

Free Flight news



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DIARY

November 6 Barkston Heath	Grantham Grand Prix. See FFn 0509. Combined IC Power (Arthur Percival Trophy), Mini Vintage, Combined G incl classic on 75m and purchased on time factor 0.9 (Barkston Cup), Comb CLG+HLG (Bill Fall Trophy). Start 9am. Contact: P Ball, 01332 665361, phil.ball@ntlworld.com	February 13 Chobham	Chobham Tree Chop. See FFn 0509. Meet at Clump car park at 10am.
November 27 Holiday Inn Coventry	BMFA Free Flight Forum. Start 10am. See FFn 0510. Contact BMFA office, Chacksfield House, 31, St. Andrews Road, Leicester LE2 8RE	March 5 Area Venues	BMFA 2nd Area. O/P&SLOP combined (White), F1A (K&MAA/Plugge), F1G, Vintage (Plugge).
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	April 2 Area Venues	BMFA 3rd Area. O/G, F1B (Weston/Plugge), F1J / BMFA 1/2A (Plugge), HLG, Catapult Glider.
December 4 Middle Wallop	Crookham Combined Power. See FFn 0510 for motor run and rules. Start 10.00. Contact: John Thompson, t 01252 842471, email Johnd.Thompson@btinternet.com	April 14 (Good Friday) Church Fenton	Northern Gala. O/G (CMA), O/R (Caton), O/P (Hamley), SLOP (Falcons), F1G, F1H, F1J/BMFA1/2A, Mini-vintage, CO2, E30, HLG, Catapult Glider. Contact and CD: Denis Davitt, 0113 2675433.
December 12 Chobham	Chobham Tree Chop. See FFn 0509. Meet at Clump car park at 10am.	April 30 - May 1 (May Day) Salisbury Plain	BMFA London Area Gala. 30th: O/R, O/G, O/P& SLOP combined, O/E, and Club Championships. 1st: F1G, F1H, F1J/BMFA1/2, E30, + Non Senior Championship area run events. Contact & CD: Martin Dilly 0208 777 5533.
February 6 Chobham	Chobham Tree Chop. See FFn 0509. Meet at Clump car park at 10am.	May 7 Area Venues	BMFA 4th Area. O/R, (Gamage), F1C (Halfax/Plugge), F1H, Mini Vintg (Plugge)
February 12 Area Venues	BMFA 1st Area. O/P& SLOP combined (Frog Senior), O/R, O/G, O/E, P30.	May 13-14 Salisbury Plain	Stonehenge Cup. F1A, F1B, F1C, F1Q, World Cup. Contact: M Woodhouse 01603 457754. CD: P Watson 01926 421028
		May 21 Near Sheffield	BMFA 1st F1E (Team Selection). Contact & CD: Trevor Faulkner 0114 2363397.
		May 27-29 Barkston Heath	BMFA Nationals

FFN

A subscription form is included as the last page of this issue. If your subscription expires later than December it will be shown on the list, otherwise please renew your subscription as soon as possible to keep copies reaching you in 2006.

The 2005 NFFS Symposium Reports are still available and orders may be combined with subscription renewals. I apologise for the slight confusion in the item last month on this subject: the cost of the 2005 report is £16.40.

FAI INDOOR EUROPEAN CHAMPIONSHIPS

Report by Ian Kaynes

The Bordeaux Velodrome has been used as a venue for an indoor international for several years but this was the first Championships to be hosted there. Advance discussions had suggested that cramped airspace would be the major difficulty, but in the event that was less of a problem than other organisational aspects.

The velodrome is situated in a leisure, exhibition and hotel complex beside a lake north of the city of Bordeaux. Check-in at the hotel being used as for the champs was efficiently handled by the hotel reception staff, but asking where the organisers were produced a classic Gallic shrug and the suggestion that they might be at the stadium. Anyway, competitors appeared and made their way to the stadium next morning for practice day. There we found Jean Pierre Darrouzes who was leading the local club that had been delegated to run the champs for the French Federation, the FFAM. Still no information or welcome pack for competitors, and it was only the FFAM that collected FAI Licences.

The first change from the previously published schedule was when the team managers' meeting was held in the afternoon instead of the evening. The main topic for discussion was timekeeping. The organisers had been instructed by FFAM to provide 30 timekeepers but at the event, including foreign timekeepers, they had only 13 (expressed without any regret or apology). The first proposal was to place these timekeepers in a pool as had been done at the last Euro Champs (2003 in the Millenium Dome, London). The team managers were not keen on this since it was realised that 6 pairs of timekeepers for 39 competitors would lead to long queues to fly and difficulty to ensure flights were flown within a round. The alternative that was worked up was to have the teams provide one timekeeper to time their flights along with a single official timekeeper, not desirable but a feasible way out of the mess. This was completed by having the FAI Jury members time for the three one-man teams. The only other topic at the meeting was that the organiser tried to impose a limit on where steering could take place – quickly squashed by the meeting.

As the meeting concluded it was announced that in ten minutes time a bus would take everyone direct from the stadium to a reception at the town hall in the local municipality of Pessac. This caused much consternation – unplanned leaving of models at the stadium or logistics of getting cars back to the hotel – which could have been avoided so easily by advance announcement. The Pessac town hall was found to be a quite impressive modern building and the mayor welcomed modellers in the central concourse of the building. The stylish effect was humourously reduced when the cleaning lady complete with trolley and mops and brushes used the glass capsule lift to come down from an upper floor right beside where the mayor was speaking.

The opening ceremony was to have been held that afternoon in the stadium but the rescheduled team managers' meeting ruled that out, so it was postponed to the following morning just before the start of flying. This was then prevented by the next crisis: a casual enquiry of how many stopwatches were available for the 13 timekeepers brought the reply "two or three" – resulting in an immediate trip to buy a box of stopwatches, which delayed the start of round 1 by 15 min.

Based on the known conditions there was no hurry to fly. Derek Richards was first to fly and clocked a decent opening time of 28.06, needing steering every few minutes in the turbulent and drifting air. This flight time was soon exactly equally by Jonas Romblad, both of them flying models based on Bernard Hunt's design. Nick Aikman was second Brit to fly with a fast wide climb soon bouncing off the lower ceiling beams but then, while quickly descending, it was hit by a climbing model that had just been launched. He chose to re-fly, which would be after team-mate Bob Bailey had flown – which was a safe 30.57 and the longest flight so far and could have been a little longer had it not flown into a 5ft high speaker on its final descent. With 20 minutes left in the round Nick launched his reflight for a comfortable but rather short 25.49. Meanwhile the German defending European Champion, Lutz Schraam, had his model very high in the pyramid of space at the centre of the roof. This was to bring the longest flight of the round at 31.21.

After a late lunch – cold buffet in the stadium – round 2 began at 15.30 and, even though conditions were now much better, there was no rush to fly. Richards went first for GB again and posted 31.33 to give him a pair of satisfactory scores in the bag for the first day. By 17.00 the air was busy with at least seven models high up under the roof. One was Orsovai for Hungary and eventually when the model dead-stick descended to the ground he was applauded for the best flight so far, 33.48. Meanwhile Romblad was bouncing on the beams and Bailey then Ree launched. The first two posted 32 min flights but Andras Ree had another collision, with a Polish model; his reflight made 30 minutes.

At the end of the day Deszso Orsovai was not surprisingly in the lead, followed by Popa, Bailey, Schraam, Kaplan, and Romblad all with totals of over one hour. Team scores had GB in the lead ahead of Hungary, other countries were further behind with at least some of their members having posted only one good score so far.

The timetable for the remaining two days was revised slightly to have the early round from 10.00 to 14.00 and the afternoon round from 15.00 to 19.00. This would give equal times for each round and a minimum lunch break (30 min for a timekeeper who had to time a 30 min flight launched just before the end of the round). There were complaints from the Romanians that there should be more time and without a break, but it was judged unreasonable to expect timekeepers to work through the whole day without food or other breaks.

The now usual system was used to process models before each flight and to weigh rubber motors after the flight. Only wing span was measured, not wing chord or tailspan, and the scales provided for motors read in increments of 50mg, unacceptable for motors weighing 600 mg. French team member Robert Champion helped out by loaning his scales, reading to 1 mg.

Richards was again first to fly in round 3. This was a routine that helped to ensure the British team were not one of those complaining that the schedule was "unfair" when running out of time at the end of the round (after starting to fly only late in the round). A slow let down after a two-steer flight improved Derek's time by 41 sec over yesterday morning's score. Bailey followed but didn't improve his score, while Aikman was at the end of the hall test flying. When satisfied he put in a flight which increased his flight by just under a minute, limited by the low upper-pitch setting having run off turns too quickly.

Mangalea brought his model down with some rather clumsy steering, leaving him still with only one good flight on his card. Later the Romanians ran out of time and had a collision after the end of the round. There had already been discussion about when reflights would be allowed. It had been announced that these should be launched during the round, as mentioned in the Organisers Guide, but possibly in contrast to the Sporting Code which makes no mention of rounds. Now they protested and

they were, in this case, allowed a reflight because it was not clear that the timekeepers had followed procedures recording the initial flight and then may have been understood to offer a reflight.

