

FREE FLIGHT

News

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FFn DIARY

June 7-8 Salisbury Plain	BMFA Team Selection 1. F1A, F1B, F1C. Contact: J.Carter 01782 398816	June 26-29 Kazan, Russia	Kazan Cup. F1A,F1B, F1C, F1G,F1H, F1P World Cup. Contact: Andrey Burdov, tel:+7 843 990 026 or +7 927 243 48 93, fax:+7 812 449 02 42
June 12-14 Turda, Romania	2 F1E World Cup events. 13th: Mem Popa Crangu, 14th Turda Cup. Mihail Zanciu Mihail, mzanciu@rdsmail.ro www.frmr.ro	June 28-29 Salisbury Plain	BMFA Trimming Weekend. See June 21- 22 entry.
June 14 Manchester Velodrome	BMFA Gyminnie Cricket Challenge, 35cm, P.Plane, Limited PP, and F1D, F1L, F1M on 1/3 motors. 11am-7pm. Gym shoes and proof of BMFA membership required. Contact M Benns 01733 755733.	June 28-29 Newbigging	Scottish Nationals. See FFn 0803. Saturday: F1A, F1B 2 flights 1000-1330 at will, then rounds for flights 3,4,5; Open Vintage "McManus Trophy" 1000-17:30. Sunday: 1000-1700. BMFA Glider "Granger Trophy", BMFA Rubber "Waulkmill Shield", BMFA Power "Flying Dutchman Trophy", F1G , F1H, 1/2A/F1J. Contact Jim Arnott tel 01383 510279, "Downside", Farm Road, Hill of Beath, Fife, KY4 8DZ email arnott.downside@btinternet.com
June 15 Area Venues	BMFA 4th Area. C/P Team (Keil/Plugge), F1B (Gutteridge), F1H (Plugge), Mini vintage, Classic glider.	June 28-29 Cardington	Indoor flying. Contact Laurie Barr Laurie.Barr@emailcentre.co.uk tel 01628 487544.
June 20-23 St. Petersburg, Russia	Cup White Nights. F1A, F1B, F1C, F1G, F1H, F1P World Cup. Yuriy Perchuk, tel:+7 921 995 30 48 , fax:+7 812 449 02 42, email:stk.fenix@mail.ru	July 4-6 Rinkaby, Sweden	Swedish Cup. F1A, F1B, F1C World Cup. Contact: Magnus Söderling, tel:+46 708 209 112, email:f1b@kth.se
June 21 Zrenjanin, Serbia	Mem. Djodje Zigic. F1A, F1B, F1C World Cup. Nikola Borovac, t:+381 11 219 163, fax:+381 11 219 163, nborovac@eunet.yu	July 5-6 Salisbury Plain	BMFA Trimming Weekend. See June 21- 22 entry.
June 21-22 Salisbury Plain	BMFA Trimming Weekend. See FFn 0802 Must call Peter Tribe on Friday before 01225 862748.	July 5-6 Cardington	Indoor flying. Contact Laurie Barr see June 28-29 entry.
June 22 Near Sheffield	BMFA 3rd F1E (Team Selection). Contact & CD: Steve Philpott 0121 354448.	July 6 Near Sheffield	BMFA 4th F1E (Team Selection). Contact & CD: Steve Philpott 0121 354448.
June 22 Middle Wallop	Fun flying and trimming day and Bournemouth events: very small R (max span 25"), A-frame mass launch, Veron junior combi kit, contact: roy.tiller@ntlworld.com, or tel John Taylor 01202 511502	July 7-8 Rinkeby, Sweden	Nordic Cup of Denmark. F1A, F1B, F1C World Cup. Bo Nyhegn, tel: +45 4826 7306, fax: +45 4824 1069, henning@nyhegn.com www.ffu.dk
June 22 Barkston Heath	Grantham Mid Summer Grand Prix. Combined R, P, G, mini vintage, combined HLG/CLG. All welcome even if you just want to trim. No airfield fee. Free buffet. Contact Phil Ball 01332665361 phil.ball@ntlworld.com	July 12-13 Borden, ON, Canada	Huron Cup. F1A, F1B, F1C World Cup. Contact: Jerry McGlashan, tel:+1 519 875 2734, e: rgmgcg@sympatico.ca

F1B BY ALEXANDER ANDRIUKOV

This plan was drawn by a full-size plan borrowed from Peter Martin as representative of the models he will be flying in the GB team at the European Championships this year.

Alex supplies everything imaginable for F1B needs, ranging from a complete ready to fly electronic model at \$1999, through all the individual components, like the classic VP front ends \$480, wings, tailplanes, ribs, pylons, winders, stooges and even ready prepared rubber motors (\$30 for 5). If you have a detailed problem you do not need to buy complete replacements, all spare parts are available individually down to the springs, washers and ball bearings in the prop hub (or you can send it back for repair). See all the details on Alex's web site at

<http://home.pacbell.net/andriuko/index.htm>

or contact him on +1 805 577 1349 or write to:
2766 Currier Ave, Simi Valley, CA 93065, USA.

KOTUKU CUP, OMARAMA, NEW ZEALAND, MARCH 29-APRIL 1

F1A 15 flew

1	R Wallace	NZL	1290	+300	+420	+189
2	C King	NZL	1290	+300	+268	
3	A Jack	GBR	1290	+296		
4	S Cox	NZL	1290	+105		
5	P Mitchell	AUS	1290	+81		
6	B Van Nest	USA	1290	+58		
7	A Koerbin	NZL	1274			
8	B McGarvey	NZL	1269			

F1B 8 flew

1	W Jones	AUS	1290
2	R Morrell	USA	1247
3	G Baynes	AUS	1238
4	B Van Nest	USA	1198

F1C 5 flew 3 full scores

1	R Summersby	AUS	1290	+484
2	H Nyhegn	DEN	1290	
2	T Oxager	DEN	1290	

OMARAMA CUP, OMARAMA, NEW ZEALAND, APRIL 3-6

F1A 15 flew

1	B Van Nest	USA	1290	+361
2	P Mitchell	AUS	1290	+296
3	A Jack	GBR	1290	+239
4	H Nyhegn	DEN	1290	+127
5	V Morgan	AUS	1290	
6	R Wallace	NZL	1289	
7	A Koerbin	NZL	1288	
8	T Oxager	DEN	1263	

