

FREE FLIGHT

News

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FFn DIARY

August 7-9 Noizé, Thouars, France	Poitou. F1A, F1B, F1C, F1G, F1H, F1J, F1K. World Cup. Michel Reverault, tel:+33 5 49 68 01 55, poitou-aero@noos.fr	August 22-23 Szentes, Hungary	Cup of Szentes. F1A, F1B, F1C, F1P. Contact: Gabor Zsengeller, t:+36 309 532 100 fx:+36 6231 0006 gabez@eastcom.hu
August 8-9 Bosanski, Bosnia and Herzegovina	Memorijal Izet Kurtalic. F1A, F1B, F1C World Cup. Asim Jusufbasic, t:+387 61838 402, info@aeroklub-izet-kurtalic.ba,	August 23-24 Salisbury Plain	BMFA Trimming Weekend. See entry for Aug 9-10
August 9-10 Salisbury Plain	BMFA Trimming Weekend. See FFn 0802 Must call Peter Tribe on Friday before 01225 862748.	August 23-25 Middle Wallop	SAM Euro Champs. Contact: Mike Parker, 0118 9481392 membership@sam1066.org
August 15-16 Belgrade, Serbia	Belgrade Open Indoor Models. F1D. Contact: Ljubomir Radosavljevic, tel:+381 64 138 86 11 fax:+381 11 2625 311, email: aerolux@sezampro.yu www.akaerolux.com	August 23 Toszek, Poland	3rd Toszek Cup. F1E World Cup event. Contact: Roman Sowa, t:+48 32230 3843 fx: +48 32230 1594 moniksow@interia.pl
August 15-16 Ofakim, Israel	Negev Open Israeli FF Championship. F1A, F1B, F1C, F1G,F1H,F1P. World Cup Contact: M Furman, t:+972 351 75 038, fx:+972 351 77280 office@aeroclub.org.il	August 24 Račibórz, Poland	9th Governor's Cup. F1E World Cup event. Contact: Marek Lysakowski, tel:+48 32 419 27 41, fax:48 32 230 15 92, mlysakowski@poczta.onet.pl
August 16-17 Salonta, Romania	Cupa Salonta. F1A, F1B, F1C World Cup Contact: Vincze Sandor, t:+40 259 373557, fax:+40 259 406 206, metalul_cs@email.ro	August 28-31 Pazardzik, Bulgaria	Bulgaria Cup. F1A, F1B, F1C, F1G, F1H, F1P, F1Q World Cup event. Contact: Valentin Savov, tel:+359 888 40 89 40, fax:+359 618 60 772, email: valio@dir.bg,
August 16-17 Barkston Heath	Timperley Weekend. See FFn 0803. Sat: comb small vint, comb small G, 4oz & 8oz Wake comb, very small vintage R, Brit power. Contact John Wingate t:01407 831 383 wingate@globalnet.co.uk Sunday: Timperley Gala: CR, CG, CP (excl electric), vintage, CdH. Contact Gerry Ferrer 0161 928 4955 gferer@hotmail.com	August 28-31 Zülpich, Germany	39th Eifel Pokal. F1A,F1B,F1C World Cup Contact: Peter Mönninghoff, Friedrich Ebert str 41, 58332 Schwelm, Germany, e: info@eifelpokal.de, www.eifelpokal.de
August 16-17 Salisbury Plain	BMFA Trimming Weekend. See Aug 9-10 entry.	August 29 (Friday) Little Rissington	BMFA Southern Gala. B/G (Pilcher), B/R (Flight), B/P (Short), OE, F1H (Ripmax), F1G, F1J/BMFA1/2A (Quickstart), Mini- vintage, E30, CO2, HLG, CLG. Contact: Dave Greaves 01285 652730.
August 17 Newbigging	Steel Cup. Combined F1A+F1B, 2 flights 1000-1330 at will, then rounds for flights 3,4,5 Contact Jim Arnott tel 01383 510279, arnott.downside@btinternet.com	August 29-31 Cardington	Indoor flying gala weekend. See page 82 of this issue/
August 17 Cardington	Indoor flying. Contact Laurie Barr 01628 487544, Laurie.Barr@emailcentre.co.uk	August 30-Sept 1 Borden, ON, Canada	Canada Cup. F1A, F1B, F1C World Cup Contact: Leslie Farkas, t:+905 886 6959 fax:+905 886 3025 e: aljolie@sympatico.ca
August 17-22 Belgrade, Serbia	24th FAI World Indoor Championship. F1D, seniors & juniors.	August 30-31 Salisbury Plain	BMFA Trimming Weekend. See entry for Aug 9-10
		August 31 Near Sheffield	BMFA 5th F1E (Team Selection) SMC Trophy. Steve Philpott 0121 354 4448
		Aug 31-Sept 6 Bulgaria	FAI European Championships F1A, F1B, F1C. www.Bulgaria2008.com

