

Free Flight news



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DIARY

December 12 Chobham Common	Chobham Tree Chop. See FFn 0509. Meet at Clump car park at 10am.	February 18 - 19 Lost Hills, California, USA	Maxmen International. F1A, F1B, F1C. World Cup event. Contact: George Batiuk, 835 Capitoio Way #5, San Luis Obispo, California 93401, USA, tel: +1 805 545 0700, fax: +1 805 545 0700, email: slogb@charter.net
December 22 Church Fenton	Winter Warmer. Comb P Timperley Rules; 2) Combined G with various line lengths; 3) Comb P30 & CDH; 4) Mini Vintage (N.A.League). See page 154. Start 9:30am. CD Alan Kelly 01132539944.	February 25 Viabon, France	Philippe Lepage. F1B. World Cup event. Contact: Piere-Olivier Templier, 3, Rue ds Brisaciers, 770990 Collegien, France, tel: +33 1 60 35 93 58, email: pierre-olivier.templier@wanadoo.fr
December 28 Church Fenton	December Dazzler. See page 154. Three events. 1) High Performance, 2) Little & Large, 3) Small Stuff. Start 9:30 am. CD (Host) John Godden 01132521002.	March 5 Area Venues	BMFA 2nd Area. O/P&SLOP combined (White), F1A (K&MAA/Plugge), F1G, Vintage (Plugge).
January 2 Church Fenton	New Year Flyer. See page 154. Four events: 1) Comb P: O/P & SLOP to BMFA run, + EOP 2004 models 40s run; 2) Comb G - all line lengths; 3) BMFA Open Vint. 4) Mini Vint. Dennis Davitt. 01132675433.	March 11 Pori, Finland	Bear Cup. F1A,F1B,F1C World Cup event. Contact: Kari Lindgren, Muonamiehentie 5, 28610 Pori, Finland, tel: +358 2 6324 988, email: pipo.lindgren@dnainternet.net web: http://www.kolumbus.fi/porinik
February 6 Middle Wallop	Crookham Gala. Date subject to MOD confirmation. Mini Vint BMFA rules, Comb P, Comb G. See page 154. Start 10.00, Contact John Thompson, 01252 842471, johnd.thompson@btinternet.com	March 12 Middle Wallop	Provisional date
February 6 Chobham Common	Chobham Tree Chop. See FFn 0509. Meet at Clump car park at 10am.	March 18 - 19 Gjovik, Norway	Holiday on Ice. F1A, F1B, F1C. World Cup event. Contact: Tor Bortne, Jernbanev. 28, 2840 Reinsvoll, Norway, tel: +47 611 97 463 or 920 95 329, fax: +47 611 98 351 or 611 52 606, email: margit.bortne@c2i.net web: http://home.online.no/~vnereng/
February 12 Area Venues	BMFA 1st Area. O/P& SLOP combined (Frog Senior), O/R, O/G, O/E, P30.	March 19 Crivelle, TO, Italy	7th Trofeo AGO. F1K. Contact: Sandro Schirru, Via Cavour 5, 10095 Grugliasco, Italy, email: fai616@yahoo.it
February 13 Chobham Common	Chobham Tree Chop. See FFn 0509. Meet at Clump car park at 10am.	April 2 Area Venues	BMFA 3rd Area. O/G, F1B (Weston/Plugge), F1J/BMFA½A (Plugge), HLG, Catapult Glider.
February 15 - 16 Lost Hills, California, USA	California Cup. F1E. World Cup event. Contact: Lee R. Hines, 376 Magnolia Street, Costa Mesa, USA, tel: +1 949 645 4850 CA 92627		

FFN

Please remember the subscription form which was included with the November FFN. For most readers, apart from those noted in that issue, their subscription expires after this issue. If you have not already done so (and thanks to everyone who has) please return it promptly to continue supply in January.

The demand for the NFFS 2005 Symposium Report has exceeded expectations and all the initial batch has now been sold. More copies are on their way from USA but they will probably arrive in January. Existing orders will be sent out as soon as they are available, my apologies for the delay.

CIAM BUREAU MEETING

The CIAM Bureau meeting was held in Lausanne on December 1st to 3rd. The main interests for free flight are the 2006 competition calendar, plans for future championships and proposals for the agenda of the Plenary meeting. These are all described below, other topics will now be summarised briefly.

The first day was devoted to a review of CIAM's role and future contribution. One of the many topics covered was stopping the continued loss of flying sites and one contribution identified was to change powered model rules to allow the option of quieter electric power. Another aspect considered was the slow response to change, which will be addressed by a proposal on reducing the Sporting Code rule freeze period from four years to two years (i.e. in phase with the 2-year championship cycle, with changes allowed in January of the year in which there is not a World Champs in the class). This will be a proposal to the 2006 Plenary meeting

News from CASI, the general airports commission that makes overall rules for all sports, was that the rule on changing national representation will be revised from January 2006. This will now require two calendar year to elapse between representing one country and another. For example, if someone flew for country A during 2005 and now wants to represent country B for which he is also eligible, he cannot fly for either country during 2006 and 2007 but can fly for B during 2008.

Continental Championships medals were discussed. The Sporting Code section applying to awards at both World and Continental Championships states that the winners will be awarded FAI medals and diploma. However, CIAM Bureau had adopted a procedure of giving diploma but not medals for continental championships. It was decided to commission a new CIAM medal for award at continental champs and this will be designed and produced in time for 2006 events. The organisers are required to pay for the medals except for junior events which are paid for by CIAM.

The Bureau decided that people from outside the continent cannot fly in continental championships in those classes for which models fly simultaneously, which includes all free flight classes and applies particularly to the 2006 European Championships.

The continued pressure to reduce the number of classes and hence medals for Space Modelling Championships has led to the idea of flying a selection of 5 out of the available 9 classes at any one Champs.

The 2006 CIAM Plenary meeting will be held on March 24 and 25. Proposals for the agenda for that meeting will be reported next month.

2006 Championships News

Junior World Championships F1A F1B F1P will be held at Borne, Germany. The schedule is:

Monday	Aug 21	Arrival, registration, processing, practice, opening ceremony
Tuesday	Aug 22	F1A contest
Wednesday	Aug 23	F1B contest

Thursday	Aug 24	F1P contest
Friday	Aug 25	Reserve day, excursion, prize-giving, banquet
Saturday	Aug 26	Departure

The schedule on flying days will be rounds 8.00 to 12.00, 13.00 to 16.00, flyoffs after 18.00.

Entry fee is €240 for competitors, team managers and their assistants, €48 for supporters. Entry deadline is June 30, after preliminary entries by March 17. Accommodation will be in local hotels. There is a World Cup event, Salzland Cup, on the field just before the start of the Junior Championships.

World Indoor Championships for seniors and juniors will be held in the salt mine at Slanic Prahova in Romania. The schedule of the event is:

Monday	Oct 2	Arrival, registration
Tuesday	Oct 3	Training, opening ceremony, team managers meeting
Wednesday	Oct 4	Rounds 1 and 2
Thursday	Oct 5	Rounds 3 and 4
Friday	Oct 6	Rounds 5 and 6, prizegiving, banquet
Saturday	Oct 7	departure

Entry fees will be €300 for seniors, team managers, team managers assistants, €250 for juniors, €60 for helpers and supporters, banquet €30 for adults, €25 for juniors. Full board and lodging will cost €45 per day. The Bureau meeting noted that these fees were quite high, but they are the same as the 2004 event at the same site.

European Championships F1A F1B F1C will be at Odesa, Ukraine. There was much discussion of the schedule. Ukraine had originally proposed having a free day after F1A and after F1B, with one intent being to allow early morning flyoffs without delaying a competition on the same day. As a compromise the day after F1A was removed, but the Bureau were still reluctant to accept an event longer than necessary and also close to the CIAM guideline total cost. After prolonged discussion the event was accepted with the one extra day included as:

Sunday	July 16	Arrival, registration, processing, practice, opening ceremony
Monday	July 17	Processing, practice
Tuesday	July 18	F1A contest
Wednesday	July 19	F1B contest
Thursday	July 20	Early morning flyoff F1B, F1B, reserve day
Friday	July 21	F1C contest
Saturday	July 22	Early morning flyoff F1C, reserve day, tour, awards, banquet
Sunday	July 23	Departure

The schedule on contest days will be 55 minute rounds with 5 minute break from 6.30 to 13.25, 5 min flyoff 18.30, 7 min flyoff 19.30.

Entry fees will be €250, €150 for team manager and assistant, €30 for supporters. There is a scale of benefits or rewards on these fees ranging from 5% reduction for payment by March 31 up to 50% surcharge for payment after June 30th.

Various timekeeping variations were discussed, the final system has been developed that there will be the regular pair of timekeepers provided at each pole and in addition for both rounds and flyoffs each team has the option to have one of their group time their flights as a third timekeeper. Small teams not taking advantage of this option will have a third timekeeper provided by the organisers for flyoff flights.

Accommodation will be at hotels, one close to the field and others at a maximum of 18km from the field and camping on the field will also be possible.

There will be World Cup competitions at Kiev July 7-9 and at Odessa July 13-16.

European Senior and Junior Championships F1E will be held in Romania at Turda with the following timetable

Monday	June 19	Arrival and registration
Tuesday	June 20	Model checking, practice, opening ceremony, team managers meeting
Wednesday	June 21	Championships flights
Thursday	June 22	reserve day, trip
Friday	June 23	World Cup Turda Cup competition flights, prize giving, banquet
Saturday	June 24	departure

There is also a World Cup event before the Championships on June 17-18. Board and lodging will be in two-star hotels at €32-40 per person per day. The banquet will cost €30. Entry fees are €225 for senior, €150 for juniors, €45 for supporters.

2006 FAI COMPETITION CALENDAR

The following is the provisional 2006 calendar for free flight championships, World Cup events and other international events. Some events are not included since the registration fees were not paid by the time of the Bureau meeting, including World Cup events in Sweden, Estonia and Bosnia and an indoor open international in Spain. Final version to be published by FAI soon.

First is a summary of World Cup events, see the calendar below for full details of each event

World Cup summary F1A, F1B, F1C

Feb 18-19	Lost Hills	USA	Maxmen International
Feb 25	Viabon	FRA	Philippe Lepage F1B
Mar 11	Pori	FIN	Bear Cup
Mar 18-19	Gjovik	NOR	Holiday on Ice
Apr 1-2	Tekirdag	TUR	Istanbul FF Cup F1A F1B TBC
Apr 14-17	Naranderra	AUS	Australian FF Championships
Apr 18-19	Naranderra	AUS	Southern Cross Cup
Apr 22	Lucenec	SVK	City Cup of Lucenec
Apr 24-26	Omarama	NZL	Kotuku Cup
Apr 28-30	Omarama	NZL	Omarama Cup
Apr 29-30	Madziunai	LTU	Estonian Free Flight Cup
Apr 30	Madziunai	LTU	Baltic Cup
May 13-14	Andover	GBR	Stonehenge Cup
May 13-14	Vojka	SCG	23rd Srem Cup
May 19-21	Vsechov	CZE	Open International
May 25	Lucenec	SVK	Novohrad Cup
May 26-28	Pazardzik	BUL	Sofia Cup
Jun 3-4	Tass	HUN	21st Pusztá Cup
Jun 9-11	Kharkiv	UKR	Kharkiv Cup
Jun 17	Zrenjanin	SCG	Djordje Zigic
Jun 24-25	Bjelopolje	CRO	Memorijal Vilima Kmocha
Jun 26-30	Penza	RUS	Championships of Russia
Jul 7-9	Kyiv	UKR	Antonov Cup
Jul 8	Tass	HUN	Vörös Jenő Memorial Contest
Jul 13-16	Odesa	UKR	Black Sea Cup of Belarus
Aug 3-5	Noizé	FRA	Poitou
Aug 11-13	Stalowa Wola	POL	Summer Cup
Aug 18-20	Borne	GER	3rd Salzland Cup
Aug 25-26	Ofakim	ISR	Arava Open
Aug 31-S 3	Züllich	GER	37th Eifel Pokal
Sep 2-4	Borden, ON	CAN	Canada Cup
Sep 8-10	Sisak	CRO	Siscia Cup
Sep 14-17	Orel	RUS	Aviaprom Cup
Sep 22-23	Capannoli	ITA	2nd Favli World Cup
Sep 22-24	Pazardzik	BUL	Bulgaria Cup
Oct 7-8	Ankara	TUR	Anatolian FF Cup F1A F1B
Oct 14-15	Lost Hills	USA	30th Annual Sierra Cup
Oct 20-22	Novo Mesto	SLO	Krka Cup