The British team continued to advance in round 4, Richards with another flight that while not high descended very slowly to make his second 31 minute flight and Bailey did his second 32 – as did Romblad, the Swede now having a total just 4 seconds better than Bob as they fought for a podium place. A long flight was then posted by lone Slovakian Ivan Treger. Well known in outdoor circles he is new to indoor but recorded the best flight so far at 34.40. This was quickly eclipsed by more than a minute, Orsovai clocking 35.55. With this time the Hungarian team was closing the gap with the GB leaders and Ree had yet to fly. When he did his time of 29.47 added 41 seconds to his score and took Hungary up to just 11 seconds below the British. Third place Romania were further behind but they had possibly more room to pick up time by posting good second flights. One of the last flights of the day was by Schraam's underfinned model clocking 33.20 which was enough to improve his day 1 fourth place to an equal third place, tied with Romblad. The full individual order at the end of day 2 had Orsovai more than 3 minutes in the lead from Treger, Schraam/Romblad, Bailey, Popa, and Richards.

The final day saw a particularly slow start. For good reason: even by midday the few models flying were being blown about and continually steered. Right at the end of the round some good flights were recorded, leader Deszo Orsovai putting in 33.22 but for him this was a discard since it was 26 seconds less than his second best flight. Mangelea posted 32.25 and in his case this improved his score by 2.20 and a consequent tightening up of team scores, helped by a one minute improvement by his team mate Amoraritei. It was just as well that Aikman had made a 27.58 which improved his score by 80 seconds and kept the team a minute ahead of Romania.

Directly after lunch the conditions seemed good at the start of the final round. Soon Bob Bailey launched in a bid to move into a medal position, but a few seconds into the flight disaster struck when it blew up. The motorless model and the two prop blades – separated – floated down. Bob then had a lot of work to do, since remarkably this was the only model he had got set up. Check flights of another model were made at the end of the hall, this one was last flown in August in Belgrade. The loss of his best VP prop was one of the worst aspects of the accident.

Meanwhile the team continued flying with Nick Aikman next. His model stalled, recovered just above the floor and then settled into a quick climb to the roof, one steer back to the middle and then a steady cruise close to the ceiling and appearing to find rough air – almost stopping at times, maybe it was very close to the stall. Another steer and the model was descending for what promised to be a useful time for Nick, and when it landed at 28.52 it added almost a minute to his score and that of the team. This was in contrast to the first Romanian flight: Popa had not improved his time. The second British flight was by Derek Richards with another 31 minute flight, 25 seconds better than his previous second best. Mangelea was flying now and a long slow climb seemed to promise a good flight.

Romblad launched and was soon followed by Bob Bailey now ready for his second attempt. It climbed smoothly to the roof. Mangelea landed with 32 min on the clock, but not enough to change his score. Romblad had a collision and so now re flew. The first Hungarian flight of the round was Ree and it was obvious when he caught the model that it was obvious that this was a discard flight. Bailey landed at 32.15 and, like the other British team members, this improved his score, in this case by 12 seconds. Schraam launched just before the hooter at the end of the round. Romblad landed to applause – his time was 33.34 and this moved him up into second place since Treger had not improved his time. Schraam's final flight was also of no consequence. Orsovai had not flown in the round but was

comfortably in the Championship lead. The team place went to the British team, who had emphatically pulled ahead of the chasing Romania and Hungary.

I have forgotten to mention that in parallel the European Junior Championships were being flown, competed by full teams from the Czech Republic, Poland and Romania. In fact the teams stayed in this order for the entire contest, but individually there was more of a fight. The Czech team included two sisters, Gabriela Kaplanova staying in front of here elder sister Clara and winning the Championship.

The prize-giving was held in the stadium. FAI Diploma are now awarded at European Championships but still not FAI medals. The only official trophies are those for the winning individual senior and junior. The FFAM provided individual trophies for the top 3 individuals and the organisers had rustled up some cups from sponsors for the top three teams, one cup per team. FFAM representative Alain Roux had prepared results sheets (he had done all the scoring for the full three days), but the local people failed to copy these for distribution at the banquet. Instead they put their effort into a speech criticising the lack of any help from the FFAM! So ended a championship which had been quite satisfactory on the flying side but unfortunately poor in the organisational department.



Bob Bailey's final flight landing

British Team

We are very pleased to have been able to publish in FFN last month the plans of the models of all three team members in the victorious team. In my haste preparing that issue I omitted some comments by Bob Bailey. He had written:

"Following the World Champs in which I was disappointed with my performance, I examined the model which had served me best. A replacement tailplane which was slightly heavier had caused a significant loss of stability. This causes considerable variation in flying speed with higher average rpm.

Examination of the models that performed the best in Slanic indicated that higher wing camber would be beneficial. Glide tests showed a significant reduction in flying speed.

The moment arm was shortened and the CG brought forward to increase stability; I believe that this is more beneficial to model performance than having the most rearward CG possible unless conditions are absolutely perfect. The current CG position was established via a trimming session in a local school hall in which the air was particularly turbulent - this did me a favour.

I revisited wider blade props which had hitherto shown no advantage. With the increased wing camber and lower flying speed, they seemed to indicate less rpm for about the same torque requirement.

Partial motor testing has given me the best times I have achieved so far. Encouragement for the forthcoming Euro Champs."

European Indoor Championships - Senior Individual results

1	Dezso Orsovai	HUN	30.10	33.48+	29.16	35.55*	33.22	0.00	69.43
2	Jonas Romblad	SWE	28.06	32.10	31.08	32.31+	31.08	33.34*	66.05
3	Ivan Treger	SVK	25.30	31.23+	29.22	34.40*	29.28	21.14	66.03
4	Bob Bailey	GBR	30.57	32.03	28.59	32.34*	29.45	32.15+	64.49
5	Lutz Schramm	GER	31.21+	29.43	15.32	33.20*	25.35	30.36	64.41
6	Corneliu Mangalea	ROM	0.49	32.10+	11.05	30.05	32.25*	32.02	64.35
7	Aurel Popa	ROM	31.46*	31.35+	0.00	28.11	27.14	13.53	63.21
8	Derek Richards	GBR	28.06	31.33*	28.47	31.05	29.03	31.30+	63.03
9	Mikita Kaplan	CZE	29.19+	31.20*	26.54	28.33	26.26	27.41	60.39
10	Andras Ree	HUN	26.08	30.21*	29.06	29.47+	10.21	26.04	60.08
11	Fabio Manieri	ITA	14.31	29.16*	26.12	8.01	4.01	28.46+	58.02
12	Nick Aikman	GBR	25.49	25.22	26.17	28.50+	27.58	28.52*	57.42
13	Didier Barberis	FRA	28.29*	28.16+	25.13	25.38	9.29	26.20	56.45
14	Jerzy Markiewicz	POL	25.40+	30.37*	19.04	21.53	23.33	24.32	56.17
15	Tomasz Momot	POL	19.52	25.33	18.15	22.26	28.32*	27.18+	55.50
16	Dan Amoraritei	ROM	25.48	27.30+	25.34	26.35	27.36*	27.01	55.06
17	Manuel Angel Diaz	ESP	24.15	26.22	26.27+	28.15*	23.22	4.56	54.42
18	Peter Kuttler	GER	16.10	26.51+	26.06	20.15	23.11	27.09*	54.00
19	Edward Ciapala	POL	22.05	26.24+	22.54	21.22	2.48	27.35*	53.59
20	Josef Kubes	CZE	21.34	21.55	13.20	27.13*	7.36	25.59+	53.12
21	Daniel Medina	ESP	26.16	26.40*	20.27	26.28+	24.04	24.55	53.08
22	Zoltan Sukosd	HUN	22.15	25.18+	15.02	27.02*	25.16	11.07	52.20
23	Robert Champion	FRA	15.16	22.18	21.36	25.23+	1.45	25.27*	50.50
24	Jean Francis Frugoli	FRA	20.46	24.07+	17.52	16.50	12.30	26.03*	50.10
25	Uwe Bundesen	GER	20.56	7.47	26.08*	22.18	23.23+	8.50	49.31
26	Giacomo De Angelini	ITA	1.11	24.20*	20.18	22.19	21.52	23.56+	48.16
27	Leif Englund	FIN	13.29	16.03	19.50	21.46+	24.53*	3.28	46.39
28	Franco Pianigiani	ITA	0.12	0.13	16.32	19.07	21.28+	23.21*	44.49
29	Zdenek Cinert	CZE	15.40	3.11	17.30	21.04*	20.04+	18.02	41.08
30	Jaume Gispert	ESP	11.32	16.27*	10.37	15.32+	14.19	15.02	31.59
No. of best flights in each round				2	8	1	8	4	7
No. of 2nd best flights in each round			3	10	1	7	3	6	
No. of scoring flights in each round			5	18	2	15	7	13	
No. flts exceeding 25 min			14	21	14	18	13	17	97
No. flts exceeding 30 min			4	10	1	7	3	5	30
No. flts exceeding 35 min			0	0	0	1	0	0	1

Senior Team results

Country	Abbrev	Total	Round-by-round places						
1	Great Britain	GBR	185.34	1	1	1	1	1	1
2	Romania	ROM	183.02	8	4	4	3	2	2
3	Hungary	HUN	182.11	2	2	2	2	3	3
4	Germany	GER	168.12	3	6	3	4	4	4
5	Poland	POL	166.06	4	3	5	5	5	5
6	France	FRA	157.45	6	5	6	6	7	6
7	Czech Republic	CZE	154.59	5	8	7	7	6	7
8	Italy	ITA	151.07	11	9	9	9	8	8
9	Spain	ESP	139.49	7	7	8	8	9	9
10	Sweden	SWE	66.05	9	10	10	11	11	10
11	Slovakia	SVK	66.03	10	11	11	10	10	11
12	Finland	FIN	46.39	12	12	12	12	12	12