F1B 10 flew

1	R Morrell	USA	1290	+300	+420	+540	+87
2	B Van Nest	USA	1290	+300	+420	+540	
3	A Koerbin	NZL	1290	+300	+24		
4	W Jones	AUS	1265				
5	S Cox	NZL	1249				

F1C 4 flew 2 full scores

1	A Jack	GBR	1290	+300
2	R Summersby	AUS	1290	+299

CITY CUP LUCENEC, SLOVAKIA, APRIL 26

F1A 70 flew 14 full scores

1	P Findahl	SWE	1260	+256
2	P Teller	HUN	1260	+252
3	H Fuss	AUT	1260	+236
4	F Kerner	HUN	1260	+235
5	G Trimakas	SRB	1260	+233
6	R Blagojevic	SRB	1260	+210
7	I Bombek	CRO	1260	+198
8	M Hudcovic	SVK	1260	+190

F1A-Junior 18 flew

1	I Zovko	CRO	1230
2	D Krasznai	HUN	1229
3	T Vosejpkova	CZE	1224

F1B 27 flew

1	P Monninghoff	GER	1260	+300	+370
2	I Vivchar	UKR	1260	+300	+322
3	L Urban	CZE	1260	+300	+265
4	H Meusburger	AUT	1260	+227	
5	W Ehrlich	AUT	1260		
6	H Helmbrecht	GER	1258		

F1B-Junior 1 flew

1	T Dreika	LAT	1056
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F1C 13 flew 5 full scores

1	R Truppe	AUT	1260	+300	+415
2	P Plachetka	POL	1260	+300	+380
3	B Bauer	HUN	1260	+300	
4	F Gradi	ITA	1260	+258	

NOVOHRAD CUP, Lucenec, Slovakia, April 27

F1A 66 flew

1	P Findahl	SWE	1290	+300
2	T Horvath (J)	HUN	1290	+299
3	J Vosejpkova	CZE	1290	+263
4	A Szekelyhidi	HUN	1290	+259
5	M Minarik	SVK	1290	+239
6	J Krasznai	HUN	1284	
7	M Cernigoj	SLO	1280	
7	R Brazenas	LTU	1280	

F1A-Junior 18 flew

1	T Horvath	HUN	1290	+299
2	J Zarins	LAT	1268	
3	T Slokar	SLO	1230	

F1B 22 flew

1	B Silz	GER	1320	+300	+420	+536
2	V Urban	CZE	1320	+300	+420	+351
3	P Fejt	CZE	1320	+300	+350	
4	H Helmbrecht	GER	1320	+22		
5	M Varadi	HUN	1300			
6	V Tomljanovic	CRO	1272			
7	S Gosojic	SRB	1270			

F1B-Junior 1 flew

1	T Dreika	LAT	1102
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F1C 13 flew 5 full scores

1	R Guadagno	ITA	1320	+300	+420	+401
2	A Banci	ITA	1320	+300	+420	+373
3	F Gradi	ITA	1320	+300	+420	+349
4	P Matocha	CZE	1320	+300	+405	

BLACK CUP, GLIWICE, POLAND, APRIL 27

F1A 26 flew

1	T Weimer	GER	1290	+300	+420
2	D Stezalski	POL	1290	+300	+241
3	K Huber	POL	1290	+296	
4	B Modrzejewski	POL	1278		
5	T Izydorczyk (J)	POL	1242		
6	T Drozdziński (J)	POL	1238		
7	H Urban	POL	1202		
8	J Seren (J)	GER	1200		

F1A-Junior 10 flew

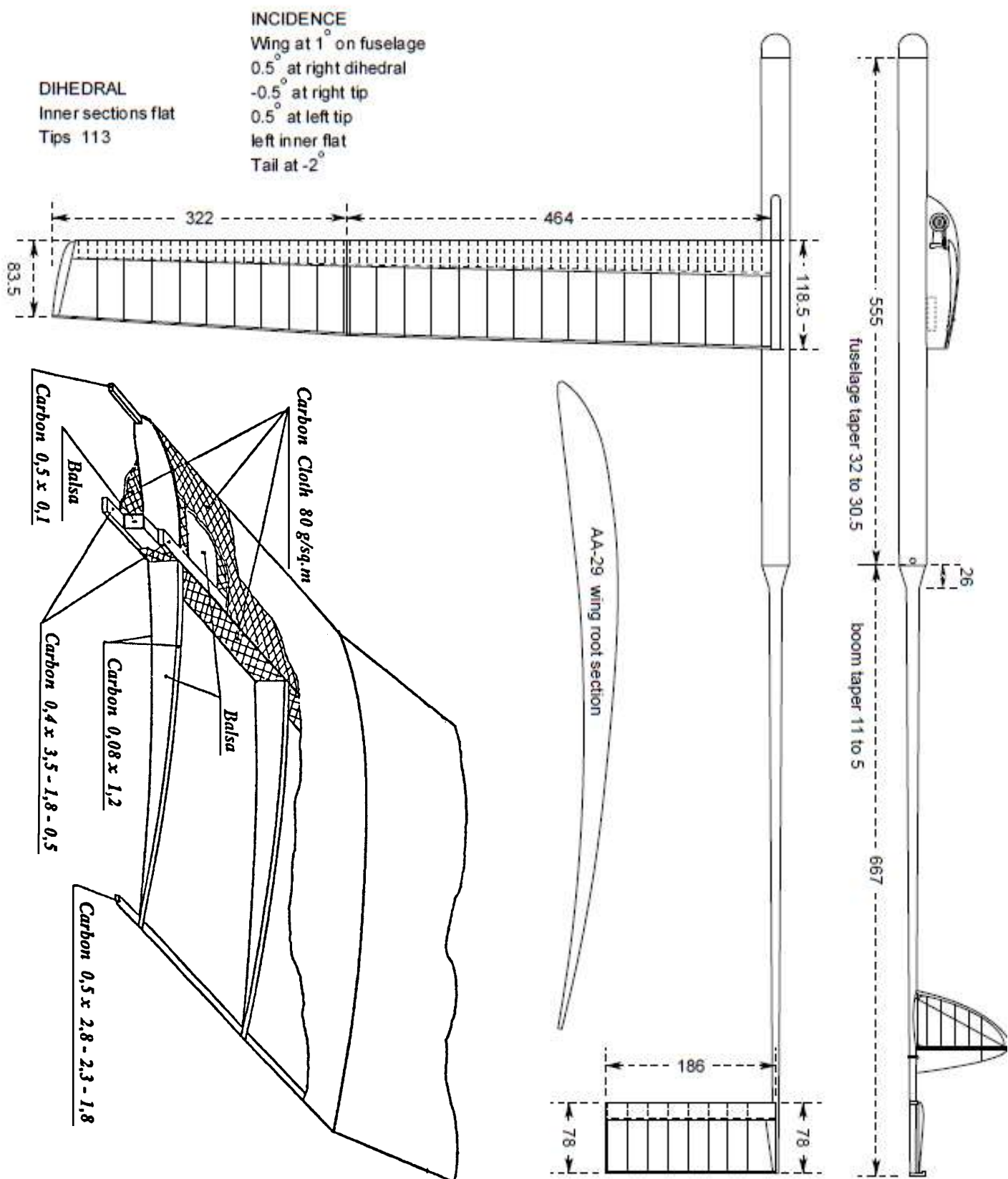
1	T Izydorczyk	POL	1242
2	T Drozdziński	POL	1238
3	J Seren	GER	1200