F1E

Feb 15-16	Lost Hills	USA	California Cup
Apr 8	Oberkotzau	GER	Föhrberg Cup
Apr 9	Oberkotzau	GER	World Cup
Apr 29	Rana	CZE	Open International
Apr 30	Rana	CZE	Open International

May 5-6	Gallio	ITA	1st Coppa Primavera
May 6-7	Gallio	ITA	6th Coppa Sisemol
May 20	Lipt.Mikulas	SVK	Mikulas Cup of Hungary
May 21	Lipt.Mikulas	SVK	Cavalloni Cup of Hungary
Jun 17-18	Turda	ROM	Memorial Popa Crangiu
Jun 22-23	Turda	ROM	Turda Cup
Sep 15	Lipt.Mikulas	SVK	Liptov Cup
Sep 16	Lipt.Mikulas	SVK	Mayor Cup
Sep 23-24	Račibórz	POL	Open International
Sep 23-24	Toszek	POL	Open International
Sep 30	Tourtenay	FRA	1st Poitou Charentes
Oct 1	Tourtenay	FRA	Poitou

February 15 to 16 California Cup. F1E. World Cup event. Entry fees: Senior: US\$25, junior: US\$10. Lost Hills, California, USA Contact: Lee R. Hines, 376 Magnolia Street, Costa Mesa, USA, tel: +1 949 645 4850 CA 92627

February 18 to 19 Maxmen International. F1A, F1B, F1C. World Cup event. Entry fee US\$25 per event. Contact: George Batiuk, 835 Capitoio Way #5, San Luis Obispo, California 93401, USA, tel: +1 805 545 0700, fax: +1 805 545 0700, email: slobg@charter.net

February 25 Philippe Lepage. F1B. World Cup event. Entry fee €30.00. Contact: Piere-Olivier Templier, 3, Rue ds Brisaciers, 770990 Collegien, France, tel: +33 1 60 35 93 58, email: pierre-olivier.templier@wanadoo.fr

March 11 Bear Cup. F1A, F1B, F1C. World Cup event. Entry fee €25. Contact: Kari Lindgren, Muonamiehentie 5, 28610 Pori, Finland, tel: +358 2 6324 988, email: pipo.lindgren@dnainternet.net web: http://www.kolumbus.fi/porinik

March 18 to 19 Holiday on Ice. F1A, F1B, F1C. World Cup event. Entry fee €35. Contact: Tor Bortne, Jernbanev. 28, 2840 Reinsvoll, Norway, tel: +47 611 97 463 or 920 95 329, fax: +47 611 98 351 or 611 52 606, email: margit.bortne@c2i.net web: http://home.online.no/~vnereng/

March 19 7th Trofeo AGO. F1K. Entry fee €20. Crivelle, TO, Italy Contact: Sandro Schirru, Via Cavour 5, 10095 Grugliasco, Italy, email: fai616@yahoo.it

April 1 to 2 Istanbul FF Cup. F1A, F1B. World Cup event. Entry fee €20. Contact: Ismail Sanoglu, Bulgurlu Mh. Aydinoglu Sk. No 29, 34696 Camlica-Uskudar Istanbul, Turkey, tel: +90 216 521 14 14, fax: +90 216 461 91 80, email: isarioglu@banksoft.com.tr Web: http://www.turkey-ff.info

April 8 Föhrberg Cup. F1E. World Cup event. Entry fee €30. Contact: Peter Kuttler, Schneebergstr. 26, 95145 Oberkotzau, Germany, tel: +49 (0) 9286 61 87, email: peter-kuttler@web.de

April 9 World Cup F1E. F1E. World Cup event. Entry fee €30. Contact: Peter Kuttler, Schneebergstr. 26, 95145 Oberkotzau, Germany, tel: +49 (0) 9286 61 87, email: peter-kuttler@web.de

April 14 to 17 Naranderra, NSW, Australia	Australian Free Flight Championships. F1A, F1B, F1C. World Cup event. Entry fee AUS\$20. Contact: Phil Mitchell, PO Box 44, Terrigal NSW 2260, Australia, tel: +61 2 43 84 32 17, fax: +61 2 43 67 8316, email: filnoels@bigpond.net.au	May 13 to 14 Andover, UK	Stonehenge Cup. F1A, F1B, F1C, F1Q. World Cup event. Entry fees: €35. Contact: M Woodhouse, 12 Marston Lane, Eaton, Norwich, Norfolk, NR4 6LZ, UK, tel: +44 1603 457 754, fax: +44 1603 457 754, email: mike@freeflightssupplies.co.uk
April 18 to 19 Naranderra, NSW, Australia	Southern Cross Cup. F1A, F1B, F1C. World Cup event. Entry fee AUS\$20. Contact: Tann Stowe, PO Box 138, Winmalee NSW 2777, Australia, tel: +61 24 75 41 334, fax: +61 24 75 41 334, email: stowes@ozemail.com.au	May 13 to 14 Vojka, Serbia and Montenegro	23rd Srem Cup. F1A, F1B, F1C. World Cup event. Entry fees: €30. Contact: Radoje Blagojevic, Pinkijeva 10, 22330 Nova Pazova, Serbia and Montenegro, tel: +381 63 35 22 92, email: b.milos@ptt.yu Web: www.aknovapazova.com
April 22 Lucenec, Slovak Republic	City Cup of Lucenec. F1A, F1B, F1C. World Cup event. Entry fees: €30 - €20. Contact: Stefan Hubert, Malinovskeho 5, 98403 Lucenec, Slovak Republic, tel: +421 47 433 0213, email: butorova@stonline.sk, Web: http://www.zmos.org	May 19 to 21 Vsechov, Czech Republic	Open International. F1A, F1B, F1C. World Cup event. Entry fees: €35. Contact: Rostislav Kvasnicka, Svpomoc 694, 391 02 Sezimovo Usti, Czech Republic, tel: +420 608 059 803, fax: +420 381 276 579, email: r.kvasnicka@seznam.cz
April 24 to 26 Omarama, New Zealand	Kotuku Cup. F1A, F1B, F1C. World Cup event. Entry fee NZ\$40. Contact: Robert Wallace, 956 Riverslea Rd South, Hastings, New Zealand, tel: +64 6 878 49 93, fax: +64 6 878 49 93, email: robandrina@freenet.co.nz	May 20 Liptovsky Mikulas, Slovak Republic	7th Mikulas Cup of Hungary. F1E. World Cup event. Entry fees: €30. Contact: Gyorgy Pinkert, Pf 16H. 1625, Hungary, tel: +36 1 221 4071, fax: +36 1 221 4071, email: info@cavalloni.hu
April 28 to 30 Omarama, New Zealand	Omarama Cup. F1A, F1B, F1C. World Cup event. Entry fee NZ\$40. Contact: Chris Murphy, 5-126 Bishop St, St Albans, Christchurch 8001, New Zealand, tel: +64 3 374 33 84, fax: +64 3 374 33 94, email: chrismurphy@inet.net.nz	May 21 Liptovsky Mikulas, Slovak Republic	3rd Cavalloni Cup of Hungary. F1E. World Cup event. Entry fees: €30. Contact: Gyorgy Pinkert, Pf 16H. 1625, Hungary, tel: +36 1 221 4071, fax: +36 1 221 4071, email: info@cavalloni.hu
April 29 Rana near Louny, Czech Republic	Open International. F1E. World Cup event. Entry fees: €35 - €15 - €10. Contact: Miloslav Nechanicky, SNP 2063, 440 01 Louny, Czech Republic, tel: +420 415 655 894	May 25 Lucenec, Slovak Republic	Novohrad Cup. F1A, F1B, F1C. World Cup event. Entry fees: €30 - €20. Contact: Stefan Hubert, Malinovskeho 5, 98403 Lucenec, Slovak Republic, tel: +421 47 433 0213, email: butorova@stonline.sk Web: http://www.zmos.org
April 30 Madziunai, Lithuania	Baltic Cup. F1A, F1B, F1C. World Cup event. Contact: Rolandas Mackus, Taikos 19-12, LT .28158 Utena, Lithuania, tel: +370 687 260 02, fax: +370 689 69 181, email: rolandasmackus2vytrolma.lt Web: http://www.aromodeling.lt	May 26 to 28 Pazardzik, Bulgaria	Sofia Cup. F1A, F1B, F1C. World Cup event. Entry fee €30. Contact: Valentin Hristov Savov, Bratia Benderevi str. 5, Gorna Oriahovitza, Bulgaria, tel: +359 888 408 940, fax: +359 618 603 55, email: modelist@dir.bg Web: http://www.flabc.com
April 30 Rana near Louny, Czech Republic	Open International. F1E. World Cup event. Entry fees: €35 - €15 - €10. Contact: Miloslav Nechanicky, SNP 2063, 440 01 Louny, Czech Republic, tel: +420 415 655 894	June 3 to 4 Tass, Hungary	21st Puszt Cup. F1A, F1B, F1C, F1J, F1Q. World Cup event. Entry fee €30. Contact: Gyorgy Pinkert, Pf 16H. 1625, Hungary, tel: +36 1 221 4071, fax: +36 1 221 4071, email: info@cavalloni.hu
May 5.to 6 Gallio (Vicenza), Italy	1st Coppa Primavera. F1E. World Cup event. Entry fees: €30. Contact: Maurizio Tomazzoni, Via Rialto 36, 38068 Rovereto TN, Italy, tel: +39 464 430 230, fax: +39 464 430 230, email: info@gar-rovereto.it, Web: www.gar-rovereto.it	June 9 to 11 Kharkiv, Ukraine	Kharkiv Cup. F1A, F1B, F1C. World Cup event. Entry fee US\$25. Contact: Victor Vishnyakov, Str. Saperna 30, apt 125, 61033 Kharkiv, Ukraine, tel: +380 57 712 07 11, fax: +380 57 707 10 11, email: elena@lin.com.ua
May 6 to 7 Gallio (Vicenza), Italy	6th Coppa Mont Sisemol. F1E. World Cup event. Entry fees: €30. Contact: Maurizio Tomazzoni, Via Rialto 36, 38068 Rovereto TN, Italy, tel: +39 464 430 230, fax: +39 464 430 230, email: info@gar-rovereto.it Web: http://www.gar-rovereto.it	June 17 to 18 Turda, Romania	Memorial Popa Crangu. F1E. World Cup event. Entry fee €30 - €25. Contact: M. Zanciu, Romanian Modelling Federation, OP 6- CP 56, Bucuresti, Romania, tel: +40 213 162 454, fax: +40 213 162 454, email: mzanciu@modellism.mcit.ro
May 6 to 7 Bordeaux, France	7th Concours Int. De Vol libre intérieur. F1D, F1L, F1M. Entry fees: €20. Contact: Jean-Pierre Darrouzes, 32, Av. du Marechal de Lattre de Tassigny, 33610 Cestas, France, tel: +33 5 5607 6566, email: darrouzesjp@aol.com	June 17 Aradac - Zrenjanin, Serbia and Montenegro	Djordje zigic. F1A, F1B, F1C. World Cup event. Entry fee €30. Contact: Nikola Borovac, Cara Dusana 57, 11080 Zemun, Serbia and Montenegro, tel: +381 11 61 9164, fax: +381 11 61 91 64, email: vsscg@sbb.co.yu Web: http://www.vsi.org.yu
		June 19 to 24 Turda, Romania	FAI European Championship F1E. Seniors & Juniors.