FAI Junior European Championship Indoor class F1D 2005

Junior Individual results

1	Gabriela Kaplanova	CZE	21.27	24.25+	24.52*	2.06	0.00	10.37	49.17
2	Thomasz Demidowicz	POL	10.38	23.17*	17.55	23.17+	10.50	9.00	46.34
3	Clara Kaplanova	CZE	20.57	23.46*	13.26	21.51	22.02	22.03+	45.49
4	Aurel Sampetean	ROM	3.33	22.34+	22.37*	8.40	19.28	12.32	45.11
5	Jan Klick	CZE	17.23	21.36*	17.11	21.15+	21.01	19.31	42.51
6	Pawel Domaszewski	POL	19.35	20.59*	15.15	20.55+	14.10	16.00	41.54
7	Dan Viorel Pop	ROM	2.24	1.40	9.10	8.01	17.58+	19.52*	37.50
8	Zoltan Somodi	ROM	14.36	2.10	7.00	5.35	17.32+	18.14*	35.46
9	Krzysztof Muras	POL	15.41+	4.50	5.32	6.40	15.58*	15.00	31.39
No. of best flights in each round				0	4	2	0	1	2
No. of 2nd best flights in each round			1	2	0	3	2	1	
No. of scoring flights in each round			1	6	2	3	3	3	
No. flts exceeding 10 min			7	6	6	4	8	8	39
No. flts exceeding 15 min			5	6	5	4	6	6	32
No. flts exceeding 20 min			2	6	2	4	2	1	17

Junior Team results

	Country	Abbrev	Total	Round-by-round places					
1	Czech Republic	CZE	137.57	1	1	1	1	1	1
2	Poland	POL	120.07	2	2	2	2	2	2
3	Romania	ROM	118.47	3	3	3	3	3	3

LIPTOV CUP, LIPTOVSKY SLOVAKIA, SEPT 13

F1E 72 flew

1	S Ionita	ROM	300.00
2	M Valastiak	SVK	279.00
3	A Roux	FRA	265.83
4	D Petcu	ROM	264.67
5	G Viktor	CZE	264.00
6	P Brocks	USA	258.00
7	V Paireli	ROM	255.00
8	A Draghici (J)	ROM	252.92
9	C Bognolo	ITA	249.17

F1E-Junior 15 flew

1	A Draghici	ROM	252.92
2	D Andrist	SUI	237.00
3	C Faur	ROM	236.00

MAYOR CUP, LIPTOVSKY SLOVAKIA, SEPT 17

F1E 31 flew

1	V Zima	CZE	500.00
2	A Draghici (J)	ROM	496.33
3	E Mang	AUT	484.33
4	V Paileri	ROM	475.00
5	M Valastiak	SVK	470.33
6	J Drapeu	FRA	463.33
7	C Faur (J)	ROM	454.00
8	F Draghici	ROM	431.00
9	W Dziuba	POL	419.00

F1E-Junior 8 flew

1	A Draghici	ROM	496.33
2	C Faur	ROM	454.00
3	D Tatar	ROM	405.67

TOSZEK CUP, TOSZEK, POLAND, Sept 19-20

F1E 33 flew

1	R Sifleet	USA	500.00
2	M Popescu	ROM	495.40
3	J Wojtek	POL	488.60
4	F Kanczok	POL	481.10
5	A Roux	FRA	453.30
6	M Lysakowski	POL	421.50
7	A Moisescu (J)	ROM	412.60
8	P Brocks	USA	401.50
9	S Kubit	POL	385.00

F1E-Junior 7 flew

1	A Moisescu	ROM	440.66
2	Z Benisz	POL	366.99
3	D Bildea	ROM	291.88

GOVERNORS CUP, Raçibórz, Poland, Sep 20-21

F1E 35 flew

1	M Popescu	ROM	432.90
2	J Orel	CZE	419.70
3	S Kubit	POL	415.70
4	A Roux	FRA	410.20
5	J Wojtek	POL	407.20
6	V Paireli	ROM	405.90
7	M Jean	FRA	379.60
8	F Kanczok	POL	373.20
9	P Brocks	USA	370.00

F1E-Junior 9 flew

1	K Benisz	POL	381.38
2	D Bildea	ROM	376.15
3	C Faur	ROM	324.46

MIKULAS,

F1E IN FRANCE, OCTOBER 1-2

Report by Ian Kaynes

These two competitions were the first F1E World Cup events organised in France. They were, for me, conveniently timed just before the Indoor European Championships in Bordeaux. I combined the events in a single trip and actually flew to Bordeaux and then drove back north for the F1E. This gave a strange feeling when driving from Parthenay to Thouars past all the familiar signs to Airvault, Moncontour, Taize and the flat open fields of the Poitou event. Was I really driving through this area to a contest with slope soaring gliders, or had I got the date, location and event horribly muddled? No, sure enough, just north-east of Thouars is a smooth hill at Tourtenay. The village and woods are on the north side but apart from that almost all directions have vineyards and open harvested fields sloping down to normal French open countryside.

Advance information had pointed out the shortcomings of the site for north winds, but suggested that they rarely occur. Well, you can guess which direction the wind took for the whole weekend – yes, it was generally northerly! Practice day started with light winds from the west which then swung north-west. I flew from the rather limited slope facing north-west on the edge of the obstructions and soon enough I had a flight which drifted along to explore them, and indeed dominated the rest of the afternoon:

After a three minute flight the model DTed down into very first group of bushes just beyond a vineyard. I saw it down clearly beside a power line pole and confidently headed into the bushes, which it then became apparent were dense thorn bushes. Having ploughed into these and getting near to where I expected to find the model, I was surprised to see looking ahead that there was a vertical cliff facing me descending into the bushes less than 100ft in front of me. If it came back up steeply, I looked to see where the ground dropped into this ravine and saw through the bushes that there was an edge about 10 ft in front of me. Cautiously looking down I could see it was a drop of about 50ft and filled with bushes and trees. At this point I got the tracker out and confirmed that the best signal was obtained pointing it down into the ravine! Retreating to see if there was a route to the bottom, I found that there was a track from the village leading into the “caves”. Following this past various warning signs I found a world of roads and tunnels running into the hillside. The current use of the area is for mushroom farming, but during the war the labyrinth of tunnels was much used by the resistance. Looking up from one of the roads I could see the pole which was close to where the model had landed but the various wooded banks were above the road level and appeared even more impenetrable and difficult to navigate than from above.

At this point I went back to launch area and found that Pierre Chaussebourg had arrived and I reminded him of his promise to help recover models if anyone put a model in a tree. We went back and from another direction could look down and see the model about 20ft below the outside ground level but in a tree! With other French modellers and using screw-together aluminium poles made by Jaromir Orel, the model was caught with a hook on the end of the poles. The wire hook was around the front fuselage but when lifting the model it slipped and left the hook holding the front rudder/magnet assembly – which was just retained by a single small rubber band. Hurriedly

another set of poles were prepared with a loop on the end which was manoeuvred over the wing and slid in to the wing root. This could then take the weight of the model but in transferring from the other support the rubber band let go and the magnet/rudder assembly fell into bushes at the bottom of the ravine. The model was lifted up and then the fishing started – a wound up loop of old wire on the end of a line supported from the poles was lowered into the bushes. Eventually the wire got close to the magnet and sure enough it held fast and could be lifted up. At about this time a lorry was seen going along one of the roads at the bottom of the ravine, which emphasised how bizarre a position it was. Thus the complete model was recovered intact.

On to the first competition day and we were surprised that, after the pleasant weather the day before, now it was raining. Eventually it reduced to drizzle and later stopped and the competition started a little later than scheduled. The wind was about north-westerly and blowing across the south westerly facing slope. At first it was quite a light wind and in the first round flights were gliding down into the valley, more or less as straight glides, certainly with no help from slope lift. The wind soon strengthened from the same direction and this was a new experience for me – set a course partly into wind and partly out from the hill but whether to launch into wind and graze along the slope or launch crosswind pointing out to the valley. I chose the former option in round 2 and that was not the right choice! A 120 sec max was used for all flights and the weather continued similar until the last round when the wind swung to face slightly on to the slope. Marian Popescu made it look easy, maxing in each round. Pierre Chaussebourg would have equalled this and gone to a flyoff but failed to max in the last round.

After an evening meal and prize-giving at the Pigeonnier in Tourtenay, Sunday morning we assembled for the second competition on the same slope with the wind from a similar direction. For the first round it was only about 4 m/sec and had a slight component facing on to the slope. This round and also round 2 were flown to a 120 max. The wind increased up to 6 or 7 m/sec by the end of round 2 and had also swung further north, to be slightly behind the slope. Launch area was moved to the limited north-west slope and a 240 sec max was set and it was decided to make this the final flight in the difficult weather. The launch position was just below the top of the hill on a gentle slope (less than 1 in 10) but it was facing into the strong wind. Since there was only very gentle direct slope lift, a variety of approaches were tried. Some people set a course to the left of the wind, where the hill dropped away round the corner. I tried to fly fast into wind in order to reach the steeper slope which was about 200m in front, but ignominiously glided down to land in the vines before reaching the better slope. Pierre Chaussebourg was to make the longest flight in this round by a clear margin: with only light ballast the model drifted back up the hill after a good launch as it neared the top of the hill it slowly picked up lift from the flow over the top of the slope and the hedge, enough to climb into the thermal which took the model to a good height as it drifted downwind. It DTed from some height but the last 4 seconds had been missed from the timekeeper position. This also gave Pierre the contest, narrowly ahead of Alain Roux who had maxed in the two earlier rounds. Alain's success in F1E is notable: having been French team manager at the World Championships in Slovakia (won by the French team), he flew in the adjacent World Cup events with his single F1E model. His second place here took him up to finish fourth in the World Cup.