F1B 9 flew

1	A Krawiec	POL	1311	
2	S Skibicki	POL	1294	+120
3	A Warakomska (J)	POL	1294	
4	R Sowa	POL	1270	

F1B-Junior 4 flew

1	A Warakomska	POL	1294
2	M Trojanowski	POL	1230



F1B by
Alexander Andriukov

BALTIC CUP, MADZIUNAI, LITHUANIA, MAY 2

F1A 51 flew

1	M Lihtamo	FIN	930+300
2	D Varhos	SWE	930+271
3	J Carter	GBR	930+259
4	P Kuikka	FIN	930+255
5	P Ronkanen	FIN	930+245
6	D Halbmeier	GER	930+238
7	R Indrisonis	LTU	930+233
8	J Zarins (J)	LAT	930+194
9	T Lepp	EST	905
9	Y Segev	ISR	905
11	J Cohen	ISR	900
12	A Parna	EST	899
13	M Meisalu	EST	893
14	V Berzinsh	LAT	891
15	A Plume (J)	LAT	889
16	K Kulmakko	FIN	887

F1A-Junior 15 flew

1	J Zarins	LAT	930+194
2	A Plume	LAT	889
3	M Olewnik	POL	828

F1B 28 flew

1	R Peers	GBR	960+300+364
2	M Woolner	GBR	960+300+331
3	V Rosonoks	LAT	960+300+284
4	B Silz	GER	960+300+283
5	R Mackus	LTU	960+300+277
5	L Gircys	LTU	960+300+277
7	S Molchanov	UKR	960+276
8	V Ivancikas	LTU	960+246
9	S Rosonoks	LAT	960+229
10	R Posa	FIN	953

F1B-Junior 8 flew

1	R Demcenko	LAT	926
2	T Dreika	LAT	901
3	A Warakomska	POL	889

F1C 9 flew 4 full scores

1	K Kuukka	FIN	960+300
2	J Roots	EST	960+273
3	V Sychov	SLO	960+221
4	N Raimond	EST	960+104

F1Q 1 flew

1	K Salzer	AUT	604
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ESTONIAN FREE FLIGHT CUP, MADZIUNAI, LITHUANIA, MAY 3

F1A 50 flew

1	D Varhos	SWE	930+300+317
2	D Sauter	GER	930+300+291
3	J Cohen	ISR	930+292
4	A Kordemets	EST	930+289
5	K Kulmakko	FIN	930+272
6	M Furman	ISR	930+255
7	U Vihul	EST	930+246
8	P Ronkanen	FIN	930+245
9	J Sprogis	LAT	930+232
10	R Indrisonis	LTU	930+228
11	F Wilkening	GER	930+188
12	J Zarins (J)	LAT	930+107
13	M Meisalu	EST	927
14	J Sion	FRA	926
15	J Sell (J)	EST	921
16	T Weimer	GER	915

F1A-Junior 14 flew

1	J Zarins	LAT	930+107
2	J Sell	EST	921
3	K Wojcik	POL	903

F1B 26 flew

1	M Woolner	GBR	960+299
2	S Molchanov	UKR	960+248
3	S Skibicki	POL	960+236
4	S Rosonoks	LAT	960+217
5	L Gircys	LTU	951
6	V Ivancikas	LTU	947
7	R Posa	FIN	935
8	R Peers	GBR	934
9	Y Waltonen	FIN	927

F1B-Junior 7 flew

1	A Warakomska	POL	897
2	R Demcenko	LAT	891
3	T Dreika	LAT	838

F1C 11 flew

1	K Kuukka	FIN	960+403
2	C Gretter	GER	960+264
3	N Raimond	EST	955
4	V Sychov	SLO	940
4	J Roots	EST	940

F1Q 1 flew

1	K Salzer	AUT	915
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SREM CUP, ZRENJANIN, SERBIA, MAY 9-11

F1A 31 flew

1	R Limberger	USA	1290+252
2	B Bardarov	BUL	1290+235
3	S Limberger	GER	1290+226
4	G Domokova	SVK	1278
5	A Szekelyhidi	HUN	1271
6	T Slokar (J)	SLO	1267
7	T Jusufbasic (J)	BIH	1265
8	M Tica	SRB	1262
9	G Vasas	HUN	1232
10	D Vranjes	BIH	1184
11	E Kerkez (J)	BIH	1111
12	D Zulic	SLO	1095
13	J Zagorac	SRB	1058
14	I Zovko (J)	CRO	1050
15	R Koglot	SLO	1014

F1A-Junior 9 flew

1	T Slokar	SLO	1267
2	T Jusufbasic	BIH	1265
3	E Kerkez	BIH	1111

F1B 17 flew

1	K Jusufbasic	BIH	1320 +5
2	S Gosojevic	SRB	1320
3	D Slokar	SLO	1303
4	D Stankovic	SLO	1284
5	B Lacimic	SRB	1278
6	I Kolic	SRB	1259
7	R Blagojevic	SRB	1258
8	D Gaberscak	MKD	1201

F1B-Junior 2 flew

1	H Jusufbasic	BIH	513
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F1C 9 flew

1	G Zsengeller	HUN	1320 +10
2	R Truppe	AUT	1320
3	L Patocs	HUN	1280
4	B Bijelic	SRB	1220



Andriukov prop

STONEHENGE CUP, Salisbury Plain, May 10-11

Notes on day 1 by Ian Kaynes:

After the recent years, particularly last years wind and rain, it was finally time for a good weather Stonehenge Cup. F1B and F1C were flown on Saturday with only very gentle breeze all day. The first two rounds were particularly calm with very little lift or down. Mike Woodhouse flew early in round 3 for a comfortable max and there was then a dead spell for the next half-hour before good lift returned. Going into the last round (5 rounds were being flown) half of the 16 F1B flyers were on full scores, but that last round was to prove difficult. Mike Woodhouse flew first and within a few seconds was followed by Russell Peers and Geoff Stringer, but a few moments later it was clear the air was not helpful and those three dropped. The other person to drop in the round was Peter King who had his model crash on launch and then could not get a second attempt away because of prop problems. This left David Greaves, Brian Martin, Mike Woolner and junior Oskar Findahl for a flyoff.