THE BRITISH TEAMS FOR BULGARIA

Unfortunately, **Andy Crisp** has had to pull out of this year's European Championships' team fairly late in the day for health reasons, his place being taken by Peter Williams. We are nevertheless pleased to publish the plan of a new Crisp F1A, Crispy Noodle, which Andy describes as 'yet another Eastern European rip-off, being derived from Ekhtenkov's 1973 World Champs winner. The front part of the wing is from a nice piece of 10 mm sheet, with Kevlar cloth doped over it. Diagonal ribs behind contribute to stiffness. The model uses Stamov's waisted wing joiners'.

A few thoughts on the impending Bulgaria trip from F1A team member **Chris Edge**:

So finally, after almost 30 years of trying, I get to be on two consecutive teams! This is a real thrill for me and I hope to improve on my poor performance last year. Needless to say, little has changed in the model stock since Odessa so again I plan to take

- i) Windy Weather Design: #44. Quarnstom sectioned wing, 2100mm span. Built 2005.
- ii) Medium/Thermal Design ('Vertically Challenged'): #40, #42. Stamov CB44 mod. sectioned wing, 2200mm span. Built 1998 and 2001.
- iii) Calm/Fly-off Design ('Skip Yogi'): #41, #43. Stamov CB44 mod. sectioned wing, 2400mm span. Built 1997 and 2003.

All these models use Multiclass timers which now run from single Lipo batteries. As they have greater capacity than the Ni-MHs they replaced, they have enabled me to use better programmes (e.g. I now move the tail between straight and circle tow) and gain higher launches as measured by an altimeter. The lighter battery has got the heavier models closer to minimum weight which also helps.

I am now even more convinced about the Icarex top/Profilm Lite bottom surface covering that I tried last year. The models now approach the glide performance of bought models (Yes, I know. I really shouldn't build them myself in this day and age). The Icarex is, of course, put on at a special angle to the mid-chord line based on glide tests to optimise performance.

One new model was finished in January and it is interesting to compare this with models I took to my first Champs back in 1982. The other F1A team members in '82 were of course Andy Crisp, sadly not making the trip this time, and the co-editor of this fine organ, who was a mere child at the time! [MW note: I wish...] Yes, despite 25+ years having gone by, my new model uses almost identical wing aerodynamics (shape, span and section) as the 'Total Rip-Off' design I used back then. The structure and fuselage/tail are updated of course and I've utilised a re-latchable hook, 3 servos and a recent Black Magic timer to try and bring things up to date. Currently (early July) the model is fine except for the launch cruise where it is inconsistent and needs more work to be flown competitively.

Practice and contest flying have been very limited by poor UK weather. I went to the MaxMen in February which ended up being my only practice until early May. Since then I have not put in any sparkling contest performances with some dire flights at the wrong time. I was given a good talking to by my partner after the Trials and I'm trying to get the 'belief' back in my abilities. So, as last year, more work on the mental performance is needed.

What I have done is to fly all my main models (40, 42 and 44) in at least one important FAI contest to be sure I can use any of them at any time. Alas, #42 got well and truly bullocked at the 1st Trials and the damage is still not completely repaired but I'm confident it will be all right on the night.

So where is the flapper you may ask? Well working on the Cowley/Fantham formula I reckon I have a few more weeks left before I have to start work on it...

This is my sixth team place and my results at championships have been consistently poor. However, I have earned my place fair and square from those who have competed in the trials and those who prefer to criticise from the comfort of their armchairs. Maybe this time I can fulfil my true potential.