June 22 to 23 Turda, Romania	Turda Cup. F1E. World Cup event. Entry fees: €30 - €25. Contact: M. Zanciu, see Turda Cup details June 17-18.	August 11 to 13 Stalowa Wola, Poland	Summer Cup Open International World Cup Contest. F1A, F1B, F1C. World Cup event. Entry fee €25. Contact: Robert Radwanski, Ul. Dmowskiego 7/19, 37-450 Stalowa Wola, Poland, tel: +48 15 844 45 15, fax: +48 15 844 01 18, email: rradwan@wp.pl
June 24 to 25 Bjelopolje, Croatia	Memorijal Vilima Kmocha. F1A, F1B, F1C, F1H. World Cup event. Entry fees: not indicated. Contact: Damir Kmoch, A.G. Matosa 6, 10410 Velika Gorica, Croatia, tel: +385 01 6252 035, fax: +385 01 3310 403, web: http://www.mk-z.hr	August 17 to 20 Beograd, Serbia and Montenegro	14th Dorcol Cup. F1D. Entry fee €40. Contact: Vojislav Stojkovic, Kralja Petra 70, 11000 Beograd, Serbia and Montenegro, tel: +381 11 18 96 27, fax: +381 11 26 25 387, email: aviomodeli55@yahoo.com web: http://www.modelar.org.yu
June 26 to 30 Penza, Russia	Open Championships of Russia. F1A, F1B, F1C. World Cup event. Entry fee €25. Contact: Mikhail Kochkarev, 88-8 Volokolamskoe Sh, 125424 Moscow, Russia, tel: +7 095 158 49 05, fax: +7 095 158 490 5, email: kochkarev@pol.ru	August 18 to 20 Borne, Germany	3rd Salzland Cup. F1A, F1B, F1C. World Cup event. Entry fees: €30 senior / €15. Contact: Michael Thoma, Hermann-Blenk Str. 28, 38108 Braunschweig, Germany, tel: +49 531 2 35 40 56, fax: +49 531 2 35 40 11, email: m.thoma@daec.de
June 30 to July 1 Gliwice, Poland	16th Black Cup Contest. F1G, F1H, F1J, F1K. Entry fee €20. Contact: Stanislaw Kubit, Ul. Rybnicka 84, 44-100 Gliwice, Poland, tel: +48 32 232 18 22, email: gbit@digip.pl	August 21 to 25 Borne, Germany	FAI Junior World Championship. F1A, F1B, F1P.
July 1 to 2 Aradac - Zrenjanin, Serbia and Montenegro	Luxor Cup. F1A, F1B, F1C. Entry fee €13. Contact: Ljubomir Radosavljevic, Brace Jerkovic 117c, 11000 Beograd, Serbia and Montenegro, tel: +381 11 397 65 57, fax: +381 11 397 65 57, email: dlakic@ptt.yu Web: www.vsj.org.yu	August 25 to 26 Ofakim, Israel	Arava Open. F1A, F1B, F1C, F1H, F1J. World Cup event. Entry fee €25. Contact: Michael Furman, 67 Hayarkon St, PO Box 26261, 61261 tel Aviv, tel: +972 3 517 5038, fax: +972 3 517 77 280 Israel, email: office@aeroclub.org.il web: http://www.aeroclub.org.il
July 7 to 9 Kyiv, Ukraine	Antonov Cup. F1A, F1B, F1C, F1G, F1H, F1J. World Cup event. Entry fee US\$20. Contact: Sergiy Skalko, Av. Peremogi 12, of 160, 01135 Kyiv, Ukraine, tel: +380 44 496 07 40, fax: +380 44 496 07 40, email: info@aviamodel.org.ua	August 31 to Sept 3 Zülpich, Germany	37th Internationaler Eifel Pokal. F1A, F1B, F1C. World Cup event. Entry fees: €30 senior, €15 junior, second class €15. Contact: Peter Mönninghoff, Friedrich-Ebert Str 41, 58332 Schwelm, Germany, email: moenninghoff-peter@t-online.de
July 8 Tass, Hungary	Vörös Jenő Memorial Contest. F1A, F1B, F1C. World Cup event. Entry fee €25. Contact: Jeno Vörös, Tarogato str. 63, 6726 Szeged, Hungary, tel: +36 20 9 136 463, email: vorosjeno@eastcom.hu	September 2 to 4 Borden, ON, Canada	Canada Cup. F1A, F1B, F1C. World Cup event. Entry fees: US\$30 - US\$40. Contact: Leslie Farkas, 31 Mistery Moore Drive, Richmond Hill, Ont L4C, 6P9, Canada, tel: +1 905 886 6959, fax: +1 905 886 30 25, email: aljolie@allstream.net
July 8 to 9 Alicante, Spain	8th Open Internacional Copa Tabarea. F1D, F1L, F1M, F1N. Entry fee 30. Contact: Luis Font Bellot, C/ Tucumán 28, 03005 Alicante, Spain, tel: +34 67 53 94 369, fax: +34 9651 20 919	September 8 to 10 Sisak, Croatia	Siscia Cup. F1A, F1B, F1C. World Cup event. Entry fee €25. Contact: Zoran Zechner, S.i A. Radica 3, 44000 Sisak, Croatia, tel: +385 4453 1165, fax: +385 4453 00 74, email: zoran.zechner@sisackivodovod.hr web: http://www.amks.hr
Event to be confirmed		September 14 to 17 Orel, Russia	Aviaprom Cup. F1A, F1B, F1C. World Cup event. Entry fee €25. Contact: Mikhail Kochkarev, 88-8 Volokolamskoe Sh, 125424 Moscow, Russia, tel: +7 095 158 49 05, fax: +7 095 158 490 5, email: kochkarev@pol.ru
July 13 to 16 Odesa, Ukraine	Black Sea Cup of Belarus. F1A, F1B, F1C, F1G, F1H, F1J. World Cup event. Entry fee US\$50. Contact: Belarussian Federation of Air Sport/Victor Stamov, Symyrendo str. 34, apt 127, 03134 Kyiv, Ukraine, tel: +380 44 402 7932, fax: +380 67 751 1663, web: http://www.odessa.cupfralep.ent	September 15 Liptovsky Mikulas, Slovak Republic	Liptov Cup. F1E. World Cup event. Entry fee €30. Contact: Peter Nosko, Nabrezie 168610, 03101 Liptovsky Mikulas, Slovak Republic, tel: +421 92 361 3283, fax: +421 44 552 00264, email: nosko@naex.sk
July 16 to 23 Odesa, Ukraine	FAI European Aeromodelling Championship F1A, F1B, F1C.	September 16 Liptovsky Mikulas, Slovak Republic	Mayor Cup. F1E. World Cup event. Entry fee €30. Contact: Peter Nosko, Nabrezie 168610, 03101 Liptovsky Mikulas, Slovak Republic, tel: +421 92 361 3283, fax: +421 44 552 00264, email: nosko@naex.sk
July 28 to 30 Beauvoir-sur-Niort, France	Azay le Brule Inter. F1A, F1B, F1C, F1G, F1H, F1J, F1K. Entry fee €14. Contact: André Trachez, 20, Rue du Grand Port, 79000 Niort, France, tel: +33 60 857 3550, email: andre.trachez@laposte.net		
August 3 to 5 Noizé, Thouars, France	Poitou. F1A, F1B, F1C, F1G, F1H, F1J, F1K. World Cup event. Entry fee €45. Contact: Michel Reverault, 1, ch. Du Grand Cornet, 79100 Saint Jean de Thouars, France, tel: +33 5 49 68 0155, email: poitou-aero@noos.fr web: http://www.poitou-aero.com		

September 22 to 23 Capannoli, Italy	2nd Favli World Cup. F1A, F1B, F1C. World Cup event. Entry fee €30. Contact: Sandro Schirru, Via Cavour 5, 10095 Grugliasco, Italy, tel: +39 11 7801788, fax: +39 335 6293992, email: fai616@yahoo.it
September 22 to 24 Pazardzik, Bulgaria	Bulgaria Cup. F1A, F1B, F1C. World Cup event. Entry fee €30. Contact: Valentin Hristov Savov, Bratia Benderevi str. 5, Gorna Oriahovitza, Bulgaria, tel: +359 888 408 940, fax: +359 618 603 55, email: modelist@dir.bg web: http://www.flabc.com
September 23 to 24 Raçibórz, Poland	Open International World Cup Contest. F1E. World Cup event. Entry fees: €30-€10. Contact: Marek Lysakowski, Ul. Sienkiewicza 8/10, 47/400 Raciborz, Poland, tel: +48 32 419 27 41, email: mlysakowski@poczta.onet.pl
September 23 to 24 Toszek, Poland	Open International World Cup Contest. F1E. World Cup event. Entry fees: €30 - €15. Contact: Roman Sowa, Ul. Gliwicka 6, 44-160 Rudziniec, Poland, tel: +48 32 230 38 43, email: gbit@digip.l
September 30 Tass, Hungary	Arva Janos Memorial Contest. F1A, F1B, F1C. Entry fee €20. Contact: Janos Arva, Scherer Ferenc ut. 7, 5700 Gyula, Hungary, tel: +36 66 464 160, email: miklost@hu.intern.net
September 30 Tourtenay, France	1st Poitou Charentes. F1E. World Cup event. Entry fee €30. Contact: André Trachez, 20 Rue du Grand Port, 79000 Niort, France, tel: +33 6 08 57 35 50, email: andre.trachez@laposte.net
October 1 Tourtenay, France	Poitou. F1E. World Cup event. Entry fees: €30 - €15. Contact: Michel Reverault, 1, Ch. Du Grand Cornet, F - 79100 Saint Jean de Thouars, France, tel: +33 5 49 6801 55, email: mreverault@wanadoo.fr
October 2 to 7 Slanic Prahova, Romania	23rd FAI World Championship F1D.
October 6 to 7 Martin, Slovak Republic	Open International. F1E. Entry fee €30. Contact: Jaroslav Kostan, Zataurianska 47, 03601 Martin, Slovak Republic, tel: +421 907 217 539, fax: +421 43 4001416, email: jaro@kostanmodel.sk
October 7 to 8 Ankara-Golbasi, Turkey	Anatolian Free Flight Cup. F1A, F1B. World Cup event. Entry fee €20. Contact: Osman Sevgi-Necdetergin, Itan Gunalp Sitesi 10-7, Cay Yolu - Ankara, Turkey, tel: +90532 4171104, fax: +90312 4996120, email: osman.sevgi@veezy.com
October 14 to 15 Lost Hills, California, USA	30th Annual Sierra Cup. F1A, F1B, F1C, F1G, F1H, F1J, F1P. World Cup event. Entry fees: per Event: US\$45, one small event + F1A, BC: Contact: Mike McKeever, 4252 Mockingbird st, Fair Oaks, CA 95628-6355, USA, tel +1 916 967 8474, email: vamckeever@aol.com
October 20 to 22 Novo Mesto, Sent Jernej, Slovenia	Krka Cup. F1A, F1B, F1C. World Cup. Entry fee €30. Contact: Damjan Zulic, Nahtigalova 5, 8000 Novo Mestro, Slovenia, t:+386 70 820800, f:+386 733 75 701, e: damjan.zulic@telemach.net web: http://freeweb.siol.net/zullcbor/krkacup.htm

F1P JO 2.4 BY JOHANNES AND PAUL SEREN

Junior European Champion 2005 from Thermiksense.

Notes from translation of the article on the model:

The complete model was designed by CAD using CADopia IntelliCAD (www.cadopia.com)

The area is just over the 26.0 dm² minimum.

The Cyclon 061 TOP 4 is from Galbreath (USA). The Russian motor from the manufacturer Alexander Kalmykov gives 34,000 rpm using 25% nitro.

The tailplane section has been the subject of much development. At first we used a section with more camber and a flat bottom. However, with increased speed of the model in the climb, the lift component of tail affected the climb. Only a short motor run was possible before the model became critical. There was less effect with a lower camber section. The symmetric section has no visible effect on the glide

The wing section is developed from BE50 by Eugene Verbitsky for good glide performance rather than the climb

The tail boom is a 18g tube from Jaromir Orel (CZE)

The D-box and spars are self-produced with assistance from Albert Riedlinger. We use positive moulds for the D-box.

The tailplane uses as 4mm tubular spar.

We have the ribs (1mm; quarter-grain) prepared by CNC.

The carbon trailing edges are all purchased.

We make the forward fuselage from several layers of carbon cloth. The detachable motor mount is made from carbon and glass in a silicone mould.

The jig for the wing is cut from "Styropor"

With the patterns and moulds prepared the building time for a complete model was about 50 hours.