The flyoff was flown at 18.30 to a 7 minute max in a very light wind. Oskar was first to launch, Woolner hesitated with a broken strand but continued and soon all 4 models were making good flights. Woolner had climbed highest and stayed with the advantage to glide down just over the max while the other three were on close times just below 6 minutes.

In F1C 5 had progressed to the flyoff from a total of 7 flyers. The flyoff, also to 7 minutes, followed the F1B flyoff. Ken Faux launched first and went somewhat upwind followed by a very wide glide turn. Alan Jack and Stafford Screen flew next, Screen with a straighter climb but then Peter Watson went highest, finally Neil Allen launched. Watson maintained his advantage on height but then landed in the top of some trees while the others were gliding down to the ground in front of the trees. Despite the time lost to the tree, Peter Watson was the clear winner (without the tree he should have maxed) followed by the others all close to 5½ minutes.

Notes on day 2 by Michael Warren:

It was a long time since I'd been to a major F1A contest and I found the day fascinating. Things have changed. There were comparatively few competitors this year (a function of the event's history of, at best, mixed weather?) but the majority of them were impressive. The last time I saw a UK glider contest – a couple of years ago or thereabouts – there were bunters on show of course, but their performances were uneven and there was clearly a learning process under way.

Though some people had a disappointing day this year, on the whole performances were very good. There were a few cases of models dipping their noses slightly as the bunt speed decreased and the glider came back to the horizontal, but by and large a great deal of height was gained and little or none lost, either by pilot error or poorly trimmed models. The one thing that surprised me (my glider flying days were in an earlier era) was that even after impressive launches and bunts, and despite all the on-board systems, several models then sat pointing into wind for a few seconds, doing nothing, rather than turning into the glide circle and, presumably, towards the targeted thermal.

Not everybody maxed out, of course. As on the first day, thermals were difficult to predict and there were the usual stories of dropped flights, particularly in the last two rounds during the early to mid afternoon. Thermals are infuriating and it's no great comfort to know that if we ever learned the full secrets of their creation, shape, size and life cycle, free flight would become almost pointless.

Towards the end of the day I had my first sight of Per Findahl's F1A flapper – see February '08 FFn for the design. As many of you will know, it's towed in the flapped position, i.e. with the rear portion of the wing cranked up, and only moves to the undercambered, high lift position after the bunt. This is very obvious when the model is on the line, as the wing looks very

'thin', with none of the usual depth between the upper and lower surfaces. It also makes the wing look worrying insubstantial and frail...

...which it isn't. The bunt with the messy-looking but low-drag section is powerful and very impressive and though it's difficult to assess with the naked eye, there wasn't much doubt that it was gaining more height – significantly more – than the conventional bunt models that others were flying. Maybe flapped bunters will be the norm in another two or three years?

Given the quality of his flying as well as his models, it was no great surprise to anyone that Findahl again won F1A, with John Carter in a splendid second place.

I'm told that a small piece of history was made later in the day with the first-ever F1Q flyoff, after Trevor Gray and Klaus Salzer maxed out. The remainder of the flying was uneven, with power patterns inconsistent and some aircraft doing a wide flat circuit immediately after launch (from a distance almost looking like control line models) before the power built up and the model climbed away. Good to see George Fuller in action with the new power source.

The flyoff was at 6.15, immediately after Findahl's victory in F1A. It seemed over after less than a minute with Grey's aircraft spiralling upwards like a '60s power model, whilst Saltzer's didn't look happy, climbing poorly and a bit messily, and gaining far less height. But it wasn't over and Grey, who'd had troubles with two of his electric fleet earlier in the day, saw his model DT early and missed out, just, on a victory that had seemed assured. Klaus now had another F1Q World Cup victory to add to the two he had recorded in Lithuania - which had been solo flying but had attracted interest in the class. See the plan of the Salzer F1Q in this issue.

Two final points. It was, by general consent, a lovely weekend, sunny, warm, with virtually no wind on Saturday and only light breezes on Sunday. Also, returning to the scene after a while away it was good to see so many people, despite the passing decades and aching limbs, active and enjoying their flying. Still crazy after all these years. That's good.

F1A 26 flew

1	P Findahl	SWE	900	+300
2	J Carter	GBR	900	+277
3	R Kreetz	NED	900	+224
4	G Bernard	FRA	890	
5	B Bernard	FRA	884	
6	A Delassus	FRA	879	
7	D Oldfield	GBR	876	
8	E Bernard	FRA	861	
9	W Colledge	GBR	851	
10	J Cooper	GBR	849	
11	V Croguenec	FRA	842	
12	P Williams	GBR	837	

F1B 16 flew

1	M Woolner	GBR	900	+420
2	D Greaves	GBR	900	+359
3	O Findahl (J)	SWE	900	+357
4	B Martin	GBR	900	+349
5	R Peers	GBR	898	
6	M Woodhouse	GBR	895	
7	P Martin	GBR	889	
8	G Stringer	GBR	859	

F1B-Junior 1 flew

1	O Findahl	SWE	900	+357
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F1C 7 flew 5 full scores

1	P Watson	GBR	900	+387
2	A Jack	GBR	900	+349
3	N Allen	GBR	900	+336
4	S Screen	GBR	900	+330

F1Q 5 flew

1	K Salzer	AUT	900	+159
2	T Grey	GBR	900	+158
3	G Fuller	GBR	730	

Q-SHIP 1, F1Q BY KLAUS SALZER

My "Q-ship" is a collection of Welles parts, to wit, wing and stab from the PX, rear fuselage from the KO (only mod is a screw adjustment for the VIT), and just a new front end with my own electronic timer (based on an ATMEL Tiny44), a Proton S3 motor driving a 9x5" folding prop, all powered by 3 cell Kokam 360mAh LiPo, drawing around 6.5A. At the moment I am just happy that the combination works. A lot of further tests with different props will be necessary, and I must also try to get a more stable spiral pattern.