And from **Peter Williams**:

I received a phone call from Mike Woodhouse on 7th July to tell me that Andy Crisp had unfortunately had to pull out of the Championships. As I was the first reserve Mike offered me Andy's place which, after a quick consultation with my wife Ellie, I accepted. This of course doesn't give too much time for preparation so I don't have any last minute building plans.

I plan to take five gliders to Bulgaria. Fortunately, during the last two years I have been converting my planes to electronic timers and completed this work earlier this year. All the planes now have fuselages made from M&K parts and Magic timers from Roger Morrell. The wings are all well used, the earliest was built in 1994 and the most recent in 2006. I found the first electronic conversion needed a lot of thought but it worked out first time and remarkably the plane was trimmed out quickly on the day of a London Gala and then maxed out. Unfortunately, during final trimming for the fly-off the D/T hung with the tail in full down position and the plane dived in and broke the boom so I put the wing back on the old mechanical timer fuselage for the fly-off. After this initial learning curve subsequent experience with the electronic system proved it to be reliable and consistent so I continued the conversion programme. All the gliders have very similar program settings that give reasonable launches. I have planned to try a different launch program on No 27, my longest plane, but this summer Salisbury trimming days don't seem to have coincided with suitable weather so that has been put on hold. I am told that the Champs field may have corn and sunflowers which are hard on Mylar so I will modify a couple of old tailplanes to work with the new system as spares.

Details of my longest glider, No 27, were published in this year's May edition of Aviation Modeller International.

My main preparation now is to check the planes and kit and hopefully get some trimming. The logistics of getting all the kit through the airport are a serious concern and need careful planning but feedback from the recent team meeting has been very useful in getting an understanding of the best approach.

The third F1A team member this year is **Mike Cook**. Details of his models and preparations were included in the March '08 FFN.

From F1C team member (yet again) **Stafford Screen**:

I find it difficult to get enthusiastic about model flying at the moment after yet another two days wasted recently on a windy Sculthorpe. Opportunities for weekend practice over the last two years have been rare in the UK for me and the other guys. However I will tell you where I am at the moment, as I write this on my 74th birthday...

At the last three Championships I have been deprived of what I considered my best model on the eve or during the early rounds of the competitions – a broken engine on No 46 with the resultant damaged model, a model in the Black Sea, timer failure due to vibration on No 50 and a totally destroyed model (51) on power lines. (Not many modellers can land on power lines twice). All these were geared engines with two blade props. Add to this a double over-run in the 2006 fly-off and I concluded that I needed to fly fewer models and generate a small gift called luck

I have replaced two older models with Nos 53 & 54 and bought a new flapper from Verbitsky (55). These models have all been flown, 54 and 55 at Lost Hills in February, one competition flight with 53, and some 30 sec glides with 54 and 55. The aforementioned models have three bladed props which have impressed me. I have now incorporated three bladed props on 46, 50 and 52 because I think they have less effect on the glide and climb higher with less vibration, though they have not been flown. This is an expensive gamble on my part because the geared hub also has to be replaced. I am quite impressed with the glide on the flapper. I discussed Folders vs Flappers with Koster and Verbitsky three years ago and we were in agreement that reliability was important. It was also thought that the launch was less critical and the climbs comparable.

I have decided to take four models to Bulgaria, Nos 50, 52, 53 and 55, or, if the weather continues to blow and I cannot practice at Salisbury in the remaining time I will reduce this to three, Nos 50, 53 and 55. At the moment I do not know which is my best model, but they will all be good on the day. And after some 30 team places, well, maybe this time...

From **Peter Watson:**

I have not made a final decision on which models I will be taking to Bulgaria. The last champs I attended was the 2006 Euro Champs in Odessa, where the models I had processed were Nos 31, 32, and 33 (all fairly well flown Verbitsky clones), and No 34 (FFn May 2005) a small model for windy weather. There are two other models that are also in contention for a place in the model box.

No 30 was the first geared model that I made, and it first flew in Feb '02 at Lost Hills, (and again a year later) where I experienced all the vibration problems we had with geared engine models in the early days, i.e. timers becoming loose, fins fracturing/coming off, lines fretting through, fuselage front ends cracking, plus a conrod failure during a climb. The model survived all this without wrecking itself, was repaired, and put aside.