The event concluded with prize-giving in the Pigeonnier. The trophies were notable as sculptures of a person launching an F1E model, which had been commissioned from an artist in Africa who had never seen an F1E model. I was pleased to get one of these as a surprise – the event included a two-man team classification; I had teamed with Pierre and his win was

enough to compensate for my mediocre performance and get the team win.

It is hoped to have the event again next year, with the possible additional alternative of a nearby north facing slope.

First Poitou Charentes, October 1

F1E 20 flew

1	M Popescu	ROM	500.00
2	P Chaussebourg	FRA	487.50
3	M Reverault	FRA	472.40
4	V Paireli	ROM	465.70
5	M Tomazzoni	ITA	458.20
6	B Drapeau	FRA	445.80
7	A Roux	FRA	421.60
8	G Dresler (J)	GER	415.80
9	J Drapeau	FRA	414.90
10	C Bognolo	ITA	405.80

F1E-Junior 4 flew

1	G Dresler	GER	415.80
2	A Trachez	FRA	358.20

Coupe Melusine F1E, October 2

F1E 20 flew

1	P Chaussebourg	FRA	277.40
2	A Roux	FRA	266.50
3	M Popescu	ROM	252.40
4	C Bognolo	ITA	233.00
5	J Drapeau	FRA	206.10
6	B Drapeau	FRA	199.00
7	C Binet	FRA	190.80
8	G Dresler (J)	GER	190.70
9	A Trachez (J)	FRA	185.80
10	M Tomazzoni	ITA	183.50

F1E-Junior 4 flew

1	G Dresler	GER	190.70
2	A Trachez	FRA	185.80

F1E BY PIERRE CHAUSSEBOURG

This is the model used by Pierre for the winning flight at Coupe Melusine, reported above. Note the well developed skills of F1E flying in France, the country having won the team award at the World Championships in September. In addition to the notes on the plan, Pierre has written:

I use an OK timer which is started with a mechanism that I made myself, same thing as for an F1B model. Any timer would fit, even the good old Graupner/KSB. The main thing is to have a device which will start the timer as soon as you launch the model. In F1E, we are so concentrated on steering adjustment at the moment of the launch, that it is very easy to forget to start the timer. If the timer starts automatically when the model is released, then it is impossible to forget to start it.

I am very happy with this model which can be used with wind well over the 9m/s limit. At the World cup contests in Slovakia and Poland, before and after World Champs, I could not use this model as I damaged the pylon:

I had built the pylon with the body made in strong 14mm balsa with the two sides made in 1mm plywood. I made the mistake not to make any reinforcement at the place where I made the 4mm diameter hole for the wing joiner. So after a few flights, the hole was so big that it was impossible to fly this model. It is necessary to make a reinforcement in hard wood at this place. I solved the problem when making a Teflon cylinder, 7mm diameter in which I made a hole of 3,9 mm. I glued this cylinder in the pylon with cyano at the right place, and then I have no more problem. I was told to do that by my good friend power flyer Alain Roux!

If any question for this model or anything about F1E, contact pierre.chaussebourg@wanadoo.fr

FAI WORLD CUP 2005 F1E

Top four results shown for each person.

1	M Popescu	ROM	158	TC-1	RZ-1	PE-1	MK-3
2	V Zima	CZE	147	MC-1	CB-1	PC-2	OB-8
3	S Kubit	POL	118	PC-1	RZ-3	FB-3	CB-3
4	A Roux	FRA	105	CM-2	LP-3	RZ-4	TZ-5
5	I Treger	SVK	105	MK-1	CA-1		
6	I Crha	CZE	101	OB-2	CB-2	MK-9	FB-7
7	F Mang	AUT	91	CV-1	CA-5	MC-10	MK-14
8	F Doupovec	CZE	87	FB-2	CV-4	TC-10	LP-19
9	E Mang	AUT	85	MC-3	CA-3	CV-5	OB-5
10	J Orel	CZE	84	RZ-2	CA-4	LP-15	CB-4
11	P Chaussebourg	FRA	84	CM-1	TC-11	RZ-11	PE-2
12	G Arghir	ROM	82	FB-1	TZ-11	PC-13	MC-15
13	V Paireli	ROM	74	MC-4	PE-4	RZ-6	PC-9
14	D Petcu	ROM	68	LP-4	CV-6	FB-10	TC-14
15	G Berto	ITA	68	CS-1	LP-13		
16	S Ionita	ROM	66	LP-1	MK-18		
17	D Bildea (J)	ROM	66	TC-4	MK-6	RZ-12	CV-15
18	C Bognolo	ITA	66	CM-4	LP-9	CS-8	PE-10
19	W Dziuba	POL	65	PC-4	OB-8	MC-9	MK-22
20	F Kanczok	POL	60	CV-3	TZ-4	RZ-8	MK-13
21	C Faur (J)	ROM	59	PC-5	MC-7	OB-11	LP-21
22	A Draghici (J)	ROM	58	MC-2	PC-12	LP-8	
23	F Kratena	CZE	58	CA-2	RZ-10		
24	H Schubert	GER	57	OB-1	LP-24	FB-4	
25	A Moisescu (J)	ROM	56	TC-5	TZ-7	CV-14	MC-14
26	R Sifleet	USA	53	TZ-1	RZ-18		
27	M Tomazzoni	ITA	52	CS-3	PE-5	CM-10	
28	J-M Chabot	FRA	48	RZ-7	TC-13	MC-13	
29	M Valastiak	SVK	47	LP-2	MC-5		
30	P Bere	ROM	46	PC-3	RZ-15	TC-8	
31	J Smeringai	SVK	45	TC-7	MC-12	MK-17	
32	P Brocks	USA	44	LP-6	TZ-8	RZ-9	

World Cup 2005 F1E-Junior

1	D Bildea	ROM	146	TC-1	MK-1	RZ-2	LP-7
2	A Moisescu	ROM	145	CV-1	TZ-1	PC-2	OB-3
3	C Faur	ROM	144	PC-1	OB-1	MC-2	RZ-3
4	J Matisek	SVK	108	CA-1	PC-3	MK-4	LP-8
5	A Draghici	ROM	73	LP-1	PC-6	MC-1	
6	E Bildea	ROM	61	FB-2	TC-6		

Contests included in the results

				F1E	F1EJ
CA	Winter Cup I	CZE	March 5	16	1
CB	Winter Cup II	CZE	March 6	7	0
OB	Oberkotzau	GER	April 9	25	5
FB	Föhrberg Cup-	GER	April 10	20	5
CS	Coppa Sisemol	ITA	May 6-8	18	0
MK	Mikulas cup of Hungary	HUN	May 21	43	13
CV	Cavalloni cup of Hungary	HUN	May 22	34	8
TC	Turda Cup	ROM	June 16-17	44	16
PC	Popa Cringu Memorial	ROM	June 17-18	45	17
LP	Liptov Cup	SVK	Sept 13	72	15
MC	Mayor Cup L. Mikulas	SVK	Sept 17	31	8
TZ	Toszek Cup	POL	Sept 19-20	33	7
RZ	Governors Cup Raciborz	POL	Sept 20-21	35	9
PE	First Poitou Charentes	FRA	October 1	20	4
CM	Coupe Melusine FIE	FRA	October 2	20	4

STONEHENGE CUP, BARKSTON HEATH, SEPT 10-11

Report by Ian Kaynes

This was the 13th Stonehenge Cup, maybe with some superstitious significance. The planned venue Sculthorpe had been made unavailable by the military using it this weekend, but Barkston Heath had been arranged as an alternative. This did mean that the accommodation and meal option in Bircham Newton was not available.

Furthermore, arriving on the field Saturday morning found it raining and very misty. There was no hope of flying F1B and F1C in these conditions. Repeatedly the conditions were inspected and the start delayed further. It was not until after midday that the rain reduced and the visibility improved. It was decided to give plenty of notice of the start time of 13.45. A few models soon flew and were seen for flights against the 2.30 max. However, immediately some of the hotter F1Bs flew, including Russell Peers and at least one Dutch visitor, we saw the ceiling was too low, the models disappearing into the low cloud after 30 seconds. The round was immediately stopped. No F1C models had flown, certainly they would have disappeared as well. It had become very murky and drizzling so it was decided to abandon the day and also scrap those flights that had been recorded. It was interesting to hear that it had been a bright dry day in East Anglia - if only Sculthorpe had been available - and at least some play was possible at the Oval. All the English population praying for rain and bad light to help win the ashes had obviously succeeded in principle but the effect was at Barkston not at the Oval. At least they did also stop playing there during the afternoon.

The plan to salvage the event was to fly all three classes in half-hour rounds F1B, F1C, F1A. This meant that the timekeeping system was lost since everyone was flying on the same day and so it had to revert to collaborative timing between flyers. The main surprise was that, despite the better forecast, 9.00 Sunday morning was misty with drizzle just like the previous day. Today it did brighten up and flying could start at 10.00 and was unhindered by the weather for the rest of the day. Even the direction co-operated and the line was left where first set up.

By the second round it was apparent that the glider flyers were finding it harder than the other classes, except for problems in F1B: visitor Roger Morrell dived into the runway, Daniel Billam folded a wing tip - on his second attempt in the last 2 minutes of the round he seemed to tempt fate by adding quite a few hand turns while waiting but launched in time with the motor still intact. In the following round it was Klaus Salzer's turn for a wing fold, and this signalled his decision to retire since in any case he would have to leave for home before the last round.

