at great length – over 'all' these proposals and will publish the actual changes (not the proposals that were rejected) in the next issue of this news.

### Nationals

A number of people have suggested over the years that we obtain sponsorship for the Nationals. Positive enquires are now being made with a number of companies/organisations to see if this may have any worthwhile benefits.

### Recruitment/Publicity

We have recently received a lengthy paper on the process of recruiting juniors and increasing the promotion of Free Flight in general. We are currently considering the possibilities presented and what action to take. Whatever opportunities/possibilities exist they will require people to bring them to fruition. If you think you could make a useful contribution to this project let us know and we'll pass your name on to the originator of the paper.

### Next

The next FFTC meeting – in mid November will be the last of the current committee. The 'new' committee will begin its tenure following the AGM.

### Distribution

If you normally receive this 'news' via e-mail but are having problems please make sure your correct e-mail address is logged with the distributor - e-mail to [Trevorgrey@AOL.com](mailto:Trevorgrey@AOL.com).

### Area Centralised Contacts

There have been a number of comments this year on the 'difficulty' of finding who to contact in each BMFA area for details of the Area Centralised flying sites. The following list gives details of the appropriate Area Comp Sec/CD.

South West:	South Midland:
Felix Marten	John Shaw
8 Moorland Way	Alvere
Exwick	Witney road
Exeter	Freeland
Devon EX4 2ET	Witney
	Oxon OX29 8HQ
Mid West:	Midland:
Nick Neve	Simon Dixon
Eyn Hallow	8 Capulet Drive
The Purlieu	Warwick Gates
Upper Colwell	Warwick CV3 6EW
Malvern	
Worcs WR6 6AD	

### Western:

Peter Tribe  
46 Southleigh  
Bradford-on-Avon  
Wilts BA15 2EQ

### Southern:

John Thompson  
Beechmede  
Meadow lane  
Hartley Witney  
Hants RG27 8RF

### South East:

Neil Allen  
12 Orme Road  
Worthing  
West Sussex BN11 4EX

### London: Vacant

### East Anglia:

Dave Oldfield  
15 Arundel Road  
Wymondham  
Norfolk NR18 0JE

### Northern:

Dennis Davitt  
54 Tredgold Avenue  
Bramhope  
Leeds LS16 9BU

### North Western:

Brian Nicholson  
2 Clarks Cottages  
Hall lane, Bispham  
Ormskirk  
Lancs L40 3SB

### North Eastern:

Brian Martin  
7 Grasslees  
Rickleton  
Washington  
Tyne & Wear NE38 9JA

### Northern Ireland: Vacant

### Scotland:

Jim Arnott  
Downside  
Farm Road  
Hill of Beath  
Fife KY4 8DZ

## BMFA FREE FLIGHT FORUM 2005

The twenty-second BMFA Free-Flight Forum will be held in the Walmesley Room at the Holiday Inn, Coventry on Nov. 27th, 2005, starting at 10 a.m. This is the day after the BMFA AGM and prizegiving at the same venue. It's an ideal opportunity to attend the AGM, enjoy the dinner, meet other flyers in a relaxed atmosphere and then follow it up the next day by catching up on the developments, techniques and aerodynamics of today's free-flight. Questions are welcome.

Among those on the bill are Bill Dennis on Free-Flight Scale, Mike Francies explaining how Advanced Composites Don't Have to be Difficult, Mark Benns on Fixed Surface Discus-Launched Gliders, Geoff Lefever and Nick Aikman on International Indoor Sites, and Nick Bosdet on A Junior-Youth Free-Flight Development Scheme. Other speakers are planned, too, so don't miss what has become one of the annual fixtures of British model flying.

Lunch will be available and the finish will be at around 5 p.m. The cost for the session will be just £9, 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 Fund', to the BMFA at Chacksfield House, 31, St. Andrews Road, Leicester LE2 8RE.

## UK COMPETITION NEWS

CROOKHAM COMBINED POWER event will be at Middle Wallop on Sunday 4th December. The motor runs for different models are as follows:

Models with bunt	5 sec
Models with functions except bunt	7 sec
Non Vintage models, glow	9 sec
Non Vintage models, Diesel	11 sec
Vintage models	15 sec
Open electric models	30 sec

The contest will start at 10.00. 3 flights, maximum to be decided on the day. In all classes the fly off models MUST be the same classification as that used in the contest. All contestants to hold BMFA insurance. An entry charge will be payable at the airfield gate. Contact: John Thompson Tel. 01252 842471 or email: [JohnD.Thompson@btinternet.com](mailto:JohnD.Thompson@btinternet.com)