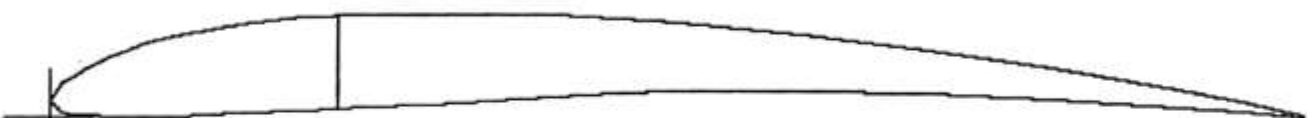
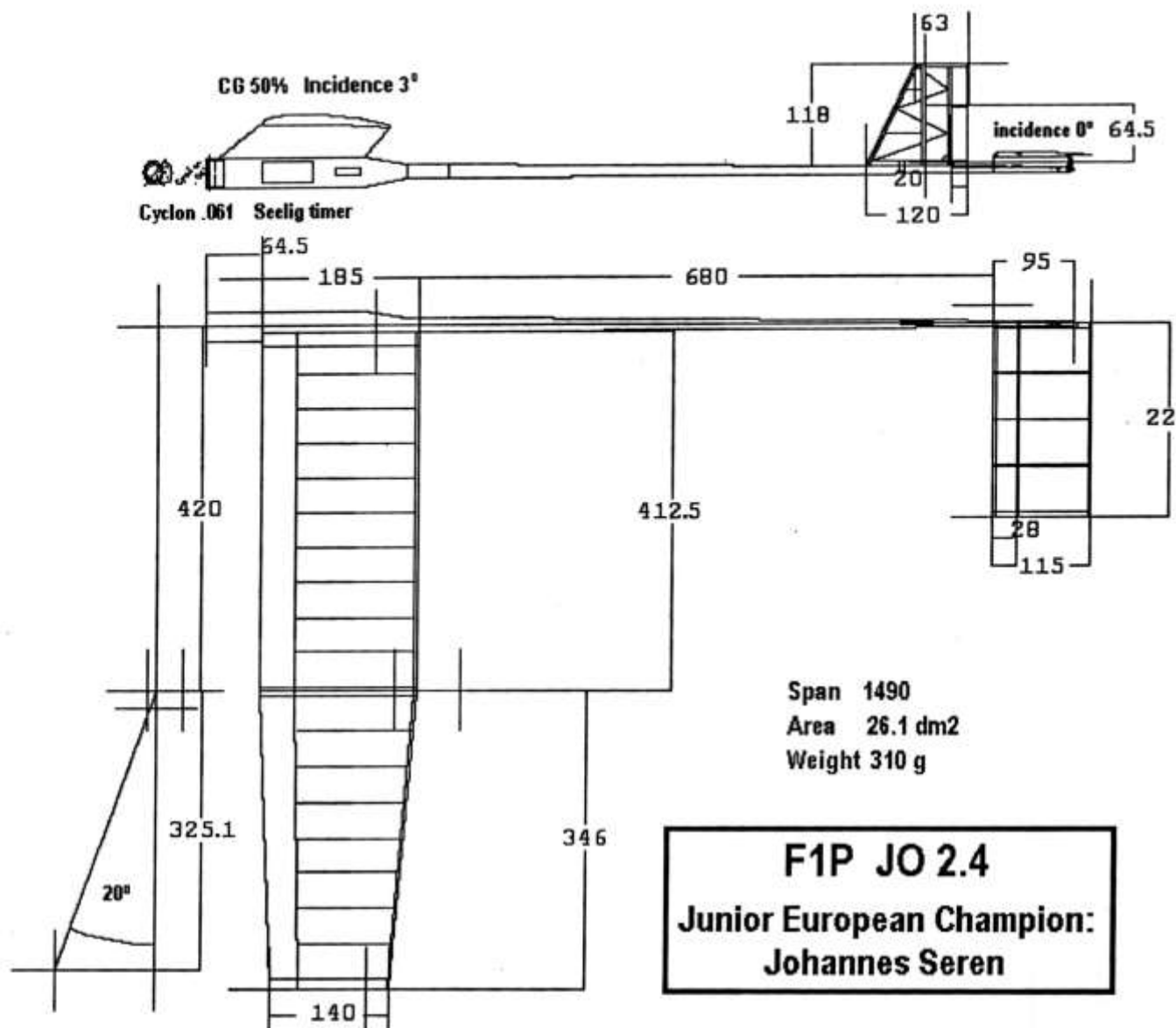
The mechanics on the tailplane are by Oleg Pshenychnyy (UKR) and to date there have been no problems.

This model has depended on a team including Albert Riedlinger, Rolf Stabler, Claus Gretter, Wolfgang Gerlach, Gunter Schmidutz, Michael Sondhauss, Hans Raabe, Gerd Wobbeking and John Lorbiecki (USA), which has helped bring the model from nothing in 2½ years.

BMFA SENIOR CHAMPIONSHIP

Final results

1	P Ball	162.0	19	G Sharp	28.0
2	D Hipperson	91.0	21	G Peck	27.0
3	C Strachan	70.5	22	C Foster	26.5
4	P Watson	66.0	23	A Crisp	26.0
5	J Cooper	61.0	23	P Tolhurst	26.0
6	A Jack	53.5	25	S Darmon	25.0
7	T Grey	51.0	25	M Woolner	25.0
8	S Screen	50.0	27	T Payne	24.0
9	M Bennis	39.0	28	D Cox	23.0
10	S Willis	37.5	28	A Hewitt	23.0
11	J Godden	34.0	28	P Williams	23.0
12	J O'Donnell	33.0	31	I Kaynes	22.5
13	B Lavis	32.0	32	N Allen	21.0
14	J Bailey	31.5	32	E Challis	21.0
15	C Chapman	31.0	34	J Carter	20.0
16	D Bartle	30.5	34	G Ferer	20.0
17	I Davitt	29.5	36	F Rushby	19.5
17	P Woodhouse	29.5	37	R Vaughn	19.0
19	S Brewer	28.0	38	R Sparrow	18.5



BE 50	0	1	1.5	2.5	5	7.5	10	15	20	25	30	35	40	45	50	55	60	70	80	90	95	100
	1.27	2.60	3.01	3.64	4.83	5.72	6.40	7.31	7.84	8.08	8.13	8.09	7.99	7.78	7.41	6.99	6.49	5.31	3.96	2.27	1.27	0.26
	1.27	0.40	0.27	0.15	0.03	0.00	0.05	0.29	0.57	0.81	1.05	1.31	1.62	1.85	2.02	2.14	2.13	1.94	1.49	0.86	0.05	0.00



JPS 1	0	1.25	2.5	5	7.5	10	15	20	25	30	40	50	60	70	80	90	95	100
	0.00	1.87	2.26	2.82	3.16	3.41	3.78	3.92	3.93	3.87	3.58	3.18	2.57	2.10	1.46	0.826	0.51	0.18
	0.00	-0.90	-1.13	-1.41	-1.58	-1.70	-1.89	-1.961	-1.965	-1.935	-1.78	-1.59	-1.34	-1.05	-0.73	-0.41	-0.25	-0.09



EURO-FLY, MÜHLENTHURNEN, SWITZERLAND, NOV 5-6

F1A 79 flew

1	H Bleuer	SUI	900	+233
2	R Koglot	SLO	900	+34
3	M Van Dijk	NED	894	
4	P Findahl	SWE	890	
5	O Pshenychnyy	UKR	886	
6	A Vidensek	SLO	878	
7	M Cuthbert (J)	GBR	866	
8	H Schoder	SUI	853	
9	A Van Wallene	NED	843	
10	J Grom (J)	SLO	834	
11	D Oldfield	GBR	815	
11	T Weimer	GER	815	
13	M Greub	SUI	807	
14	P Witkowski	GER	799	
15	R Lesko	SLO	794	
16	P De Boer	NED	784	
17	I Yablonovsky	UKR	783	
18	M Farber	GER	780	
19	M Herwig (J)	GER	765	
20	A Van Eldik	NED	764	
21	J Carter	GBR	762	
22	M Kosonozhkin	RUS	760	

F1A-Junior 13 flew

1	M Cuthbert	GBR	866	
2	J Grom	SLO	834	
3	M Herwig	GER	765	
4	G Subic	SLO	719	
5	M Seren	GER	669	
6	T Drozdowski	POL	640	
7	J Seren	GER	628	

F1B 58 flew

1	A Andriukov	USA	1260	+465
2	I Zilberg	GER	1260	+456
3	O Kulakovsky	UKR	1260	+410
4	A Gey	GER	1260	+403
5	R Peers	GBR	1260	+386
6	B Silz	GER	1260	+371
7	S Stefanchuk	UKR	1260	+356
8	V Vivchar	UKR	1260	+355
9	W Ghio	USA	1260	+321
10	P Van Merkestijn	NED	1260	+269
11	M Woolner	GBR	1260	+200
12	U Schmelter	GER	1255	
12	T Hribar	SLO	1255	
14	H Schoder	SUI	1252	
15	H Van Hoorn	NED	1248	
16	P Ruyter	NED	1235	
17	Y Waltonen	FIN	1221	
18	P Windisch	GER	1210	
19	M Woodhouse	GBR	1202	
20	O Bukin	UKR	1199	

F1C 19 flew

1	P Watson	GBR	1260	+419
2	J Cuthbert	GBR	1260	+410
3	A Roux	FRA	1260	+357
4	C Gretter	GER	1260	+318
5	V Sychoy	UKR	1255	
6	D Meissnest	GER	1254	
7	M Reverault	FRA	1219	

F1G 21 flew

1	H Werfl	GER	180	180	300	660	+271
2	V Starostenko	UKR	180	180	300	660	+262
3	Y Gorban	UKR	180	180	274	634	
4	G Buisson	FRA	165	145	285	595	
5	O Bukin	UKR	180	180	213	573	

BOB WHITE

On November 21 the sad news came from California that Bob White had died of a heart attack.

Only earlier this year Bob had been awarded the Alphonse Penaud Diploma by the FAI in recognition of his immense performance as a Wakefield flyer. NFFS Digest published an article by Al Hotard recording the background to the award. That is now very appropriate to reprint it here as a fitting obituary (with slight relevant modifications for the circumstances):

The Alphonse Penaud Diploma was awarded to Bob White in recognition of his exceptional achievements in F1B Wakefield. He was a member of the USA World Championship Team seven times. where he posted these results:

1971 (Sweden)	3rd place.
1973 (Austria)	5th place.
1975 (Bulgaria)	2nd place.
1979 (Taft CA, USA)	12th place.
1985 (Yugoslavia)	7th place.
1987 (France)	World Champion.
1989 (Argentina)	4th place.

This record makes it evident why Bob deserves this important award. His World Champs record covered 18 years. He was in seven World Champs, and in the Wakefield flyoffs six times.

The Alphonse Penaud Aeromodeling Diploma was established in 1979 and is awarded on the recommendation of the FAI Aeromodeling Commission to any aeromodeler of an FAI member who has performed or served in an outstanding manner in a number of ways.

In Bob's case, the diploma was awarded due to his performance at the World Championships over almost two decades. As summarised above, between 1971 and 1989, Bob was a member of the USA World Championships F1B Wakefield Team seven times, where he posted final positions of 1st, 2nd, 3rd, 4th, 5th, 7th, and 12th.

I believe two things marked Bob White:

- His great love of free-flight modelling;
- His always-competitive nature. He simply does not like to come in second!

At 81 Bob was still attending and flying in all the Lost Hills and Taft contests that had rubber events. He stayed busy in his very special workshop, building at least three or four beautiful new models each year.

How did all this start? Back in 1930 Bob was flying a kite in back of his grandma's home, when he was surprised to see the kite suddenly soar up over his head. That was his first thermal (but it was most certainly not his last!).

Like many of us, Bob started building small scale models. Then, about 1935 (at age 12), he built a Pacific Ace rubber model that flew successfully at Cal Tech University's athletic field in Pasadena. Then he started building gas models, including a Comet Clipper and a Comet Mercury.

Bob's first Wakefield was a Roy Nelder model, which he built in 1939. His first contest was in 1939 or 1940 in Pomona.

About this time, he met Roy Marquard, who was studying at Cal Tech for an advanced degree in aerodynamics. Roy asked Bob to build a gas model of his design, and he gave Bob the plans and materials. He explained aerodynamics to Bob, and so Bob continued building Roy's model designs.