F1C was remarkable for having just one flight dropped across the entire entry, so 4 went into the flyoff. F1A had only two - visitors Ricard and Findahl, after Cook had dropped his last flight. F1B had a large proportion in the flyoff; one missing was Ted Challis who had maxed in the first four rounds but then ran out of models after one had a timer broken landing on a stone and the other a broken DT line.

F1B was the first flyoff. Ruyter broke a motor but Peers was quickly ready and launched. The group that followed him were soon seen to have poorer air than Russell. Both Billams had reached the flyoff but then John launched badly and Daniel had DPR failure on two attempts. The models were seen down clearly, landing in less than the nominal 7 minute maximum which had been set.

In F1A the Frenchman towed upwind and released but the Swede choose not to follow and continued to tow until he found better air, reflected in the resulting time of a winning margin of more than a minute.

In F1C Peter Watson stayed on the central part of the line while the others moved across wind on the extended line - having been given the freedom to choose the best available direction. A good high climb by Watson was not enough to win, when the only max of the flyoffs was recorded by Cuthbert.

The prize-giving, delayed until most of the competitors were back with their flyoff models, concluded what had started as an unlucky Stonehenge Cup but finished with a reasonable and clear result in each class.

F1A 25 flew

1	P Findahl	SWE	750	+260
2	L Ricard	FRA	750	+188
3	P Williams	GBR	747	
4	M Cuthbert (J)	GBR	717	
5	M Fantham	GBR	711	
6	C Edge	GBR	709	
7	M Cook	GBR	704	
8	J Carter	GBR	701	
9	K Best	AUS	697	
10	R Jack	GBR	681	
11	A Jack	GBR	668	
12	M Dilly	GBR	652	
13	W Colledge	GBR	651	

F1A-Junior 2 flew

1	M Cuthbert	GBR	717	
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F1B 20 flew 10 full scores

1	R Peers	GBR	750	+300
2	P Ruyter	NED	750	+257
3	P Martin	GBR	750	+250
4	M Woolner	GBR	750	+214
5	M Woodhouse	GBR	750	+185
6	W Feijth	NED	750	+153
7	J Billam	GBR	750	+152
8	H van Hoorn	NED	750	+121
9	B Spooner	GBR	750	+11
10	D Billam (J)	GBR	750	

F1C 5 flew 4 full scores

1	J Cuthbert	GBR	750	+420
2	P Watson	GBR	750	+363
3	S Screen	GBR	750	+352

CANADA CUP, BORDEN , CANADA, SEPT 3-5**F1A 7 flew**

1	P Allnutt	CAN	1860	
2	V Sokolov	CAN	1759	
3	V Nikolajevs	CAN	1728	
4	C Lenartovicz	CAN	1702	

F1A-Junior 0 flew**F1B 2 flew**

1	L Horak	CAN	1826	
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F1C 0 flew**SIERRA CUP, LOST HILLS, USA, OCT 13-16****F1A 26 flew**

1	J Parker	USA	1260	+300	+420	+244
2	P Allnutt	CAN	1260	+300	+420	+199
3	H Nyhegn	DEN	1260	+300	+172	
4	H Diez	USA	1260	+244		
5	L Hines	USA	1260	+142		
6	D Parker	USA	1254			
7	R Pukakka	USA	1247			
8	B Van Nest	USA	1221			
9	E Busnelli	USA	1200			
10	J Cooper	GBR	1199			
11	R Weiler	USA	1182			
12	J Davis	USA	1177			
13	P Brocks	USA	1167			

F1B 23 flew

1	A Andriukov	USA	1260	+300	+322
2	Y Waltonen	FIN	1260	+300	+318
3	P Crowley	USA	1260	+300	+237
4	B Booth	USA	1260	+300	+181
5	A Raymond	USA	1260	+300	
6	E Nelson	USA	1252		
7	A Mckenzie	NZL	1250		
8	B Piserchio	USA	1244		
9	B Jensen	USA	1243		
10	G Batiuk	USA	1241		
11	J Clapp	USA	1228		
12	J Malkin	NZL	1222		

F1A-Junior 2 flew

1	B Coussens	USA	1102	
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F1C 25 flew

1	A Babenko	UKR	1260	+300	+600
2	E Verbitsky	UKR	1260	+300	+472
3	R Archer	USA	1260	+300	+462
4	K Happersett	USA	1260	+300	+417
5	B Gutai	USA	1260	+300	+389
6	R Mcburnet	USA	1260	+300	+327
7	R Simpson	USA	1260	+290	
8	B Servaites	USA	1260	+212	
9	M Gewain	USA	1260	+168	
10	N Poti	USA	1260		
11	C Stiles	USA	1242		
12	E Carroll	USA	1234		
13	M Roberts	USA	1112		

F1G 13 flew

1	J Clapp	USA	600	+300	+249
2	R Rohrke	USA	600	+300	+216
3	B Booth	USA	600	+300	+210
4	W Ghio	USA	600	+300	+208
5	P Brocks	USA	600	+155	
6	E Nelson	USA	599		
6	T O'Dell	USA	599		

F1H 14 flew, 6 F/O

1	B Van Nest	USA	600	+300	+266
2	V Beschansy	UKR	600	+300	+244
3	P Brun	USA	600	+300	+185
4	M McKeever	USA	600	+192	
5	J Parker	USA	600	+117	
6	G Madelin	GBR	600	+112	

F1J 19 flew, 15 F/O

1	S Spence	USA	600	+300	
2	B Servaites	USA	600	+256	
3	G Mennano	USA	600	+238	
4	L Pulley	USA	600	+234	
5	R Archer	USA	600	+229	
6	D Johannes	USA	600	+225	

F1P 2 flew (7x180)

1	C Secor (J)	USA	1208	
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KRKA CUP, SENTJERNEJ, SLOVENIA, OCT 14-16**F1A 66 flew**

1	M Kochkarev	RUS	1260	+60e	+380
2	S Makarov	RUS	1260	+60e	+325
3	P Findahl	SWE	1260	+60e	+305 +321
4	V Stamov	UKR	1260	+60e	+305 +297
5	M Grueneis	AUT	1260	+60e	+276
6	R Holzleitner	AUT	1260	+60e	+273
7	M Cernigoj (J)	SLO	1260	+60e	+267
8	N Markovic	CRO	1260	+60e	+265
8	E Kantipaylo	UKR	1260	+60e	+265
10	M Omrcena	CRO	1260	+60e	+251
11	M Gobbo	ITA	1260	+60e	+249
12	A Szekelyhidi	HUN	1260	+60e	+246
13	C Bachmann	SUI	1260	+60e	+237
14	D Terlep	SLO	1260	+60e	+224
15	A Van Eldik	NED	1260	+60e	+141
16	J Klavora (J)	SLO	1260	+60e	+134

F1A-Junior 12 flew

1	M Cernigoj	SLO	1260	+60e	+267
2	J Klavora	SLO	1260	+60e	+134
3	S Rok	SLO	1260	+35e	
4	B Bagari	SLO	1260	+25e	

F1B 21 flew

1	I Kolic	SCG	900	+120e	+300	+308
2	A Burdov	RUS	900	+120e	+300	+286
3	S Stankovic	SLO	900	+120e	+300	+53
4	M Cabaravdic	BIH	900	+120e	+288	
5	V Savov	BUL	900	+120e	+227	
6	V Tomljanovic	CRO	900	+120e	+209	
7	R Blagojevic	SCG	900	+120e	+135	
8	V Komarov	RUS	900	+85e		
9	T Hribar	SLO	900	+31e		
10	J Oblak	SLO	900	+19e		
11	I Yurtseven	TUR	900	+12e		

F1C 12 flew

1	D Jermol	CRO	900	+120e	+300	+3
2	K Jusufbasic	BIH	900	+120e	+300	
3	J Groselj	SLO	900	+120e	+249	
4	P De Boer	NED	900	+120e	+208	
5	B Bardarov	BUL	900	+104e		
6	A Jusufbasic	BIH	900	+75e		

BMFA SIXTH AREA CENTRALISED EVENT, OCTOBER 9**Open Glider, Plugge 47 flew**

1	A Cameron	Crawley	7.30	+6.33
2	M Cook	MFFG	7.30	+5.22
3	G Peck	Cleemac	7.30	+3.19
4	D Bartle	Morley	7.30	+2.43
5	B Taylor (J)	E Grinstead	7.30	+2.03
6	M Howick	Vikings	7.30	+1.25
7	K Best	Birmingham	7.27	
7	K Taylor	E Grinstead	7.27	
9	B Lavis	Biggles	7.26	
10	C Foster	Morley	7.25	
11	J Bailey	Biggles	7.18	
12	R Heap	Biggles	7.05	
13	D Oldfield	Vikings	6.51	
14	I Davitt	Morley	6.47	
15	N Parry	Biggles	6.38	
16	T Clark	Crawley	6.37	

Team Open Glider, Model Engineer trophy 15 teams

1	Biggles A	Lavis, Bailey, Heap	21.49
2	Morley A	Bartle, Foster, Davitt	21.42
3	Vikings A	M Howick, Oldfield, J Howick	20.11
4	E Grinstead	B. Taylor, K. Taylor, Cherry	18.53
5	Crawley	A Cameron, Oulds, P Cam'n	18.06
6	Vikings B	Hart, Truluck, Halford	16.28
7	Morley B	Northrop, Fielding, Wilkinson	16.18
8	Cleemac	Peck, Robinson, Bates	15.52
9	Bristol & W. A	Tribe, T White, S White	14.49
10	Birmingham	Best, Darmon	14.02