KHARKIV CUP, Kharkiv, Ukraine, May 16-19

F1A 31 flew

1	I Yablonovsky	UKR	1290	+300
2	D Grigoryev	UKR	1290	+276
3	Y Donchenko	UKR	1290	+249
4	M Kosonozhkin	RUS	1284	

F1A-Junior 6 flew

1	A Sytchov	UKR	1185
2	D Grushkovskiy	UKR	1170
3	D Sinskiy	RUS	1145

F1B 14 flew

1	A Burdov	RUS	1320	+300	+341
2	A Ribchenkov	GEO	1320	+300	+290
3	A Zastavenko	UKR	1295		

F1B-Junior 2 flew

1	D Karasev	UKR	988
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F1C 21 flew 4 full scores

1	E Verbitskiy	UKR	1320	+300	+420	+557
2	Y Perchuk	RUS	1320	+300	+420	+407
3	V Tregubenko	UKR	1320	+300	+399	

F1P-Junior 4 flew

1	P Kildau	UKR	1260
2	D Sodomov	UKR	1186

SOUTH BOHEMIAN CUP, VSECHOV, CZECH REP, MAY 23-25

F1A 72 flew 29 full scores

1	J Vosejpka	CZE	1260	+300	+420	+456
2	I Bezak	SVK	1260	+300	+420	+451
3	A van Eldik	NED	1260	+300	+420	+433
4	T Weimer	GER	1260	+300	+420	+299
5	I Treger	SVK	1260	+300	+420	+257
6	J Melde	GER	1260	+300	+420	+238
7	M Dvorak	CZE	1260	+300	+420	+232
8	D Kalina	CZE	1260	+300	+420	+231
9	L Kornhofer	CZE	1260	+300	+420	+210
10	K Halicki	POL	1260	+300	+420	+188
11	I Crha	CZE	1260	+300	+404	
12	F Wutzl	AUT	1260	+300	+339	

F1A-Junior 14 flew

1	M Bohus	SVK	1260	+300	+319
2	K Baran	SVK	1260	+300	+297
3	M Dohnansky	SVK	1260	+225	

F1B 31 flew, 13 full scores

1	A Zeri	NED	1260	+300	+304
2	H van Hoorn	NED	1260	+300	+235
3	P Monninghoff	GER	1260	+300	+195
4	P Windisch	GER	1260	+300	+178
5	B Silz	GER	1260	+295	
6	V Urban	CZE	1260	+280	
7	P Ruyter	NED	1260	+230	
8	W Liberatore	ITA	1260	+188	

F1B-Junior 4 flew

1	A Warakomska	POL	1216
2	S Absolon	CZE	1166

F1C 15 flew

1	R Truppe	AUT	1260	+300	+330
2	C Wachtler	GER	1260	+300	+271
3	L Patocs	HUN	1260	+300	+267
4	S Reinwald	GER	1260		

SOFIA CUP, Pazardzik, Bulgaria, May 23-25

F1A 21 flew

1	K Kulmakko	FIN	1129
2	A Parna	EST	1109
3	M Tica	SRB	1048
4	M Bordjoski	SRB	1046
5	J Drapeau	FRA	1042

F1A-Junior 3 flew

1	N Bardarov	BUL	930
2	L Stoev	BUL	341

F1B 12 flew

1	I Kolic	SRB	1307
2	A Ribchenkov	GEO	1280
3	R Blagojevic	SRB	1278

F1B-Junior 3 flew

1	M Savova	BUL	983
2	P Mihaylov	BUL	791

F1C 6 flew

1	N Nikolov	BUL	785
2	E Atanasov	BUL	631
3	N Nikolov	BUL	605

COPPA PRIMAVERA, GALLIO, ITALY, MAY 3

F1E 26 flew

1	A Berto	ITA	500.00	+90
2	D Drmlova (J)	SVK	500.00	+43
3	D Barbieri	ITA	498.00	
4	F Draghici	ROU	492.67	
5	A Draghici	ROU	492.33	
6	M Popescu	ROU	476.67	

F1E-Junior 6 flew

1	D Drmlova	SVK	500.00	+43
2	G Sartori	ITA	475.33	

COPPA SISEMOL, GALLIO, ITALY, MAY 4

F1E 25 flew 6 full scores

1	M Agosti	ITA	500.00	+420
2	M Popescu	ROU	500.00	+325
3	G Berto	ITA	500.00	+286
4	P Chaussebourg	FRA	500.00	+285
5	F Draghici	ROU	500.00	+275
6	M Iulia (J)	ROU	500.00	+100

F1E-Junior 6 flew

1	M Iulia	ROU	500.00	+100
2	D Drmlova	SVK	496.33	

MIKULAS CUP OF HUNGARY, LIPT.MIKULAS, SLOVAKIA, MAY 10

F1E 32 flew

1	J Orel	CZE	483.35
2	D Wieslaw	POL	468.67
3	T Piotr	POL	444.76
4	L Marek	POL	433.58
5	F Doupovec	CZE	429.06
6	I Treger	SVK	426.59

F1E-Junior 6 flew

1	M Armin	AUT	407.18
2	J Matissek	SVK	395.37

CAVALLONI CUP OF HUNGARY, LIPT.MIKULAS, SLOVAKIA, MAY 11

F1E 27 flew

1	J Orel	CZE	436.38
2	L Marek	POL	405.30
3	F Doupovec	CZE	389.03
4	F Kratena	CZE	366.39
5	I Tregar	SVK	356.54
6	M Valastiak	SVK	354.19

F1E-Junior 6 flew

1	J Drmla	SVK	339.79
2	A Mang	AUT	329.45



Box spar from 90g carbon

Tip rib shape

5x280

2.5x0.75 Carbon TE

2x3Ba 2x4.5Ba + 0.1 carbon top&bottom

2x0.5 Carbon TE



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BMFA NATIONAL CHAMPIONSHIPS, BARKSTON, MAY 24-26

The weather reached close to an all time low for this weekend with strong wind and rain, as can be seen from the maxes and the times recorded by the stalwarts who braved the elements.