One was Riser Rider V, which made a flight of four hours, starting at Rosecrans and Western in Los Angeles. They chased the plane in a car all the way to the coast, and it almost went out over the water, but turned and flew back and landed close to where the flight began!

Bob soon built his first contest rubber model, which did win a contest. Then in 1943 he went into the US Army, and served as a weather observer during World War II in Texas, Australia, New Guinea and The Philippines. He returned home in 1945.

After the war, Bob served as a weather observer in Roswell NM, where he flew control line with the locals. He returned to Pasadena, where he worked until retirement at Consolidated Engineering Co.

Bob returned to free-flight modelling, gas and rubber, in 1963. It was then that he built the first in his long line of modern Wakefield models. Following Roy Marquard's design ideas he went to the twin-fin concept. This was the first of 26 different Wakefields, built over all his competition years.

In addition, Bob built Coupe and Unlimited models, all with twin fins. He set the Category I Mulvihill Rubber record of 88:24 in 1979. That record stands today.

Since the demise of the BOM rule in FAI, Bob stopped flying Wakefield and then built and flew Old Time rubber models such as Gollywicks, and Nostalgia Wakefield. These were built with balsa and tissue, and just a "touch of carbon." Bob sponsored the Nostalgia Wakefield event at various West Coast contests. He also occasionally flew P-30 and his twin-fin Coupe design.

Bob said he owed his success over the years, to several good modeller friends, such as Vic Cunningham Sr., Fudo Takagi and Bill Bogart and also expressed appreciation of the support he enjoyed from Connie and Bob Piserchio, whom he flew with at many contests, including the World Championships. And now it is just a memory of the enjoyment of watching Bob's beautifully built models, climb high, and max in the blue yonder.

GRANTHAM GRAND PRIX, BARKSTON HEATH, NOVEMBER 6

Report by Dave Hipperson

Wisdom in hindsight is easy but there are some rules of thumb that can take you half way. "Never believe the forecast" is one of them. Another is that "When the forecast is for a tempest it is most likely to be completely wrong". We can add another - "Never go home before the end just because the weather is foul".

There are a number of well known flyers who's names we shall not give to save twisting the knife, that would have been trying to convince themselves on their way home from the Grantham Grand Prix on Barkston Heath, which they had left around lunch time, that the wind and rain were not really abating at all. It was just an illusion and anyway it was probably still dreadful on the 'drome. No it wasn't! You went home and you goofed big time! Of course no one could blame them or ever have imagined what would have occurred but those rules of thumb might be worth remembering for next time.

Having inherited the same date as has been traditional for the last few Falcons Galas it was not unreasonable that the Grantham hosts would be clobbered by the same inclemency that sank the Falcons series. Indeed the weather for this resurrected Grand Prix was very similar to the last Falcons Gala some three years ago. Same southerly gale but this time

worse with rain as well! Twenty five knots with gusts well in excess of thirty five and regular, often heavy rain sweeping the field for the first hours. Occasionally it eased and there were lulls but visibility was bad cloud base low and enthusiasm at a minimum. Phil Ball the CD had set a very low max to encourage some participation. It did the trick and a few people flew and those that did must be commended.

Amongst the heroes Spencer Willis was very early with a max from his Senator which reached the airfield boundary in the requisite ninety sec. (This is Barkston the long direction remember). The sensation was that before he went off to retrieve it he lobbed an HLG and maxed with that too. Richard Wykes braved Slow Open power with one of a rapidly increasing collection of beautifully bright and shiny Ramrods. The rather too steep launch and gale contrived to drive the model downwind so fast that when the motor shut off it was so far away that an over-run was inevitable. Un-deterred and only slightly damaged (model not him) he returned, re-flew, and maxed. Trevor Payne flew one of his terrifying Open models superbly and was hours returning from way past the Ancaster Road a mile and a half away.

John Cooper was flying glider bravely, Dave Limbert joined in in Power and maxed in a reasonable patch but it was all very tough. Then it got worse - much worse. At about midday is really chucked it down and this is when a number left the field for home. It looked hopeless. The wind began to veer to the west as is common when a front comes through at this location and so the slight reduction in wind speed that came after the deluge was a slight surprise but could not be utilised as now the direction was straight on to the storage hangars. The horizontal orange windsock stood out vividly against the departing black rain cloud. All very Jack Vettriano but hardly what we wanted to see right then.

It was at this moment that Phil Ball took control of the deteriorating situation running up and down the line of cars enthusiastically announcing that he was moving control to the other corner of the field so that we would at least have more space. It was a forlone hope with some people going home already but those remaining followed him. After all it couldn't get any worse. His swift action was a turning point for the day and along with the weather change transformed the contest. Re-assembling we realised that the wind was still less than it had been - in fact it was much less. Still some light rain but now a South Westerly of little more than 10 mph! Many people got models out and flew quickly in what appeared to be a narrow window in the weather. Wykes muffed it at this moment with a short run but most people got reasonable flights in and now a max was comfortably on the drome. Half an hour of this and we realised that it wasn't a window - the weather was actually improving. Still light showers but now the drift was between 5 and 10 mph and under the heavy overcast the air was steady and buoyant. Brian Stout maxed out in glider - his flights going no further than a quarter the way across the drome. Gordon Beal whacked 'em in in Mini Vintage with a traditionally frail Hep Cat. Flyers that had waited until now to start really could capitalise and flyoffs moved from a possibility to inevitable and quite large. Hipperson completed all three of his Slow Open Power maxes in less than 90 minutes despite leaving a couple of them to glide on for 3 minutes. Martin Sibson also in rapid time, completed three perfect flights from a very fast and high climbing glow model. It was still getting calmer and the rain had nearly stopped now.

Winning is about being the guy that makes the fewest mistakes. Obviously a few had made the biggest one of all when they left for home at lunch time — no chance for them now. Trevor Payne had taken on the raging elements early with the smallest

of his Nelson 40 models and done the difficult bit. He then easily polished off the last two flights in the later calm however he had already made his big mistake. Before he had come out to the contest -because of the gale raging about him at the time - he had taken out his best models - the two newer even larger monsters. Now he had to fly this lesser gliding model in a flyoff. A flyoff that included a T34. John Cooper had misunderstood the written information at control and was about to make his third glider flight when he discovered that the contest had ended - he thought there was another 15 minutes left!

By the close at 3pm it was dry, still very cloudy but almost calm! No less than ten persons had maxed out in the various events and the lot went off at 3:20pm in a 10 minute slot and in about 5mph drift. Who could have imagined it.

The ever consistent Gary Peck triumphed once again with his A2 in the combined Glider category against a very game Mad's Dream Nostalgia model flown by Brian Stout and that third place man was a junior - watch out for him. On a night as obviously as lifeless as this the folding prop and light structure of the Hepcat was always going to best the Senators and so it did - Gordon Beal with a typical still air time may be a bit below his average.

The rest was power and once again it was Payne ranged against a collection of Slow Open models. He went soon after the hooter and got a long way up in the seven seconds pulling out well but was coming down on the glide as he had predicted. Hipperson's Dominator powered T34 followed a moment or two later - full run and a perfect pattern to an equal height. The glide was decisive and it held on to clear the downwind fence and make it a couple of fields out landing at just over six minutes. Sibson's effort a little after that was very high too but did not glide as well, Barnes stalled on the glide slightly and Limbert's pattern was way off.

Phil presided over the final presentation with wine for all the top placers and trophies for the winners in all four classes including the re-vamped and now perspex encased silver Dream Weaver the Arthur Percival Power Trophy. Grand prizes indeed for this Grand Prix and very well run.

All maxes 1:30

Combined Power 7 flew

1	D.Hipperson	4:30+ 6:12
2	T.Payne	4:30+4:47
3	M.Sibson	4:30+4:31
4	S.Barnes	4:30+3:01
5	D.Limbert	4:30+1:43
6	C.Foster	4:21

Combined Glider

1	G.Peck	4:30+2:57
2	B.Stout	4:30+2:38
3	J.Thompson	3:05
4	J.Cooper	2:26

HLG/Catapult G 7 flew

1	P.Tolhurst	3:45
2	S.Brewer	3:32
3	S.Willis	2:38
4	B.Whitehead	2:36
5	G.Percival	1:21
6	B.Whitehead	1:06

Mini Vintage

1	G.Beal	4:30+3:33
2=	S.Willis	4:30+2:11
2=	G.Warburton	4:30+2:11

NEWS FROM BMFA FF TECH COMMITTEE

International Teams

Team selection for the 2006 Senior and Junior Championships in F1A, B, C is now complete. Subject to ratification by the council the following have been approved by the FFTC:

SENIOR

F1A – J.Carter, M.Cuthbert, M.Fantham, P.Ball (reserve).

F1B – M.Woolner, R.Cheesley, G.Stringer, B.Martin (reserve).

F1C – P.Watson, J.Cuthbert, S.Screen, A.Jack (reserve).

JUNIOR

F1B – D.Billam

Applications have been received for Senior Team Manager – Martin Dilly, Senior Assistant Team Manager – Bill College, and Junior Team Manager – John Billam. These are being considered and again will be subject to ratification.

Stonehenge Cup 2006

This is now to be held in May rather than the previous September date in the hope of getting more reliable weather. The planned venue is Salisbury Plain, subject to availability. The co-ordinator is Peter Watson.

Road Legal

Further to the announcement in the last issue of this news regarding the use of motor cycles and scooters for retrieval, the FFTC intends to ban the use of these at BMFA Free Flight Contests unless they are road legal – i.e. taxed and insured. This will come into effect from Jan 1st 2006 unless the 'Society' instructs us to do otherwise.

Nationals

Planning for the 2006 event is now under way and we have obtained an amount of sponsorship towards the running costs.

Recruitment

Nick Bosdet is at present formulating a scheme to introduce newcomers – principally but not necessarily Juniors – to Free Flight contest flying at a number of centralised meeting in 2006. The broad intention is to provide a number of ready built models (small gliders and HLGs) that will be used to instruct participants in the 'art' of contest flying.

Calendar

There are two additions/changes to the first version published last month. CO2 is now added to the second day at the May Day meeting and there is now a 'third' trials meeting. The latter is scheduled for the 9/10th of September at Barkston Heath.

Rules

1. General Rules

As a result of problems, concerning the Free Flight parts of the general rule book, that arose in 2005, the FFTC proposed a number of changes/clarifications for 2006. We are told however that these proposals will not be considered until the May 2006 council meeting as (despite their only concerning Free Flight) the whole of the 'General' rule book is currently under review and the other disciplines (R/C and C/L) need the opportunity to add their input as well. It is therefore probable that we will have to work for 2006 with the 'compromises' established in 2005.

2. FAI and BMFA Free Flight Rules

It has been suggested that there should be a 'rationalisation' of these two components of the BMFA Free Flight Rule book. This has been established as a project for 2006 which will provide proposals for this rationalisation for the 2007 season.

3. Free Flight Rule Changes

The following – in short form – are the changes for 2006 approved by the FFTC. They will come into effect on January 1st. An addenda containing the full wording of these will be available from the BMFA office shortly with a 'complete' 2006 rule book available in the early new year:

3.1.1 (a) (ii) Definitions

Change to – "Contest flights in outdoor events must take place outdoors"

The current rule attempts to define "outdoors" but in doing so provides further scope for argument about the definition.

3.1.4.3 (b) Flyoffs

Change from "the additional flight must take place in the hour" to "the additional flight must commence within the hour"

The flight must commence within the hour but its finish time is open ended.

3.1.8.1 Timekeeping/General

Replace "shall" with "may" in line 3.

Appointment of independent timekeepers rarely happens these days and is highly unpopular.

3.1.8.2 (c) Recording times

Change line 3 in brackets from (who should sign the competitors card and add their BMFA number if appropriate) to – (who should enter their name plus BMFA number and Club if appropriate)

Signatures are rarely legible and this change brings the rule book into line with current practice and the format of the BMFA scorecard.

3.1.11 British Senior Free Flight Championship

At each competition a competitor may enter and fly in as many classes as desired but from each single-day competition only a maximum of two points scores shall be eligible towards the season's total score. At multiple-day competitions, except team selection competitions, each day shall be treated as a single day competition. At team selection competitions, whether single-day or multiple-day, only a maximum of two of the final class placings at each competition shall be eligible.