F1G, Plugge 42 flew

1	D Neil	Bristol & West	10.00	+6.00
2	D Davitt	Morley	10.00	+2.29
3	R Vaughn	Crookham	10.00	+2.23
4	C Chapman	Bristol & West	10.00	+1.56
5	C Foster	Morley	10.00	+1.17
6	M Marshall	Impington	10.00	
6	R Sparrow	Timperley	10.00	
8	S Willis	Croydon	9.44	
9	J Oulds	Crawley	9.30	
10	J Godden	Morley	9.28	
10	P Woodhouse	Morley	9.28	
12	M Chilton	CSA	9.25	
12	E Tyson	Bournemouth	9.25	
14	D Thomson	Croydon	9.23	
15	G Sharp	CVA	9.22	

F1C, Astral trophy 10 flew

1	N Allen	E Grinstead	12.30	+5.22
2	S Screen	Birmingham	12.30	+4.22
3	F Rushby	Cleemac	12.30	+4.17
4	J Cuthbert	Falcons	12.30	+3.58
5	F Chilton	Crookham	12.29	
6	G Fuller	Bristol & West	12.10	

Tailless 6 flew

1	S Willis	Croydon	6.38
2	J Kay	Grantham	5.48
3	R Tiller	Bournemouth	5.01
4	R Willes	Crawley	1.54
5	A Crisp	Biggles	1.51
6	S Hipperson	CVA	0.12

E30 5 flew

1	R Briginshaw	C/M	6.00	+4.43
2	T Grey	MFFG	6.00	+4.27
3	R Tiller	Bournemouth	6.00	+3.42
4	P Tolhurst	Hayes	6.00	+3.14
5	A Whitehead	Peterborough	6.00	

BMFA SENIOR CHAMPIONSHIP

1	P Ball	162.0	11	J Godden	34.0
2	D Hipperson	91.0	12	J O'Donnell	33.0
3	C Strachan	70.5	13	B Lavis	32.0
4	P Watson	62.5	14	J Bailey	31.5
5	J Cooper	61.0	15	C Chapman	31.0
6	T Grey	51.0	16	I Davitt	29.5
7	S Screen	48.0	16	P Woodhouse	29.5
8	A Jack	46.0	18	S Brewer	28.0
9	M Bennis	39.0	18	G Sharp	28.0
10	S Willis	37.5	20	G Peck	27.0

BMFA SECOND TEAM TRIALS, SCULTHORPE, SEPT 24-25**F1A 18 flew**

			selection
		time	flyoff score
1	M Fantham	1314	50
2	J Carter	1269	40
3	D Bartle	1266	30
4	D Oldfield	1251	25
5	M Dilly	1245	20
6	N Bosdet	1222	19
7	W College	1219	17.5
7	M Cook	1219	17.5
9	M Cuthbert	1206	16
10	A Ball	1188	15
11	C Edge	1163	14
12	A Jack	1136	13

F1B 10 flew

1	M Woolner	E Grinstead	1320	+317	50
2	G Stringer	E Grinstead	1320	+196	40
3	R Cheesley	Crookham	1320	+153	30
4	B Martin	Tynemouth	1320	+108	25
5	R Peers	Falcons	1319		20
6	R Jones	CM	1296		19
7	M Woodhouse	Vikings	1212		18
8	D Greaves	Bristol & West	1182		17

F1C 6 flew

1	S Screen	Birmingham	1140	+69	50
2	P Watson	Birmingham	1140	+42	40
3	J Cuthbert	Falcons	1140		30
4	R Baggott	Birmingham	716		25
5	A Jack	Tynemouth	704		20
6	K Faux	Vikings	639		19

BMFA THIRD TEAM SCULTHORPE, OCT 15-16

F1A 17 flew

			time	selection score
1	M Cuthbert	Falcons	900	50
2	J Carter	Falcons	864	40
3	A Jack	Tynemouth	839	30
4	P Williams	Richmond	821	25
5	S Darmon	Birmingham	751	20
6	D Bartle	Morley	728	19
7	M Fantham	Richmond	727	18
8	R Jack	Tynemouth	720	17
9	P Ball	Grantham	687	16
10	A Ball	Grantham	658	15

F1B 10 flew

1	M Woolner	E Grinstead	899	50
2	G Stringer	E Grinstead	879	40
3	P Martin	Tynemouth	864	27.5
3	B Martin	Tynemouth	864	27.5
5	M Woodhouse	Vikings	835	20
6	D Billam	Grantham	637	19

F1C 4 flew

1	A Jack	Tynemouth	900	45
1	P Watson	Birmingham	900	45
3	S Screen	Birmingham	874	30
4	J Cuthbert	Falcons	720	25

BMFA FREE FLIGHT TEAM TRIALS

Scores and totals for the three events

F1A- Aeromodeller F1A Trophy

			Trials scores			Best 2
			T1	T2	T3	Scores
1	J Carter	Falcons	19	40	40	80
2	M Cuthbert (J)	Falcons	25	16	50	75
3	M Fantham			50	18	68
4	P Ball	Grantham	50		16	66
5	S Darmon	Birmingham	40	9	20	60
6	D Bartle	Morley	15	30	19	49
7	R Jack	Tynemouth	30	12	17	47
8	A Jack	Tynemouth	16	13	30	46
9	P Williams	Richmond	18	11	25	43
10	W College	Birmingham	20	17.5	10	37.5

F1B- Premier Shield

1	M Woolner	E Grinstead	40	50	50	100
2	R Cheesley	Crookham	50	30	15	80
2	G Stringer	E Grinstead	19	40	40	80
4	B Martin	Tynemouth	17	25	27.5	52.5
5	R Jones	CM	30	19		49
6	R Peers	Falcons	25	20	16	45
7	P Martin	Tynemouth	12	15	27.5	42.5
8	D Billam	Grantham	20		19	39
9	M Woodhouse	Vikings	13	18	20	38
10	D Greaves	Bristol & West	16	17	18	35

F1C- Aeromodeller Power Trophy

1	P Watson	Birmingham	40	40	45	85
2	J Cuthbert	Falcons	50	30	25	80
2	S Screen	Birmingham	25	50	30	80
4	A Jack	Tynemouth	30	20	45	75
5	R Baggott	Birmingham	20	25		45

PAISLEY TROPHY+CRANFIELD CLASSIC, NEWBIGGING, SEPT 3-4

Report by Jim Arnott

Paisley Trophy all-in-open Saturday Sept 3

There were nine entries; two flew glider, two flew power and five favoured rubber. The pleasant south wind of about 8 mph at the start of the contest quickly became more testing and settled at around 16 mph through the afternoon. It was warm and dry throughout. This wind direction carried models into the open moorland, where the only retrieval problem was the energy-sapping trek. Two rubber fliers reached the flyoff - Bruce Duncan and Jim Arnott. Chris Edge took third place - recording two maxes after a towing mishap had caused dropped time on his first flight.

For the fly-off the wind speed dropped to around 8 mph. Jim and Bruce, both flying fairly heavy "rounds" models, launched together into a nice patch of supportive air. Bruce had the faster and higher climb. Jim's extra motor run made up only part of the difference. The two models were circling close together and the gallery were enthralled as in each circle the marginally better glide of Jim's model slowly brought the models level. When they landed on the far side of the valley there was little difference, Jim winning with 6:52 against 6:42.

1	Jim Arnott	9+ 6:52	4=	John Eland	5:47
2	Bruce Duncan	9+ 6:42	4=	Ken Gibson	5:47
3	Chris Edge	7:20	6	Ron Sabey	4:29

Cranfield Classic Sunday 4th Sept

The conditions were ideal for this event - a light South wind throughout the day and a heatwave. The forecast was for the wind speed to increase sharply through the day and the CD announced a three flight contest. The wind stayed light making for a very easy days flying. There was no reason for not cruising through to the flyoff. However six of the seven entries found ways to drop time. It was a bad day for Gloworm's - both John Eland and Alan Brown folded wings under power; George Blair wrote-off his with full bore return to Mother Earth; and Ewan Baxter-Jones came close to doing the same before recovering to record a score wrecking sub-minute flight. Mick Quinn's Lucky Lindy was a very consistent and worthy winner.

1	M Quinn	9:00	Lucky Lindy	OS15
2	G Blair	8:50	Lucky Lindy	OS15/ Gloworm ST15
3	J Arnott	8:30	Gloworm	OS15 / La Bestia PAW249
4	A Brown	6:54	Lucky Lindy	OS15 / Gloworm Oliver Tiger
5	I Granger	6:13	Lucky Lindy	OS15 (proxy R Sabey)
6	E Baxter-Jones	3:47	Gloworm	OS15

OXFORD MFC SEPTEMBER FEST RALLY, PORT MEADOW, SEPT 25

Report by Mike Kemp.

The forecast of unsettled weather proved to be accurate. Early arrivals had driven through showers of rain that had eased by the time the event got under way. Just after lunch there was a 10 minute down pour with a couple of lightning flashes and the breeze strength increased; its direction towards the canal/railway not being the best for this site.

This did not appear to put flyers off and support for this new event in the calendar was quite good except for Al flyers who clearly decided to give this meeting a miss! Not surprisingly, lightweight rubber was the most popular and the 100 sec. max proved to be not too difficult with Andrew Longhurst, Dave Taylor, Mike Parker, Ken Cooper and Mike Kemp maxing out. In the DT fly off, Andrew emerged the winner.