Saturday 25th 3x2.00 except where stated

BMFA Rubber 21 flew

BMFA Glider 19 flew

1	C Strachan	6.00 +5.55	1	J Bailey	6.00
2	J O'Donnell	6.00 +5.10	2	C Parry	5.08
3	P Ball	6.00 +4.52	3	A Fathers	4.57
4	G Ferrer	6.00 +3.21	4	G Peck	4.53
5	V Cliff	6.00 +3.13	5	G Woebeking	4.40
6	C Chapman	6.00 +2.39	6	J Arnott	4.22
7	G Stringer	6.00 +2.11	7	P Rovensky	4.14
8	D Beales	6.00 +1.24	8	S Darmon	4.00
9	A Chilton	3.56	9	R Sabey	3.59
10	B Martin	3.54	10	J Richardson	3.48
11	E Challis	3.30			

BMFA Power 13 flew

1	M Sibson	6.00 +7.22
2	T Payne	6.00 +5.06
3	F Rushby	6.00 +4.40
4	T Dobson	6.00 +3.08
5	N Allen	6.00 +2.52
6	S Barnes	6.00 +0.00
7	D Cox	5.59

Open Electric 4 flew

1	T Grey	6.00
2	P Barford	4.04
3	P Tolhurst	1.00
4	G Fuller	0.30

Cat Glider 19 flew 5x1.00

1	A Crisp	3.08
2	W Colledge	3.07
3	J Barker	2.54
4	T Eriksson	2.43
5	K Bates	2.39
6	O Tolhurst	2.35
7	A Billam	2.34
8	G Hart	2.33
9	S Brewer	2.27
10	P Ball	2.17

Tailless 5 flew

1	P.Woodhouse	5.53
2	C Strachan	5.43
3	S Willis	5.42
4	A Crisp	3.24
5	V Willson	2.17

Frog Junior 3 flew

1	J Steers	4.42
2	A Billam	4.00
3	O Tolhurst	1.42

Womens Cup 2 flew

1	A.Cole	3.42
2	K.Best	2.00

Sunday 25th May

F1B 6 flew 5x2.00

1	R Peers	9.13
2	G Stringer	6.56
3	C Chapman	6.08
4	A Fathers	4.23
5	J Whitby	4.00
6	N Cliff	0.46

F1C/F1Q 4 flew 5x2.00

1	N.Allen	10.53
2	T Grey	10.35
3	P Watson	5.47
4	G Schmidtutz	1.28

P30 7 flew 3x2.00

1	P Ball	5.20
2	T Eriksson	2.56
3	P Jackson	2.27
4	P Jellis	2.17
5	O.Tolhurst	1.42
6	R Willes	1.11
7	P Tolhurst	0.57

F1A 18 flew 5x2.00

1	J Cooper	9.11
2	G Peck	7.45
3	J Arnott	7.38
4	P Rovensky	6.48
5	P Williams	6.00
6	C Parry	5.02
7	D Truluck	4.28
8	C Foster	4.09
9	S Philpott	3.38
10	J Richardson	3.37

SLOP 12 flew 3x2.00

1	P Ball	6.00
2	A Chilton	5.15
3	F Rushby	5.01
4	G Schmidtutz	4.00
5	B Dennis	2.34
6	C Day	2.33

Vintage 7 flew 3x2.00

1	J Knight	6.00
2	R Elliott	5.17
3	K Bates	4.06+0.02
4	R Wykes	4.06
5	D Beales	4.02
6	G Ferrer	2.00
7	A Beales	1.32

HLG 12 flew 7x1.00

1	I Clark	5.14
2	S Brewer	4.50
3	M Benns	4.13
4	J Eriksson	3.48
5	M Cook	3.26
6	G Percival	2.42

Monday 26th May

F1G / CdH 6 flew 5x1.30

1	M Marshall	6.39
2	R Wilkes	5.16
3	G Stringer	5.09
4	B Martin	5.04
5	C Chapman	1.30
6	A Fathers	1.05

F1H/A1 5 flew 5x1.30

1	C Parry	5.14
2	J Baily	2.51
3	B Lavis	2.18
4	J Cooper	1.25
5	C Foster	0.03

Mini Vintage 7 flew 3x1.30

1	N Allen	4.29
2	J Godden	4.27
3	P Ball	4.20
4	M Sanderson	4.14
5	A Shepherd	4.04
6	J Knight	2.17
7	C Rushby	1.11

F1J/1/2A 3 flew 5x1.30

1	A Chilton	5.23
2	T Payne	4.44
3	F Chilton	1.30

E 30 Electric 4 flew 3x1.30

1	T Grey	4.30
2	A Shepherd	3.00
3	P Tolhurst	2.02
4	P Adams	0.20

CO2 3 flew 3x1.30

1	J O'Donnell	4.19
2	C Strachan	3.21
3	S Philpott	0.01

Vintage Glider 4 flew

1.30 max, all 1 flight only

1	C Strachan	1.30
2	P Fynn	1.10
3	B Taylor	0.33
4	S Philpott	0.03

Comb.Classic 4 fl 3x1.30

1	F Rushby	4.30
2	C Foster	3.21
3	D Chilton	1.30
4	J Arnott	0.36

Overall Class Champions

Glider

1	Chris Parry
2	Pavol Rovensky
3	John Coper

Power

1	Neil Allen
2	Trevor Payne
3	Martin Sibson

Rubber

1	G Stringer
2	C Chapman
3	R Peers

Electric

1	Trevor Grey
2	Peter Barford
3	Peter Tolhurst

Junior

1	Oliver Tolhurst
2	John Steers
3	Adam Billam

Field Entry Events

Novice 7 flew

1	C Barford	2.01	+0.31
2	J Cole	2.01	+0.17
3	K Clark	1.30	
4	B Barnsley	1.28	
5	T Ward	1.17	
6	L Welch	0.54	
7	L Yang	0.46	

British Power 3 flew

1	A Shepherd	4.29
2	G Blair	2.55
3	B Taylor	1.02

Sam Vintage Wakefield 4 oz 3 flew

1	J Knight	3.02
2	T Ellison	1.48
3	R Brownson	0.08
Kit Scale Duration 1 flew		
1	C Strachan	0.14

25" Vint Duration 4 flew

1	P Jackson	2.36
2	C Strachan	2.30
3	T Brooks	0.30
4	R Willis	0.28

LONDON GALA, SALISBURY PLAIN, MAY 4-5

Report on Day 1 by John Thompson

Salisbury Plain AAAH! Together Pete Carter and myself (nobody goes alone) went up to check entry to the Plain on the Saturday. It had rained in previous days. We spent some 2 hours checking and making a signed route, it was very difficult in some places. Before we put the final entry sign working backwards to the road, a well-known power flyer and his wife were stuck in the mud (the van that is) but a passing 4x4 (what will we do when they are taxed out of existence?) towed them out.