To make a competitive performance in the Senior Championship a possibility for more competitors by reducing the scope for "marathon performances" on single days.

3.2.1 FAI Contest Regulations

At all UK FIC events (i.e. Nationals, Area meetings and Team Selection events), in order to provide a selection process and practice opportunities for a UK junior power team, juniors only may compete with F1J and F1P models flying to the same maximum as F1C and with motor runs as FAI class definitions for F1J and for F1P."

To provide a trials process and practice opportunities for a UK junior power team.

3.2.4.2(a) Team Selection F1E

Add "in the following year" at end of first sentence.

To conform to current practice.

3.12 Mini Contests

Wording changed to allow the mini max at centralised meetings to be reduced below the current two minutes if conditions dictate. References to this two minute mini max in the rest of the rule book have also been changed as appropriate.

Maximums defined in one place and number of flights in CO₂ reduced from 5 to 3

3.41.2 The Propeller (P30)

Change last sentence from (The diameter and blade shape may not be altered) to - (The diameter, pitch and blade shape may not be altered)

To avoid confusion and argument.

3.47.6 The Bowden International Trophy

Deductions for flight time error reduced from 5 points per second to 2 points.

To improve the balance between precision of flight time and quality of model /flight style.

3.48 Electric Open Power

Remove one second allowance and specify motor run as 30 seconds

Experience of flying this class has shown that engine runs can be timed with sufficient precision to make the extra second allowance unnecessary.

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BMFA FREE FLIGHT FORUM

Report by Michael Warren and Ian Kaynes

It was another grey and damp day in Coventry for this year's Free Flight Forum but the bitterly cold weather of the previous few days had gone and two or three dozen hardy souls left their fire-sides and the Sunday lunch for a day of talks and discussions. The session was again chaired by Mike Evatt, who was clearly not well this year, and spent much of the day coughing and sneezing and working his way through a large box of tissues.

Nick Aikman was the first speaker, giving a lengthy, entertaining and splendidly illustrated talk about the major indoor flying sites around the world. One shed at Cardington is now a depressing sight, with dozens of holes in the roof, and the other is full of assorted junk from the recent Batman movie, much of which was filmed there. All is not lost in this second shed however, and it may be available again in future. The London Dome is probably off the list for a while, being a building site for the forthcoming Olympics.

The Bordeaux velodrome is of course far smaller and Nick emphasised the importance of steering when flying in a site with limited height and a messy roof. Indeed, he suggested that the other Europeans would have performed better in the recent Euro Champs if they'd been more experienced at steering models away from girders and lights.

The third site to be discussed was an extraordinary 400 ft atrium in a Tokyo office block which has been used – hired at considerable cost – for record-breaking, but seems too narrow, and prohibitively expensive, for conventional competition.

The Cargolifter hanger in Germany is a sad loss. It's so huge that, as Nick put it, 'your mind can't get used to it and finds it very difficult to judge height and distance'. The firm that built it, planning to re-introduce airships for freight transportation, went out of business and it is now a sort of tropical Centre Parcs for family holidays but, apparently, that isn't making money either. So one of these days, maybe, there will be indoor flying in the Cargolifter again.

Final trip on this journey was to the Romanian salt mines, not a welcoming environment but dramatic and, in its own way, almost beautiful.

Trevor Grey talked about F1Q, the international Electric Class. As justification for another new class, he described electric as a potential replacement for rubber if rubber became unavailable or for the anti-social aspects of power. He

emphasised the similarity of F1Q with the British Open Electric class and went on to described possible models and equipment to meet the wide range of possible approaches.

A good starting point is a conversion of an F1B, from which there are some advantages with specially designed model of similar size including a stronger tail boom and larger fin and tailplane. Trevor advocated a Graupner Speed 400 as a good, cheap, brushed motor and suggested that this was competitive with the more expensive brushless motors when including the complete system weight and complexity. Similarly, NiCad batteries were a good cheap and simple source of power whereas Lithium batteries were more difficult to get in the right sizes to meet the weight limit and take longer to charge. Because of the charge time a single spare set of charged batteries was adequate for NiCad but more would be needed for the more expensive Lithium batteries.

On the flying field a notable feature of electric is that the model accelerates throughout the run because the batteries become more efficient as they warm up. Trevor advocated building up the trim in steps of 2 or 3 second run increases all the way up to the full 25 second run, with the danger of the model coming in very quickly as turn tightened up towards the end of the run.

Bill Dennis gave an amiable and honest account of his love affair with free flight scale and suggested that FAI or open free flight enthusiasts would get a lot of pleasure from the arts, crafts and competition of the scale world.

“Advanced Composites Don't Have to be Difficult” by **Mike Francies** was familiar to readers of the NFFS Symposium 2005, but none the less interesting for that. In particular, it was fascinating to see the samples of materials and components, and also the unfamiliar sight of the S8E rocket-launched radio glider model for which he developed his methods. The most impressive samples concerned the use of the 20g carbon pre-preg material. 4 layers of these gave a thin and flexible carbon sheet, but by contrast a very stiff sheet resulted when laminated as 2 layers of carbon either side of a Rohacell core (just under 1mm thick). Mike advocated this type of sandwich material as being much better for D-boxes than the conventional single layer of thick carbon. Mike gave a list of suppliers, reproduced below, the key one of which is Harrison's Rods for the 20g carbon (which costs about £30 per square metre).

Vacuum bagging equipment:	Aerovac	www.aerovac.co.uk
Pre-preg mould making materials	Advanced Composites	www.acg.co.uk
Pre-preg production materials: 20g uni carbon, 80x20 uni carbon	Harrison Advanced Rods	www.harrisonrods.co.uk
Heater elements	TP Fay Ltd	www.tpfay.co.uk
Electric fan motor	Massey Coldbeck	www.massey-coldbeck.co.uk
Release agents	Zyvax	www.zyvax.com
	Loctite	
	Chem-trend	www.chemtrend.com
Silicone rubber	Ambersil	
Stains for colouring Rohacell	Poolwood	www.poolewood.co.uk
Rohacell	eMKay Plastics	www.emkayplastics.co.uk

The most contentious paper of the day was given by **Tony Cordes**. An account of the development of ‘British power’, the paper outlined the aim of attracting current sport flyers in the northern area to try free flight power, and the problem of specifying models that would be challenging and fun, with a touch of nostalgia about them because that seems to attract people, but not be intimidating. Tony had to put up with some barracking from the audience which I (MW) found both discourteous and unfair. It was a classic example of an author being criticised for trying to do something which, as was clear from the paper as a whole, he wasn't trying to do.

Full details of the types of models and engines that are allowed will be in the final paper. As Tony was honest enough to admit, British power has not succeeded in attracting a significant number of newcomers to power but, as the audience acknowledged, neither has anything else. The post-paper discussion noted the difference between the number of youngsters in, for example, France and the almost complete lack of them in the UK. Which in turn led on to another – yet another – discussion about the BoM rule...

Mark Benns described his work with gadget-free discus-launched gliders. His talk was illustrated by slo-mo and full speed videos of Mark's launches, taken from a number of angles, which Mark had used to study and improve his techniques. It also added a great deal to audience understanding, not least because the launch was a smooth and far gentler process than many in the audience had expected. (Incidentally, the use of video to improve free flight launch techniques was suggested in a Forum paper back in 1992, but as far as we know has not been used before in the UK.)

The talk outlined questions of design, including the use of a lifting v-tailplane to discourage looping, offset to help the model turn. Mark emphasised the importance of practice – gliders of this sort are an entirely new experience – and made the point that the smaller the models, the harder they are to fly.

Returning to the indoor theme, **Bob Bailey** described the key factors in designing and building indoor propellers. He outlined and illustrated the key factors, including blade shape (Larrabee vs current trends), pitch distribution (subject to fashion and with gains that are difficult to prove), the design of pitch jigs and gauges, spar and rib construction, etc.

As Bob was finishing his talk, and the audience were looking at the sample props he was passing round, a voice from the audience (with, for what it's worth, a strongish Midland accent) quietly pointed out that there are a lot more people flying indoor these days than fly F1C. How times change.

“Making F1C Booms” was a presentation by **Stafford Screen** describing the boom making techniques used by **Ken Oliver**. Stafford explained that the Ukrainian sources for carbon-aluminium booms had dried up but in any case Ken's were superior since he used heated curing instead of cold curing the carbon. Stafford demonstrated the extremely fiddly process of getting the inner layer of aluminium and the carbon prep-preg on to the mandrel cut to size and arranging the overlap of the two materials. After curing this combination, there was a similar need for dexterity to position and secure the outer layer of aluminium, cured again for this layer. Stafford passed round examples so that we could examine the lightness and strength of the finished article of Ken's F1C and F1J tubes.

There has always been debate about how high our models get, and it's no surprise that altimeter technology and miniaturisation have now come to our aid. **Mike Fantham** presented a paper based primarily on work by **Chris Edge**, but

with additional input from Mike himself and from **Alan Jack**. Briefly, two types of model-mounted altimeters have been tried, both of which obtain data on air pressure relative to time and allow for later spreadsheet and graph analysis to plot the height of the model throughout the flight.

Though analysis of F1A flights are broadly satisfactory, with the circle tow, bunt, glide and DT elements clearly identifiable from the graphs, initial oddities remain and much work still needs to be done. Some bunts seem excessive (even the flyers didn't believe them) and the data suggests some loss of height immediately after the transition to glide which observation suggests does not happen.

Questions remain about the best point to locate the altimeter. So far the equipment has been temporarily added to the outside of the models, in various positions, but since air pressure readings will be affected by wind speed, mounting within the fuselage would be better.

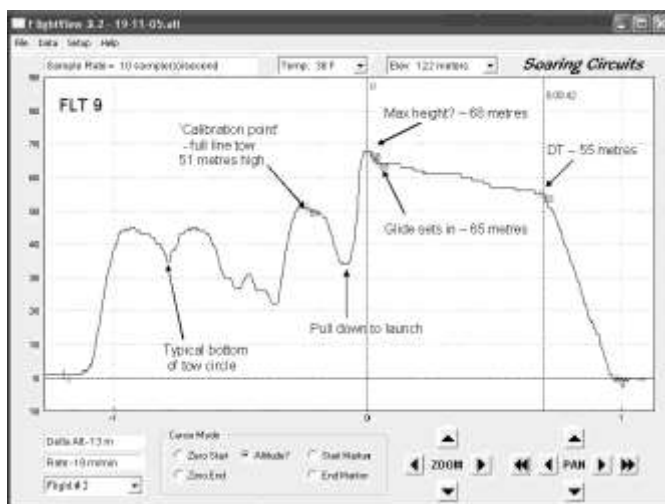
Mike also presented data on sources of the various equipment, which we include here.

	Alti2 Std or <BF> versions	RAM2
Size	38 x 18 x 13 mm	30 x 19 x 9 mm
Weight supplied as	9 grams (with 150mm of cable & connector)	7.1 grams (with 280 mm cable & connector)
Wt w/out cable/connector	7.5 gram approx	4.7 grams
Sample frequency	0.1, 0.2, 0.5, 1.0 (0.5, 1, 2, 6 if modified version)	0.1, 0.2, 0.5, 1.0
Storage at 10 samples/sec	14 minutes < 54 minutes>	54 minutes
Resolution	0.5 m ?	0.3 m ?
Read out	Metres or Feet	Metres or Feet
Voltage	4.4 v – 9.6 v	3.5 v – 10.0 v
Current	15 mA	16 mA
Warm up time	120 secs Wait before data starts recording	120 secs ill take data from switch-on
Accepts RC inputs	Yes	No
PC software	Windows 98SE/2K/ME/XP	Windows 98SE/2K/ME/XP
Palm (serial only)	Yes	No
Pocket PC	Yes	Yes
Published data format	Yes	No
Output to Spreadsheet	Yes	Yes
Price incl P&P	£100 <£120> approx. in UK	£78.40 in UK
Origin	Czech Republic	USA
Website	www.lomcovak.cz/a2/a2.html	www.soaringcircuits.com
UK rep	gordon.tarling@btinternet.com	www.hyperflight.co.uk sales@hyperflight.co.uk

Mike's improved temporary installation is shown here:



And finally an annotated view of the screen display of the flight data



Ian Kaynes talked about flight dynamics of models. Starting from the deficiencies of his established rubber performance calculation he explained that the next step towards understanding model performance required a big step in complexity to model the full flight dynamics. This requires consideration of the axes systems used to describe the motion, the equations of motion, the inertia of the model and the aerodynamic forces under motion in all directions. Sample results were shown of the current state of the developing analysis applied to launching an F1E model and to F1B climb. The latter results in particular are still subject to much doubt about the forces and the trim required, with the current prediction showing a reluctance to turn right or to recover from a banked position into a steady glide.