The conditions were proving difficult for the Coupe flyers having to make five flights and no one maxed out. Mike Chilton just beat Andrew Longhurst and David Beales. Vintage Glider was well supported but conditions were not proving easy and again no one maxed out. Pete Michel again proved that the Nord has a lot going for it in this class. He finished ahead of Geoff Smith and David Brawn.

Classic glider flyers were also struggling and this time Rex Woodruffe's Caprice made up for his disappointing Gilly Chopper flights in Vintage beating Peter Michel and John Hook in the process. It was interesting to note that the Vintage Gliders were placing better times than that of Classic. A1 was a disaster and only Geoff Smith and Spencer Willis made flights whereas Vintage HLG (a Dingbat benefit) went down to the last flight of 9 before Peter Tolhurst emerged the winner with the only max of the day just beating Andy Crisp, with Geoff Smith third.

A new event was for Vintage Middleweight Rubber (a size of model between Lightweight and Wakefield) and two maxed out. Andrew Longhurst's Percy V went onto beat Spencer Willis's Rebel in the DT fly off. Vic Willson flying Vic Sneed's prewar design, the Aprila was in third place.

At the prize giving where bottles of plonk and Flite Hook vouchers were awarded to the winners, the overall opinion was that this should become an annual event so watch next year's event calendar. The poorly supported A1 class will be replaced by a vintage Coupe event.

Vintage MWT Rubber 5 flew 3x100 sec

1	A Longhurst	Percy V	300 +58
2	S Willis	Rebel	300 +38
3	V Willson	Aprila	111
4	D Beales	Torpedo	96
5	K Cooper	Hammer	89

Classic Glider 6 flew 3x100 sec

1	R Woodruffe	Caprice	274
2	P Michel	Bob Jones	249
3	J Hook	Inchworm	231
4	D Painter	Caprice	217
5	A Crisp	Corsair	202
6	B Harvey	Vortex	75

Vintage Glider 8 flew 3x100 sec

1	P Michel	Nord	280
2	G Smith	Hyperion	268
3	D Brown	Lulu	240
4	D Palmer	Gilly Chopper	182
5	R Woodruffe	Gilly Chopper	141
6	P Tomlinson	Shelagh	66

Vintage LWT Rubber 10 flew 3x100 sec

1	A Longhurst	Tops 11	300 +22
2	D Taylor	Senator	300 +5
3=	M Parker	RAF V	300
3=	K Cooper	Cat's Whisker	300
3=	M Kemp	Senator	300 proxy R Knight
6	S Willis	Hermes	267

Coupe d'Hiver 7 fl 5x100s Vintage HLG 5 flew 9x 60s

1	M Chilton	475	1	P Tolhurst	Dingbat	284
2	A Longhurst	457	2	A Crisp	"	277
3	D Beales	418	3	G Smith	"	219
4	R Fryer	276	4	M Hadland	"	198
5	R Kimber	269	5	S Willis	Comet	171
6	W Beales	164				

A1 Glider 2 flew 5x 100 sec

1	G Smith	175
2	S Willis	35

BRIAN NICHOLSON 1939 – 2005

By Phil Owens NWFFG

It is with great sadness that I have to report the passing of Brian who died on 22nd September 2005. Brian was a long time member of Liverpool & District MAS and more recently North West Free Flight Group.

Over the years Brian was very successful winning many model glider events including the British National Championships in 1978 and he was overall model glider champion at the 1995 National Championships. He derived much enjoyment and satisfaction from his hobby and made many friends not only in this country but also abroad as a result of him competing in annual French International events.

Brian's contribution to aeromodelling was not solely restricted to model glider flying; he contributed significantly to the organisation of the sport. At local level he was responsible for negotiating the use of farm land for model flying. For a number of years, he was North Western Area Competition Secretary. At a national level Brian was involved in producing art work for publicity for the annual FF national flying championships. He would always encourage anyone in the sport and in recent years he gained much enjoyment from helping his son Tim with his model flying. Brian was particularly proud when Tim won a place on the Great Britain Glider Team for the European Championships in 2002.

Those of us who knew him well will miss Brian's eternal optimism - we might be standing, in the rain, on a cold windswept airfield but he would invariably find something positive to say about the conditions and was ever hopeful that the weather would improve. Brian was one of the calmest people that I have ever known and invariably seemed unphased by whatever happened - even when his model had disappeared perhaps never to be seen again. His calm and optimistic nature undoubtedly must have helped him in his battle with cancer in the last two years.

He was very popular and many people attended his funeral from the world of aeromodelling and from the educational establishments where he had made a career in graphic design. Brian will be greatly missed by all those who knew him and our thoughts are with his wife Lesley, his sons Simon and Timothy and their families.



Brian after Nationals win 1978

BMFA DRAFT CONTEST CALENDAR 2006

Version 1 - 21/10/05

February 12 Area Venues	1st Area. O/P& SLOP combined (Frog Senior), O/R, O/G, O/E, P30.
March 5 Area Venues	2nd Area. O/P&SLOP combined (White), F1A (K&MAA/Plugge), F1G, Vintage (Plugge).
April 2 Area Venues	3rd Area. O/G, F1B (Weston/Plugge), F1J/BMFA1/2A (Plugge) HLG, Catapult Glider.
April 14 (Good Friday) Church Fenton	Northern Gala. O/G (CMA), O/R (Caton), O/P (Hamley), SLOP (Falcons), F1G, F1H, F1J/BMFA1/2A, Mini-vintage, CO ₂ , E30, HLG, Catapult Glider. Contact and CD: Denis Davitt, 0113 2675433.
April 30-May 1 (May Day) Salisbury Plain	London Area Gala. Open, Mini and Club Champ's. 30th: O/R, O/G, O/P& SLOP combined, O/E, and Club Championships. 1st: F1G,F1H,F1J/BMFA1/2A,E30, + <i>Non Senior Championship area run event.</i> Contact & CD Martin Dilly 0208 777 5533
May 7 Area Venues	4th Area. O/R, (Gamage), F1C (Halfax/Plugge), F1H, Mini Vintage (Plugge).
May 13-14 Salisbury Plain	Stonehenge Cup. F1A, F1B, F1C, F1Q, World Cup Event + <i>Non Senior Championship Classic and Vintage events.</i> Contact: Mike Woodhouse 01603 457754. CD: Peter Watson 01926 421028.
May 21 Near Sheffield	1st F1E (Team Selection). F1E. Contact & CD: Trevor Faulkner 0114 2363397.
May 27-29 Barkston Heath	National Championships. O/G (Thurston), O/R (Model Aircraft), O/P (Shelley), O/E, Tailless (Lady Shelley), <i>Womens Open (SAA), Junior Open (Frog Junior)</i> , F1A (Ronytube), F1B (Fred Boxall), F1C (Eddie Cosh), F1Q, Vintage (Jubilee), SLOP (Peter Harris), HLG (Nats), P30, <i>Vol au Vent, Bowden</i> , F1H (B.A.), F1G (308), F1J/BMFA1/2A (Hales), Mini-vintage, Catapult Glider, CO ₂ (Sparklets), E30, Vintage Glider. <i>Plus Junior championships (Heather) and overall class championships. Also Non Senior Championship: 25" Vintage Rubber, Combined Classic, Scramble, Kit Scale.</i> Contact: Mike Woodhouse 01603 457754.
June 4 Near Sheffield	2nd F1E (Team Selection). F1E. Contact & CD: Trevor Faulkner 0114 2363397.
June 11 Near Sheffield	3rd F1E (Team Selection). F1E. Contact & CD: Trevor Faulkner 0114 2363397.
June 18 Area Venues	5th Area. O/P&SLOP Team (Keil/Plugge), F1B (Gutteridge), F1H (Plugge), CO ₂ , O/E.
July 2 Near Sheffield	4th F1E (Team Selection). F1E. Contact & CD: Trevor Faulkner 0114 2363397.

July 23 North Luffenham	Summer Mini & Midland Classic. F1H, F1G, F1J/BMFA1/2A, P30, E30, CO ₂ , Mini vintage, HLG, Catapult Glider. + <i>Non Senior Championship area run events.</i> Contact: Tony Hall 01543 686917.
August 12-13 Sculthorpe	East Anglian Summer Classic and Vintage. Vintage and Mini vintage. <i>Classic Rubber, Glider and Power. Bowden 2, Scale.</i> + <i>possible SAM run events.</i> Contact: Mike Woodhouse 01603 457754.
September 1 (Friday) Little Rissington	Southern Gala. O/G (Pilcher), O/R (Flight), O/P&SLOP combined (Short), F1H (Ripmax), F1G, F1J/BMFA1/2A (Quickstart), Mini-vintage, E30, CO ₂ , HLG, Catapult Glider. Contact & CD: Dave Greaves 01285 652730.
September 3 Near Sheffield	5th F1E (Team Selection). F1E (S.M.C. Trophy). Contact & CD: Trevor Faulkner 0114 2363397.
September 17 Area venues	6th Area. O/R Team (Farrow/Plugge), F1A (SMAE), F1J/BMFA1/2A, SLOP (Plugge), P30.
Sept 23-24 Sculthorpe	Team Selection. F1A, F1B, F1C. Contact: Mike Woodhouse 01603 457754.
October 8 Area Venues	7th Area. O/G Team (Model Engineer/Plugge), F1C (Astral), F1G (Plugge), Tailless, O/E.
October 14-15 Sculthorpe	Team Selection. F1A, F1B,F1C. Contact: Mike Woodhouse. 01603 457754.
October 22 Near Sheffield	Reserve F1E. F1E. [N.B. If needed to replace cancelled meeting will be Team Selection. If not needed 'may be' experimental.] Contact & CD: Trevor Faulkner 0114 2363397.