We now move forwards to Feb '08, again at Lost Hills, where it was re-trimmed and actually flew quite well, and it was also used for all flights at the Stonehenge Cup and the fly-offs at the first trials, ending up in trees on both occasions. I would add that the vibration problem with the geared engines is now a thing of the past. The main problem now is poor folding of the large prop upsetting the glide.

The other possible contender is No 37, which is a smallish, simple model, on which I decided to try a different wing section as an experiment. The section is Verbitsky-ish, but the rear 25mm droops about 3mm more at the training edge, the reasoning being that it may help the glide. I did have doubts about whether it would be trimmable under power, but to my surprise it trimmed out without too much trouble. It has not however been flown enough to make any assessment about climb height, or to optimise the glide.

I have also built a folder, which will not be going to Bulgaria. It was going quite well for five flights but then, on the sixth, one of the panels did not unfold. The resulting spin in only did a little damage, but I have had little appetite to repair/modify it, as I do not know why it didn't unfold.

As usual the UK weather has not allowed anything like enough trimming and testing opportunities. If I am fortunate enough to reach the fly off, I will definitely NOT DT early this time.

And finally from the F1C team, **Alan Jack:**

The base line of my models for Bulgaria are the three Hummer powered geared models that I had in Odessa last year, Nos 20, 21 and 22, with some detailed tweaks and a lot more experience with them over the last few months (plus a few bruises...). If I'd needed convincing that any straightforward

model of whatever design, construction or aspect ratio has no serious chance of winning (and of course I didn't) it was demonstrated in killing fashion at the MaxMen – see my article in the April '08 FFn.

Of course it should immediately be added that I seriously doubt if anything that I make myself can be rated a real threat on a level playing field against the factory models and engines. But then the playing field is rarely level and hope springs eternal in the young man's heart... Anyway, I have for the past eight months or so been planning and trying to build first what will be called the "Squid" and, seeing that that project was not going to converge in time for this summer, latterly "Son of Squid", or No 23 as it is more prosaically known.

The name squid is of course not entirely pleasant so blame Chris Edge. I (foolishly) showed him the wing section that I had spent so long on. "Ah," he said, "it looks like a squid". Perhaps not the encouragement I was looking for but certainly apposite. Anyway "Son of Squid" is a flapper, Cyclon/Zellinger geared motor driven, to the same dimensions as Nos 20-22 (given in FFn, June '07). I have spent most of the last year on the issues principally concerned in such a project – stiffness, weight and actuation. Basically one is constructing two wings of twice the aspect ratio of a non-flapped model, and it's not easy to get that right. In addition everything must be in exactly the same place every time for climb and glide. (Of course, that's easily done if it just flies once and crashes to destruction.) In addition, each wing is really two wings with therefore twice as many components so, for instance, Son Of Squid has something like 340 ribs, 170 of which are different – these models take a long time to make! Spending all of this time has been fun and has certainly taken my mind to other places on all the long plane journeys and (sometimes) mind-numbing committees I am involved with through my university life, but I seriously question if this is the right way to go for our sport. I feel that having invested the time I am in a strong position to say that we must legislate away from this direction (and hence send the Squid and his Son to Davey Jones's locker) and there is no use making everything more complicated and expensive. It's a road to nowhere! Conversely I am all for systems that help us – for instance radio DT, except that its use in the timed flight portion should make the flight a zero, which means scrapping the 20sec attempt too. Should Son Of Squid not make it through the testing program currently underway I will bring along 19, a straight drive model, to make up the four models.

Returning to the competition, I note that I have flown F1C in 2008 in six World Cup events plus the 1st trials and maxed out in five of them which is something of an improvement for me. The drops were bad air picking so getting that right is critical, hence my most pressing preparation is about getting details right and thinking through/practicing air picking tactics. It's not easy handling the pressure of an event like this but technique helps a lot. Approaching the event there is probably a realistic expectation but there is also the hope for the big result. However, fear of not reaching a perhaps unrealistic goal makes for being defensive, so my principal aim is to enjoy it or as I have heard Ian Botham say, "Just give it a punt".