The final item was a piece by **Mike Woodhouse** on the care of clockwork timers, presented by **Mike Evatt**.

A couple of other pieces of information from a busy day...

Firstly, according to John Cuthbert, Per Findahl now has eleven different tailplane positions during his F1A bunt phase, from circle tow to steady glide. Just eleven.

Secondly, Nick A or Mark Benns, mentioned that attempts are being made to get the Millennium Stadium in Cardiff for indoor free flight. For those that don't know it, this is the newish and huge stadium which is used for Welsh rugby union

internationals and, while Wembley is being rebuilt, for the English FA Cup Final. It has a sliding roof which presumably means that it would not only be a huge site and also one with a smooth ceiling. Wow...

So concluded a long but interesting day and we could then all go out and warm up. Watch out for the written Forum Report during next year.

CLOUD TRAMP POSTAL CONTEST 2005

By Jim Moseley

The overall numbers of flyers and 'supporters' number 34, comparable to the 35 such of 2004. Some names are missing, some fresh ones have joined us – it's good to see some youngsters flying CT's, too – and we have five countries represented, not least South Africa making a debut. It's always a personal regret that the majority of those who participate in the Mimloct seem to have little inclination to put their Cloud Tramps to further use but .. so be it.

Those who did not record five flights are termed 'supporters' as their returns cannot be 'scored' in the same manner as all others. I'm afraid that I'm listed among them as my old CT, after years of flying and abuse, finally gave up on the resistance of a tightly-wound 10gr P30 motor; I've built a replacement but had no opportunity to return any scores with it. Next year....

I have included the entries and scores in the CT event within the WorldWide Postal, which closes February 28.

I'll run this little funfly once again next year ... if each of you talks someone else into building a flying a Cloud Tramp or even to fly yours (no BOM rule, remember) we could build up an impressive results sheet!

1	J Pengilly	USA	256	111	109	304	187	554
2	M Thomas	CAN	153	92	119	94	140	353
3	B Matthews	USA	60	107	130	96	92	295
4	L Sayer	CAN	63	120	100	109	79	288
5	R Rowe	RSA	40	68	143	75	148	286
6	M Myers	USA	117	222	63	61	52	241
7	K Taylor	GBR	69	87	52	72	87	228
8	B Gillespie	CAN	61	58	71	87	88	219

Italics indicates discarded longest/shortest flights.

UK COMPETITION NEWS

3 EVENTS AT CHURCH FENTON:

December 22 - Winter Warmer. Four events: 1) Combined Power to Timperley Rules; 2) Combined Glider with various line lengths; 3) Combined P30 & CDH; 4) Mini Vintage (N.A.League). Number of flights and maxes to be decided on the day. Start 9:30 am. CD Alan Kelly 01132539944.

December 28 - December Dazzler. Three events: 1) High Performance, combining: Slow Open Power, F1J, Vintage Power, Vintage Rubber above 190 sq ins, Classic Glider on 100 m lines & EOP; 2) Little & Large, combining: Mini Vintage Rubber (folders), Midi Vintage Rubber under 190 sq ins, Tailless Rubber, Classic Power (9 sec), 1/2A power. Open Glider, Vintage Glider, Tailless Glider & E30; 3) Small Stuff combining: Right Cup, Mini Vintage Rubber (free wheel), under 25" Vintage, P30, CDH, Brit. Power (8 sec) Mini Vintage Power (15 sec), Cabin Power (20 sec), A1 Glider, Mini Vintage Glider and CO2 (Right Cup & Under 25" models have 10 secs bonus per flight). Maxes and number of flights to be decided on the day. Start 9:30 am. CD (Host) John Godden 01132521002.

January 2 - New Year Flyer. Four events: 1) Combined Power:- Open, Slow Open and EOP to BMFA runs, EOP '2004 rule models' to 40 sec runs; 2) Combined Glider - all line lengths; 3) BMFA Open Vintage; 4) Mini Vintage (1st 2006 N.A.League event). Maxes and number of flights to be decided on the day. CD. Dennis Davitt. 01132675433.

CROOKHAM GALA will be at Middle Wallop on Sunday 5th. February, which is a provisional date - subject to MOD confirmation. Events will be Mini Vintage (BMFA rules); Combined Power: motor runs: 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 30 sec; Combined Glider: modern gliders (BMFA rules) 50m line, classic gliders (SAM rules) 75m, vintage gliders (SAM rules, before 31 Dec 1950) 100 m. All contestants to hold BMFA insurance. Contest start 10.00 hrs. An entry charge will be payable at the airfield gate (at this time the amount is unknown). All classes: Fly off models MUST be the same classification as that used in the contest; 3 flights, maximum to be decided on the day. Contact John Thompson, tel. 01252 842471, email: Johnd.Thompson@btinternet.com

MIDDLE WALLOP. Other **provisional dates** at this venue were sent by Mike Parker:

Sunday March 12, Easter Saturday to Monday April 15-17, Bank Holiday Saturday to Monday August 26-28, Sunday October 1, Sunday December 3.

LONDON GALA The free-flight tech. committee has listed the London Area Gala on April 30/May 1st and Area 8 on Salisbury Plain will again be available. However, a CD is needed for April 30th and an assistant CD for both days. As far as I know there are three clubs in the London Area with free-flight interests, Croydon, Richmond and Three Kings. Could three (or more, maybe...) of you please contact Martin Dilly (020 8777 5533 or e-mail: martindilly@compuserve.com) with your eager offers of help.

In addition to the listed BMFA events, London Area is adding a Vintage contest on April 30th and Mini-Vintage and All-in Classic Glider events on May 1st. We are also looking at the possibility of running an F1E contest on April 30th.

OXFORD MFC FREE FLIGHT RALLY will be at Port Meadow, Wolvercote, Oxford on June 10 and 11. On Saturday June 10 there will be "Champagne" flyoffs from 7pm for Coupe d'Hiver, A1 Glider, HLG+Cat G combined. On Sunday June 11 from 10am there will be Coupe d'Hiver, A1 and E30/P30 flown in rounds 5x2. Flown to 3x2 no rounds will be: vintage rubber (34" max span), vintage glider (72" max span), classic glider (1951 to 1960, there will be a special prize for the top classic A1 in this competition), tailless rubber+glider combined. HLG+Catapult glider combined will be flown to 1 min max. All gliders 50m lines. Special awards for gala champ, top lady, and Ian MacDonald Trophy. No thermistors, streamer poles, etc. No motor heaters. No power models to be flown. Insurance required by all flyers. Contact: Andrew Crisp, 4 Grove Street, Oxford OX2 7JT, tel 01865 553800.

NOTICEBOARD

MOTORS FOR SALE.: John Bailey requests offers for the following:

3 Cox TD .09 – brand new, boxes unopened.

Used motors:

ED	Bee, 1.46, 2.46 and Mk.IV
Frog	2.49BB
Allbon	Merlin and Spitfire

Contact John on 01525 860939 or jbfreetflight@onetel.com

FREE FLIGHT WORLD CUP 2005

The final results of the F1A F1B and F1C World Cups are given below. Together with F1E, results published last month, there was a total number of 3679 entries in the complete Free Flight World Cup 2005. This was more than last year, with one less F1A/B/C competition being offset by 3 more F1E contests.

	F1A	F1AJ	F1B	F1C	F1E	F1EJ
Number of contests	40	34	40	37	15	13
Total no. entries	1594	292	901	366	463	112
number of competitors scoring World Cup points	348	85	207	92	91	23

Contests included in the results

			numbers flying in			
			F1A	F1AJ	F1B	F1C
MM	Maxmen International	USA	45	9	44	23
PL	Crit. Phillipe Lepage	FRA	0	0	29	0
BC	Bear Cup	FIN	53	14	22	5
HL	Holiday on Ice	NOR	55	4	36	4
AC	Australian FF Champs	AUS	11	0	14	3
SN	Southern Cross Cup	AUS	6	0	3	0
LC	City Cup of Lucenec	SVK	27	4	2	8
BL	Baltic Cup.	LTU	57	22	35	16
ES	Estonian FF Cup	EST	49	17	21	13
SM	21st Srem Cup	SCG	16	1	4	3

BU	Bulgaria Cup	BUL	13	0	15	7
EM	Embalse World Cup	ARG	67	1	57	22
VS	Open International	CZE	55	12	15	11
PZ	21st Pusztá Cup	HUN	89	14	39	12
KH	Kharkiv Cup	UKR	18	4	13	9
NC	Novohrad Cup Slovakia	SVK	24	9	3	3
GL	Open International	POL	23	9	0	0
DZ	Memorijal Dj. Zigic	SCG	6	0	6	2
SC	Scania Cup	SWE	51	8	17	5
VK	Mem. Vilima Kmocha	CRO	18	1	11	10
KZ	Kazan Cup	RUS	55	6	34	15
HC	Huron Cup	CAN	7	0	7	3
DK	Nordic Cup of Denmark	DEN	42	8	14	4
AN	Antonov Cup	UKR	36	7	24	10
VJ	Vörös Jenő Memorial	HUN	50	8	12	6
BS	Black Sea Cup Belarus	BLR	52	13	38	12
SV	Suceava Cup	ROM	35	23	29	1
PT	Poitou	FRA	93	15	39	14
IK	Memorijal Izet Kurtalic	BIH	20	2	7	6
SW	Summer Cup	POL	23	3	11	5
SZ	Salzland Cup	GER	72	10	38	11
UN	Una Cup	BIH	9	3	3	5
EF	Eifel Pokal	GER	85	17	62	17
SA	Siscia Cup	CRO	32	10	13	9
CC	Canada Cup	CAN	7	0	2	0
SH	Stonehenge Cup	GBR	25	2	20	5
AV	Cup of Aviaprom	RUS	56	7	39	20
SR	Sierra Cup	USA	26	2	23	25
KC	Krka Cup	SLO	66	12	21	12
FV	FAVLI World Cup	ITA	41	2	21	11
EU	Euro-Fly	SUI	79	13	58	19

F1A-Junior

1	Matthew Cuthbert	GBR	155	PT-1	EU-1	SC-1	SH-1	DK-2	EF-6		11	Martin Meisalu	EST	84
2	Max Herwig	GER	153	EF-1	EM-1	FV-1	EU-3	SZ-2			12	S Protopopov	UKR	83
3	Richard Kulcsar	HUN	152	VJ-1	SA-1	IK-1	SM-1	KC-5	NC-5	PZ-7	13	Alar Mihhailov	EST	81
4	Artur Parv	EST	143	BC-1	DK-1	HL-2	SC-3	ES-6	EF-7	BL-11	14	Samsonov Alexey	UKR	74
5	Veronika Vivchar	UKR	136	PZ-1	BS-2	PT-2	MM-2	AN-2	EF-3		15	Mihaly Eros	HUN	73
6	Bostjan Bagari	SLO	117	UN-1	SA-2	KC-4					16	T Drozdinski	POL	71
7	Pavlo Marakhovskyy	UKR	114	KH-1	SV-2	BS-6	AN-4				17	M Snukiskis	LTU	70
8	Gabriela Domokova	SVK	112	LC-1	PZ-2	VS-6	VJ-3				18	Ben Coussens	USA	70
9	Anton Gorsky	RUS	105	SV-1	KZ-1	AV-1					19	Krisztian Maczko	HUN	68
10	Niels Wynhowen	NED	105	VS-2	SC-2	EF-5					20	Janis Zarins	LAT	67