The Sunday dawned cloudy 5-10 mph winds west, south, east variable to say the least, as was the rain, but all in all it was not a bad day and was excellent at flyoff time. We shared the field with the rocket modellers who were practising for their World Champs and some sport flyers, they all chipped in with entry fees to defray costs.

In the comps there were the usual tales of woe regarding short DTs, occasioned possibly by the thought that every extra 10 seconds would require an extra 100yd 45° uphill climb on the way back. A couple of junior entries one 14 (J Steers 11th in glider) and the other a decade younger at 4 – he did well in passing the test to read that he had placed fifth in P30. The flight of the day was Phil Ball's 12 minute rubber flyoff, almost landed in the mock cold war village. He was somewhat disappointed in that he had set a 15 minute DT and the timekeeper claiming aging eyes, etc, only saw it for 12!

In the case of the club championship Biggles swept the field, although ext year John Bailey will have to pull his socks up to match Trevor Payne and John Cooper.

Report on Day 2 by Peter Tribe

It rained most of the night before the second day of the London Gala, which made getting on to the site a challenge for many. Several cars were bogged down in the slippery mud for hours, but all were rescued by a mystery knight in armour driving a 4 X 4, who seemed to delight in dragging stranded cars out of the mire.

Attendance was a bit poor, but many may have been put off by the difficult conditions. However, after about 10.00am, the light rain eased and everything dried out in the light winds.

Competitors seemed to find it difficult going in F1H and F1G, with only one maxing out in each. F1J and E30 were a different matter, with nearly everyone getting full houses.

The fly-offs were held in quite good conditions, and there were many splendid flights. There was some consternation towards the end of the fly-offs when it appeared that there was an unknown vehicle down-wind going around collecting models, but it turned out to be our 4 X 4 driver once again, who spent the next hour or so ferrying exhausted flyers and their models back to the flight line.

Day 1

Combined Rubber 3x2.30 15 flew, 8 full scores

1	P Ball	Grantham	7.30	+12.00
2	A Beales	Croydon	7.30	+6.57
3	S Willis	Croydon	7.30	+6.18
4	C Chapman	Bristol & West	7.30	+5.35
4	J Bailey	Biggles	7.30	+5.35
6	J Cooper	Biggles	7.30	+5.20
7	M S Tagg	MFFG	7.30	+4.19
8	P Jellis	Croydon	7.30	+3.44

Combined Glider 3x2.30 12 flew

1	J Cooper	Biggles	7.30	+5.14
2	D Cox	Crookham	7.30	+2.24
3	P Tribe	Bristol & west	7.30	+1.35
4	J Hook	Crookham	7.24	
5	J Richardson	MFFG	7.18	
6	M Cook	Crawley	7.01	

Catapult Glider 5x1.00 4 flew

1	P Ball	Grantham	4.24
2	T Thorn	SAM35	2.51
3	P Tolhurst	Hayes	2.25
4	G Percival	Grantham	2.00

Combined Power 3x2.30 4 flew

1	T Payne	Biggles	7.30	+7.45
2	T Grey	MFFG	7.30	+5.59
3	F Chilton	Crookham	5.00	
4	P Lang	MFFG	1.25	

CO2 3x2.00 1 flew

1	C Strachan	Biggles	4.57
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P30 3x2.00 5 flew

1	C Strachan	Biggles	6.00	+1.29
2	M Manion	Walsall	6.00	+1.31
3	P Tolhurst	Hayes	5.02	
4	P Ball	Grantham	4.48	
5	J Chilton (J)	Crookham	1.42	

Vintage 3x2.30 4 flew

1	S Willis	Croydon	7.30	+4.23
2	M Marshall	IVMAC	7.30	+4.22
3	V Willson	Crookham	7.27	
4	R Elliott	Croydon	2.30	

Club Championship Comb P G R (scores in order P G R)

1	Biggles	Payne 100, Cooper 100, Bailey 73	273
2	MFFG	Grey 75, Richardson 67, Stag 60	202
3	Crookham	Chilton 50, Cox 92, Willson 40	182

Day 2

F1H 5 flew

1	J Cooper	Biggles	10.00
2	C Parry	Biggles	9.07
3	B Lavis	Biggles	8.33
4	A Crisp	Biggles	8.19
5	J Steer (J)	Biggles	7.28

F1G 8 flew

1	D Greaves	B & W	10.00
2	P Hall	Crookham	9.39
3	M Marshall	IVC	9.35
4	A Longhurst	SAM35	9.29
5	C Chapman	B & W	9.24
6	R Vaughn	Crookham	9.21

F1J/BMFA ½ A 5 flew

1	P Watson	B'ham	10.00	+5.52
2	J Bailey	Biggles	10.00	+4.11
3	R Baggott	B'ham	10.00	+4.05
4	B Aslett	B&W	8.53	
5	S Dixon	B'ham	6.11	

SLOP 2 flew

1	P Ball	Grantham	7.30	+4.17
2	S Dixon	B'ham	7.30	+2.40

E30 5 flew

1	T Grey	MFFG	6.00	+6.12
2	C Strachan	Biggles	6.00	+5.18
3	A Shepherd	Crookham	6.00	+4.40
4	A Lang	Maidstone	6.00	+3.49
5	P Tolhurst	Hayes	6.00	+2.40

HLG 4 flew

1	A Crisp	Biggles	4.46
2	C Parry	Biggles	3.29
3	G Percival	Grantham	2.55
4	J Steer (J)	Biggles	1.53

Mini-Vintage 6 flew

1	P Ball	Grantham	6.00	+5.03
2	A Shepherd	Crookham	6.00	+4.13
3	C Strachan	Biggles	6.00	+3.37
4	A Longhurst	SAM35	6.00	
5	V Wilson	Crookham	5.25	
6	P Jackson	Epsom	5.18	

BMFA F1E

May 18: The weather started pleasant with some sun but went very cold and overcast with slight rain. The NE wind reduced from 6m/s reduced, even down to 1m/s for a time.