N.B Events/Classes in ***Italics*** do not count for Senior Championship.

Other Trophies:

Senior Championship	Overall Championship
Aeromodeller Power Bowl	First place F1C team selection
Aeromodeller F1A	First place F1A team selection
Premier Shield	First place F1B team selection
W. Rockell Memorial	Top place F1B championships
J. McCann Memorial	Top place F1C championships
Dick Johnson Memorial	First place F1C Stonehenge Cup

INTERNATIONAL COMPETITION NEWS

7th TROFEO AGO – F1K competition will on March 19th at Crivelle (AT) Italy. There will be 5 flights in one hour rounds starting at 9.00 after a briefing at 8.00. Flyoff from 14.15. In case of wind above 10 m/sec or temperature below freezing the competition will be postponed to Monday 20th. Entry fee is €20. Further details are available from Snadro Shirru, via C B di Cavour 5, 10095 Grugliasco (TO), Italy, tel +39 011 7801788, fax +39 011 7808983, email fai616@yahoo.it, web http://members.tripod/~Ago_Torino.

NOTICEBOARD

FOR SALE. Surplus to my own collection back-issue reference literature:

NFFS Power models 1992
Planbook 1993
Symposium Reports 1977, 1987-1996 complete or separately, 2002, 2003

Free Flight Forum 1985-2004 most copies (16 out of 20)

Plus: Aeromodeller, Model Aircraft, various USA titles.

Prices vary with age, condition, and quantity. It is much cheaper to collect at contests or swap-meets than pay postage.

Enquiries, Wants Lists, etc. to: John O'Donnell, at 20 Manderville Close, Winstanley, Wigan, Lancs. WN3 6HL, tel 01942 211742, email john@odonnell3737.co.uk

GLOW MOTOR FOR SALE. Irvine 15 RE ABC. Only bench run 3 times, pressure and flood-off fitted. Spinner cut to prop size. Suitable for F1C and Open. As new in box £55. Please phone Tony Rogers on 01793 722 859.

LEAGUES 2005

From Dave Hipperson

Timperley League

Up to Sept 24

1	D Hipperson	9 9 9 9 9 6 6 6	63
2	C Foster	9 9 6 6 4 3 3 3	43
3	D Davitt	9 9 6 6 6 6	42
4	G Peck	9 6 6 6 6 3 2 2	40
5	J O'Donnell	9 9 6 4 4 3 2 1	38
6	P Woodhouse	9 9 4 4 4 3.5 2 2	37.5
7	G Beal	9 9 6 6 4 3	37
8	C Strachan	9 6 6 4 4 4 2	35
9	J Godden	9 9 3 3 2 2 1	29
10	D Limbert	9 9 4 3 2 1	28

Events still to score on this: Oxford Rally (Mike Kemp) Sept 25, Grantham Grand Prix Nov 6, Crookham Combined Power Dec 4 and any other qualifying events as yet unpublished but flown before Dec 16 2005.

Coupe d'hiver League - Boutillier Trophy

Revised results

	Total	NG	Spr	Nat	Brm	Oxf	Sum	Tim	Sou
1 R Sparrow	29	9	-	-	1	-	1	9	6
2 G Stringer	22	-	-	-	9	9	-	-	4
3= N Cliff	18	-	-	-	6	-	3	6	3
3= I Davitt	18	4	4	-	-	-	4	4	2
5 R Vaughn	15	-	6	-	-	-	-	-	9
6 P Woodhouse	12.5	-	-	9	-	-	-	3.5	-
7 M Chilton	11.5	-	-	2	2	4	-	3.5	-
8 G Sharp	11	6	-	-	4	-	-	1	-

Key to competition abbreviations:

NG	Northern Gala	Oxf	Oxford Rally
Spr	Spring	Sum	Summer Mini
Nat	Nationals	Tim	Timperley Gala
Brm	Brumfly	Sou	Southern Gala

INDOOR RECORDS

FAI has received the following indoor record claims:

F1L record : N°116-c: duration (ceiling 15m - 30m) 23 min 1 sec set by Akihiro Danjo (Japan) at Saitama (Japan) on October 1 2005. The current record is 22 min 32 sec set by Stan Chilton, (USA) on August 15 2004.

F1M record : N°117-c: duration (ceiling 15m - 30m) 19 min 40 sec set by Akihiro Danjo (Japan) at Saitama (Japan) on October 1 2005. The current record is 18 min 20 sec set by the same flyer on May 27 2001

The details shown above are provisional. When all the evidence required has been received and checked, the exact

figures will be established and the records ratified if appropriate.

FAI has ratified the following record :

F1D record : N°125-b: duration (ceiling 8m - 15m) 30 min 12 sec set by Dezso Orsovai (Hungary) in Budapest (Hungary) on June 19 2005. The previous record was 29 min 8 sec set by Oleg Korniyuchuk, (Ukraine) on August 24. 2002.

BMFA FREE FLIGHT FORUM 2005

The final list of runners and riders for this year's BMFA Free Flight Forum on Nov. 27th at the Holiday Inn, Coventry, looks like this:

Nick Aikman Worldwide Indoor Sites;
Trevor Grey F1Q – The International Electric Class;
Bill Dennis Outdoor Free-Flight Scale;
Mike Francies Advanced Composites Don't Have to be Difficult;
Mark Benns Gadget-Free Discus Launched Gliders;
Tony Cordes Brit Power;
Nick Bosdet Promoting Free-Flight;
Bob Bailey Variable Pitch F1D Propellers
Ken Oliver Making F1C Booms (presented by Stafford Screen);

Chris Edge/Mike Fantham - Altimeters in Free-Flight;

Ian Kaynes Flight Dynamics for Models

Tickets are £8 and you can reserve yours via the BMFA office or else pay on the day. The Forums and the Reports are the major fund-raiser for our World and European Championship teams. Starting time is 10.00, chairman is Mike Evatt and discussions and questions are welcome. As usual, the papers will be published around May next year as the BMFA Free-Flight Forum Report.

FREE FLIGHT WORLD CUP 2005

Best 4 results shown for each flyer. Contests still to count are Favli (ITA) already flown, and Euro-Fly (SUI) Nov 5-6

F1A

1	P Findahl	SWE	155	BL-1	SC-1	SH-1	KC-3
2	M van Dijk	NED	148	EF-1	DK-1	SC-2	VS-3
3	S Jakutis	LTU	127	PZ-1	BL-2	SW-3	
4	K Kulmakko	FIN	126	HL-1	ES-2	BC-3	BL-3
5	J Nyhegn	DEN	121	ES-1	MM-2	SC-4	EF-22
6	R Koglot	SLO	119	VK-1	PZ-2	IK-4	EM-19
7	I Yablonsky	UKR	114	SW-1	EF-3	PZ-4	EM-4
8	P Mitchell	AUS	113	SN-1	AC-2	EM-5	

F1A-Junior

1	M Cuthbert	GBR	153	PT-1	SC-1	SH-1	DK-2
2	R Kulcsar	HUN	152	VJ-1	SA-1	IK-1	SM-1
3	A Parv	EST	143	BC-1	DK-1	HL-2	SC-3

F1B

1	B Silz	GER	159	PZ-1	PT-1	SZ-1	VS-1
2	I Kolic	YUG	154	KC-1	VK-1	VJ-1	BU-1
3	A Burdov	RUS	148	MM-1	BS-1	KC-2	SV-4
4	S Molchanov	UKR	146	SV-1	KH-1	BL-2	BS-18
5	R Mackus	LTU	145	ES-1	SW-1	BC-2	HL-3
6	M Woolner	GBR	137	HL-1	BL-1	BC-3	PL-4
7	I Vivchar	UKR	136	NC-1	BS-2	PT-2	PZ-4
8	A Rybchenkov	RUS	134	KZ-1	KH-2	SW-2	MM-4

F1C

1	A Babenko	UKR	160	EM-1	SR-1	BS-1	KH-1
2	J Cuthbert	GBR	153	BL-1	SC-1	SH-1	DK-1
3	V Sychov	UKR	145	ES-1	PZ-1	KH-2	HL-2
4	K Jusufbasic	BIH	143	SA-1	UN-1	KC-2	IK-2
5	D Zulic	SLO	131	BU-1	SM-1	UN-3	
6	C Gretter	GER	123	ES-2	VS-2	NC-2	PT-4

FFN SUBSCRIPTIONS

The FFN subscription renewal form is printed overleaf. In connection with this form, the following is a list of all those readers whose subscriptions expire later than December 2005, including payments received by October 30th. The expiry date is given as year (last 2 digits) + month (eg 0706 is June 2007). Subscriptions that expire during 2006 can be extended to the end of 2006 by payment of a pro-rata fraction of the rate for the full year, with the possible addition of a full year subscription to continue to the end of 2007 if you prefer. Alternatively, you may pay the standard annual subscription to cover 12 issues from your expiry month.

0605	N Adams	0612	J Flynn	0612	C M Matsuno	0612	V Sassoon
0612	N Allen	0612	R P Francis	0611	R Mackus	0712	A C Schlosberg
0604	T Andre	0612	W Gerlach	0612	A Mantere	0605	P Scrivens
0610	P Arnould	0602	W Ghio	0706	B G Martin	0607	Pedro Serralheiro
0606	B W C Aslett	0612	A C Gibbs	0612	P Martin	0612	C E J Sharman
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