F1C

1	Artem Babenko	UKR	160	EM-1	SR-1	BS-1	KH-1	PZ-2	MM-8	ES-6	EU-9	AN-1			
2	John Cuthbert	GBR	153	BL-1	SC-1	SH-1	DK-1	EF-2	EU-2	EM-4					
3	Volodymyr Sychov	UKR	145	ES-1	PZ-1	KH-2	HL-2	BL-3	AV-5	EU-5	PT-6	26	Tarik Jusufbasic	BIH	71
4	Kenan Jusufbasic	BIH	143	SA-1	UN-1	KC-2	IK-2					27	Borislav Bardarov	BUL	71
5	Damjan Zulic	SLO	131	BU-1	SM-1	UN-3						28	Gerhard Aringer	AUT	70
6	Peter Watson	GBR	125	EU-1	SH-2	PT-3	MM-5	EM-8				29	Timo Niiranen	FIN	69
7	Claus Gretter	GER	123	ES-2	VS-2	NC-2	EU-4	PT-4	BL-5	SZ-5	LC-4	30	Pieter De Boer	NED	67
8	Gabor Zsengeller	HUN	122	LC-1	VJ-2	SA-3	VK-4					31	Sergey Katyba	UKR	67
9	Victor Semenyaga	UKR	106	BS-2	EM-3	KH-3	AN-5					32	Stafford Screen	GBR	66
10	Reinhard Truppe	AUT	103	VK-2	UN-2	EM-6	PT-5	FV-5	EU-10	SA-4		33	Roger Simpson	USA	65
11	Manfred Nogga	GER	103	SZ-1	VS-3	FV-6	EU-8					34	Claus-P Wachtler	GER	64
12	Juri Roots	EST	103	BL-2	BC-2	EF-6						35	Mario Rocca	ITA	62
13	Franco Gradi	ITA	103	FV-1	VK-1							36	Levente Magyari	HUN	61
14	Kaarle Kuukka	FIN	100	BC-1	ES-3	BL-8						37	Roy Summersby	AUS	61
15	Eugene Verbitsky	UKR	99	SR-2	MM-4	BL-4	BS-6					38	Alain Roux	FRA	59
16	Dario Jermol	CRO	92	KC-1	SM-2							39	Jury Opevalov	RUS	53
17	Laszlo Patocs	HUN	91	NC-1	SA-2							40	Leonid Fuzeyev	RUS	52
18	Randy Archer	USA	88	MM-1	SR-3							41	Hans Stetz	GER	52
19	Gunnar Agren	SWE	85	DK-1	SC-2							41	Vaclav Patek	CZE	52
20	Andrea Banci	ITA	82	VK-3	FV-3	PZ-6						43	V Pecherytsya	UKR	52
21	Atae Yamasaki	JPN	80	SV-1	SW-3							44	Robert Szabo	HUN	51
22	Aleksandrov Vjacheslav	UKR	76	PZ-3	ES-4	BL-7						45	Asim Jusufbasic	BIH	50
23	Ken Happersett	USA	73	EM-2	SR-4							46	Piotr Plachetka	POL	50
24	Michel Reverault	FRA	72	PT-1	EU-7							47	Bill East	AUS	50
25	Dmitry Stakhanov	UKR	72	AN-2	BS-3	KH-4						47	Frank Schlachta	CAN	50

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1	Per Findahl	SWE	155	BL-1	SC-1	SH-1	KC-3	EU-4	BC-4	HL-9	ES-15	35	Vasily Bezchasny	UKR	68
2	Maarten van Dijk	NED	148	EF-1	DK-1	SC-2	EU-3	VS-3	HL-20	SZ-2		36	Henning Nyhegn	DEN	67
3	Roland Koglot	SLO	137	VK-1	PZ-2	EU-2	IK-4	FV-11	EM-19	UN-5		37	Jari Valo	FIN	67
4	Sigitas Jakutis	LTU	127	PZ-1	BL-2	SW-3						38	Mathias Farber	GER	67
5	Kimmo Kulmakko	FIN	126	HL-1	ES-2	BC-3	BL-3	VJ-14	EM-24			39	Mikael Holmbom	SWE	67
6	Jes Nyhegn	DEN	125	ES-1	MM-2	FV-3	SC-4	EF-22	PT-23	HL-24		40	Win Bellen	NED	66
7	Igor Yablonovsky	UKR	114	SW-1	EF-3	PZ-4	EM-4	BS-4	AN-9	EU-17		41	Dietrich Sauter	GER	65
8	Phil Mitchell	AUS	113	SN-1	AC-2	EM-5						42	Jozsef Csanyi	HUN	65
9	Radoje Blagojevic	SCG	111	BU-2	UN-2	SA-3	SM-3					43	Peter Nosko-Jr	SVK	64
10	Frederic Aberlenc	FRA	110	PT-1	FV-1	EU-23	HL-23					44	Anton van Eldik	NED	63
11	Jim Parker	USA	110	MM-1	SR-1	EM-20						45	Petri Kuikka	FIN	63
12	Jeno Voros	HUN	105	SM-1	PZ-3	SA-5						46	Lars Larsson	SWE	63
13	Peter Allnutt	CAN	103	CC-1	SR-2	EM-15	MM-17	BS-24				47	Evgeny Tsoy	RUS	63
14	Mikhail Kochkarev	RUS	100	KC-1	AV-2	BS-12	FV-17	KZ-8				48	Robert Sifleet	USA	62
15	Mikhail Kosonozhkin	RUS	100	SZ-1	FV-4	SC-6	HL-18	DK-21	EU-22			49	Milos Bordjoski	SCG	61
16	Gyorgy Vasas	HUN	94	LC-1	SM-2	VJ-23									
17	Thomas Weimer	GER	93	GL-1	SZ-6	VS-7	SC-9	ES-9	EU-11	BL-12	FV-12	DK-15	KC-17		
18	Victor Stamov	UKR	91	EM-2	KC-4	AN-6	MM-9	FV-9	BS-16						
19	Tahn Stowe	AUS	90	AC-1	SN-2							50	Juha Heikkinen	FIN	58
20	Sergei Makarov	RUS	86	KC-2	AV-5	BS-6	EM-9	HL-17	KZ-24			51	Ferenc Kerner	HUN	58
21	Ardo Parna	EST	84	EM-3	ES-3	BL-8	HL-10	EF-15	BC-21			52	M Campbell	AUS	58
22	Cenny Breeman	BEL	83	GL-2	PZ-7	SZ-8	AN-14	BS-17	EF-10			53	R Holzleitner	AUT	56
23	Pavlo Marakhovskyy	UKR	81	SV-2	KH-2							54	Deniz Varhos	SWE	55
24	Ron Assmuss	GER	80	VJ-2	SC-8	SZ-9	VS-10	EF-19				55	Mico Tica	SCG	55
25	Richard Kulcsar (J)	HUN	79	SA-1	IK-6	VJ-17						56	Heinz Bleuer	SUI	53
26	Anton Gorsky (J)	RUS	78	SV-1	AV-4	KZ-9						57	Josi Fox	ISR	53
27	Attila Notaros	HUN	78	VJ-1	NC-4	LC-10	PZ-13					58	Vlad. Lazarevich	UKR	52
28	Dirk Halbmeier	GER	77	SZ-3	BL-4	DK-9	ES-11	FV-12	SC-15			59	John Carter	GBR	52
29	Chris Z Lenartowicz	CAN	75	HC-1	CC-4							60	Alexandr Matsuk	RUS	52
30	Victor Tchop	UKR	71	AN-1	BS-9	BC-24						61	Pavel Russky	RUS	52
31	Allard van Wallene	NED	70	PT-4	SC-5	EU-9	SZ-15	DK-14				62	G Domokova(J)	SVK	52
32	Brian van Nest	USA	70	AN-3	EM-6	SR-8	MM-23					63	Attila Szekelyhidi	HUN	51
33	Pavel Khoroshev	RUS	69	BS-1	KH-8							64	Ivo Kreetz	NED	51
34	Matthew Cuthbert (J)	GBR	68	SH-4	PT-8	EU-7	DK-12	SC-18							

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1	Alexander Andriukov	USA	162	EM-1	EU-1	SR-1	MM-14								
2	Bernd Silz	GER	159	PZ-1	PT-1	SZ-1	VS-1	SC-1	EU-6	EF-7	PL-1				
3	Ivan Kolic	YUG	154	KC-1	VK-1	VJ-1	BU-1	HL-2	FV-4	PL-15	EM-20	PZ-3			
4	Andrey Burdov	RUS	148	MM-1	BS-1	KC-2	SV-4	KZ-12	FV-11	AV-19					
5	Sergey Molchanov	UKR	146	SV-1	KH-1	BL-2	BS-18	AN-5							
6	Rolandas Mackus	LTU	145	ES-1	SW-1	BC-2	HL-3	FV-3	EF-4	PZ-5	BL-10				
7	Michael Woolner	GBR	137	HL-1	BL-1	BC-3	PL-4	SH-4	SC-7	DK-7	EU-11	ES-11	PZ-13		
8	Igor Vivchar	UKR	136	NC-1	BS-2	PT-2	PZ-4	EM-11	HL-13	EF-24		34	Henk van Hoorn	NED	72
9	Anatoly Rybchenkov	RUS	134	KZ-1	KH-2	SW-2	MM-4	EM-5	AV-2			35	Ismet Yurtseven	TUR	71
10	Radoje Blagojevic	YUG	131	DZ-1	IK-1	BU-3	SA-3	KC-7				36	Radik Khuziev	RUS	71
11	Pim Ruyter	NED	128	MM-2	SZ-2	SH-2	EM-4	PL-7	EU-16			37	Bob Biedron	USA	71
12	Walt Ghio	USA	119	EF-1	PL-3	SC-3	EU-9	DK-6	HL-9	MM-12		38	Andreas Gey	GER	70
13	Russell Peers	GBR	118	SH-1	DK-2	BC-4	EU-5	HL-6	EF-10	PZ-15	BL-17	39	Tomaz Hribar	SLO	67
14	Stepan Stefanchuk	UKR	110	EM-2	AN-2	EU-7	HL-8	EF-15	PZ-17			40	Igor Zilberg	GER	67
15	Peter Monninghoff	GER	110	DK-1	EF-2	PL-13	SZ-15					41	Hans Schoder	SUI	65
16	Klaus Salzer	AUT	107	LC-1	ES-2	PL-10	BL-15	HL-15				42	Victor Rosonoks	LAT	64
17	Anselmo Zeri	NED	103	PL-2	SC-2	DK-5						43	Bror Eimar	SWE	63
18	Vladimir Vivchar	UKR	98	AN-1	EF-6	EU-8	PT-8	BS-9	EM-14			44	Tapio Linkosalo	FIN	63
19	Oleg Kulakovsky	UKR	91	EF-3	EU-3	PZ-7	AN-11	BS-12	MM-19			45	Serge Tedeschi	FRA	60
20	Valentin Savov	BUL	91	SM-1	KC-5	SA-5	VK-5					46	Stas Stankovic	SLO	60
21	Vinko Tomljanovic	CRO	90	UN-2	VK-3	KC-6	PZ-16	SA-7				47	Janez Oblak	SLO	58
22	Yuri Blazhevich	UKR	85	PZ-2	AN-3	EF-19	BS-19					48	Branko Bjelic	SCG	58
23	Evgeny Gorban (J)	UKR	83	SV-2	BS-6	BL-8	ES-9	EM-18	MM-18			49	Frans Voskens	NED	57
24	Yury V Evdokimov	RUS	81	MM-3	KZ-3	BS-13	AV-18					50	Peter Windisch	GER	55
25	Damjan Zulic	SLO	81	SA-1	BU-5	PZ-18						51	K Batuyev	RUS	53
26	Svetozar Gostojic	YUG	81	BU-2	SM-2							52	Indrek Harjo	EST	53
27	Terry Bond	AUS	81	AC-2	SN-2							53	Eugeniusz Cofalik	POL	52
28	Jozsef Krasznai	HUN	81	VJ-2	NC-2							54	Richard Blackam	AUS	51
29	Alexsander Shelepov	RUS	80	BC-1	KZ-4	AV-15						55	A Zastavenko	UKR	50
30	Roel Lucassen	NED	77	FV-2	SC-5	SZ-12	PT-14					56	V Starostenko (J)	UKR	50
31	Malik Cabaravdic	BIH	76	UN-1	KC-4	IK-2						57	Colin Crowley	AUS	50
32	Yrjo Waltonen	FIN	75	SR-2	BC-6	EF-16	EU-17					58	Ulrich Schmelter	GER	49
33	Ladislav Horak	CAN	73	CC-1	EM-17	MM-16						59	Bill Booth	USA	49