1=	I Kaynes	500%
1=	S Philpott	500%
3	J Pope	325%
4	B Horsley	294.9%
5	R Sutton	225.8%

June 1: Event not flown, rained all morning and visibility poor (cloud on the hill)

SE AREA BMFA Spring Gala, Odiham, May 18

Report by John Thompson, CD

The day dawned bright and breezy on this rather difficult site. The events and maxes are designed for "comfort" competitions and to avoid models going out of the high security fenced drome. Maxes were set at 90 sec, which worked well except for a couple of boomer type flights. The wind roll over was awful, causing many breathtaking get-aways. A DT type flyoff was utilised ensuring a return for prize giving!

One hold up on this active site for the arrival of two Lynxs complete with active troops, some hundred yards from where we were located.

THE BMFA South Eastern Area had prepared a Mike Kemp memorial plaque for the late organiser of this event for umpteen years. R Tiller won this as Gala Champion, which was presented by Mrs Ginny Kemp, as were all the bottles of wine to other winners.

Despite the short max, there were many using that technical term 'knackered' flyers at the end. We hope to continue and hold this event next year

F1G 4x1.30

1	P Hall	5.56
2	A Longhurst	5.24
3	P Tolhurst	4.54

Vintage HLG/Cat 7x1

1	E Horsey	5.04
2	P Tolhurst	4.57
3	E Hopgood	4.08

Vintage/Classic Glider 3x1.30

1	D Brawn	4.30	+2.03	vintage
2	D Thurton	4.30	+1.21	vintage
3	V Driscoll	4.30		vintage

Tailless 3x1.30

1	R Tiller	2.58
2	V Wilson	1.55

Vint. Wakefield 4+8oz 3x1.30

1	R Tiller	4.30	+1.43	4oz
2	R Taylor	4.30	+1.33	
3	J Lancaster	4.30	+1.04	8oz

Mini-vintage Rubber 3x1.30

1	E Tyson	4.30	+2.02
2	N Allen	4.30	+1.55
3	P Jackson	4.30	+1.30

FF TAILLESS MODELS INTERNATIONAL POSTAL COMPETITION RULES

1. Open to tailless models of all categories, i.e. glider inc chuck and catapult, rubber, I.C.power, electric power, C02 power, Jetex (rapier) (scale has been suggested but may not be practical) from any country. There is no entry fee and no prizes.

2. Models must be true tailless, the only surfaces allowed to be separate from the wing are "park bench" type elevons.

3. Flights must be made at recognised model flying meetings including club meetings and nominated in advance. There is no maximum flight time.

4. Make as many flights between 3 1st December 2007 and 1st January 2009 as you can manage, which need not be on the same day, but using the same model. If you lose or break the model you must start again if you use a new model. Select the three best scores to submit. Submit from more than one model if you like.

5. There is no builder of the model rule, engine run I C 30 secs, glider 100 m towline or 50m bunge to include 12 m rubber, score adjusted accordingly.

6 Results by 14 February by post or Email. Please include type of model (details and photos always useful), venue, date, weather conditions (optional) and name of timekeeper. The results will be displayed by category, sent to each participant and the usual magazines...

This postal contest has been proposed by a few die hard tailless flyers (no Manx jokes please) which it is hoped will bring together those who fly tailless models and any comments, favourable or otherwise will be welcome, John Close +44 (0)161 427 3292 close_j@sky.com

FREE FLIGHT FORUM REPORT 2008

To add to the note last month, the contents of the Forum are:

Beyond Rubber Stretch Testing by Peter King, Indoor Wood Selection by Bob Bailey, Measuring Success by Mike Woodhouse, Review of the 2007 BMFA and Combined Rubber Contest Season by Phil Ball, Small Rubber Models as an Intro to Free Flight by Chris Strachan, The Lottery of Winning by George Seyfang, Aborted Launch Solutions by Chris Edge, Lutz Schramm's F1D (Carbon and Kevlar Propeller Outlines) by Nick Aikman, Transportable Wind Tunnels by George Seyfang, Comments on Thermal Picking and Related Matters in Odessa '07 by Alan Jack, Balsa for Indoor Models by Mark Benns, The Zombie Flight Profiler: Advanced Motor Control for Electric Free Flight by Jonathan Crossley, Thoughts on Safety by Manny Williamson, Electronic Timers by Roger Morrell

The cost of the report including postage is £10 in the UK, £12 by airmail to Europe, £14 by airmail to elsewhere in the world. Cheques should be payable to BMFA FF Team Support Fund in pounds sterling only and drawn on a bank in the UK. Order from Martin Dilly, 20 Links Road, West Wickham, Kent BR4 0QW, fax 020 8777 5533, email martindilly@compuserve.com

NOTICEBOARD

FOR SALE: Two TD 049s, one unused, the other fitted with pressure feed. Also, four spare heads, four props and one three-function timer.

One kit of Bob and Bill Hunter's Satellite 320 (i.e. suitable for the 049s), including plan and instructions, and with all parts cut and shaped, including wing ribs.

Price, £75 for the lot (which includes postage if necessary) or separate offers for the engines etc, and for the kit. Please call Michael Warren on 020-8891 3130 or email michael.c.warren@btinternet.com

WANTED: Is there anyone out there who is willing to part with a roll of Y2K2 film. Money and much gratitude available. Geoffrey Lefever. geoffreylefever@googlemail.com

ANDY CRISP'S WORLD OF FREE-FLIGHT MODEL AIRCRAFT

One of Britain's best known Free Flight aeromodellers has brought together his collection of 35 designs, ranging from catapult gliders up to British record holder F1A glider. Covering Gliders (F1H, F1A, chuck, catapult, and Disco), Rubber powered (F1G, F1B), Power (Slow Open Power designs and a powered tailless), along with Andy's note on each model and a Foreword by David Brawn totalling 47 A4 pages. All plans are scaled to an A4 page with full size aerofoils allowing users to reproduce the plans at full size and replicate Andy Crisp's style of construction.

A must for all free-flight aeromodelling aficionados at £2.99; on-line payment by credit-card or PayPal, or on CD at £4.00 from David Brawn at UK comps. Published as a downloadable pdf file in A4 page format by Instant-Books UK Ltd; see www.instant-books.org