Now, onto F1B with some thoughts from **Peter Martin**, one of whose models is the Andruikov design in the June '08 FFn:

This will be my first senior team place, 14 years after my 5th place finish in the Junior World Championships in Ukraine. Perhaps there was an omen that this was coming, as my reserve place in 2004 was followed by team places for my Dad in 2005, 2006 and his near call-up in 2007. The Martins were on a roll, but I was still surprised and delighted to edge into the third team spot for Bulgaria.

Last season was also my 20th anniversary of free flight competition flying, taking me from my first ever max and flyaway with a Senator in the 1987 Nats, aged 11, via a Frog

Junior win in 1989 with a 14 minute fly-off. Junior team places followed in 1990 (6 maxes and a zero!), '92 and '94, then more sporadic efforts during several years of university study, up to my current national and occasionally international efforts in F1B. There may not be many people of my age flying free flight aeroplanes, but I think it's their loss, and I still really love the edge of competitions and the satisfaction of a model gently gliding higher in a nice thermal!

On to aircraft, my much-loved and surprisingly successful Tilkas from junior days have now both been destroyed in high winds. They were extremely consistent, but a lack of outright performance eventually led me to build a wood-winged 1982 Andriukov copy. This flew very well and still looked good against carbon-construction models, but unfortunately was lost out to the North Sea after a huge flyaway from Sculthorpe. Nowadays, I am flying aeroplanes assembled from bought components.

I presently have 3 models and will have a fourth before the Champs, including a 1520mm span variable-pitch AA, which in recent years has netted me 1st, 2nd and 4th in Trials events, 2nd and 3rd at the Nats and 3rd at the Stonehenge Cup.

I shall also be taking a 1570mm span fixed-pitch Vivchar model with a double-wiggler, which has given me 1st and 3rd at recent Trials events and 3rd and 4th at the Stonehenge Cup. The double-wiggler has proved to be very effective, allowing me to trim much steeper, straighter bursts than with other F1Bs, in the knowledge that the wigglers will separate the burst, cruise and glide trims.

My new model for 2008 (which I hope will turn some of those 2nds, 3rds and 4ths into wins) is an 1800mm span variable-pitch AA. This model is considered the best out of the 1520, 1800 and 1920mm variants and should give me the high performance in fly-offs that I've been missing.

My preparations will include regular trips to Salisbury Plain for trimming, now that I am based on the South Coast, and more competition flying than I have gone in for in recent seasons. I still have a few pounds of good July 2002 Tan II rubber remaining, so I'll be holding this back for Champs, otherwise I'll be using some decent SuperSport for 2008 competitions.

Wishing the best of luck to my British team mates in Bulgaria. Looking forward to it!

From Russell Peers:

I don't keep a record of how many teams I've been in but I suspect that it's now more than other F1B flyer. On the other hand, I'm nowhere near Stafford Screen's F1C record! And I'm just as proud to be in the 2008 team as I was when I first qualified in 1989.

I find that flying abroad is a necessary training for World and European Championships and this year I've been to Finland, Norway, Lithuania and Sweden, with Poitou to come. Successfully defending my 2007 Nationals win earlier this year has also boosted my confidence.

I'll be taking seven models to Bulgaria, all Andriukov purchased or assembled from parts supplied. I have May and July '99 Tan II for the fly-offs, plus some from August 2001 and other years for the rounds.

Unfortunately, **Ray Jones**, third member of the F1B team, was out of the country during much of July, so we have no information on his models or preparation.

Our best wishes to the teams and thanks for their help with this article.

NEWS FROM BMFA FF TECH COMMITTEE

No new News this month, but a reminder that there are 3 vacancies on the Committee. Nominations through the BMFA process with closing date August 18th.

F1Q BY GEORGE FULLER - CORRECTION

Some text had become transposed in the article on George's F1Q in FFn last month.

The model which had been through 3 sets of wings was his initial power-style model with Cobalt 480 motor, NOT the rubber-style model shown in the FFn plan. The following is the corrected part of the article:

"I duly built another model using some parts from my power models, around 60 ins span. Flying this was exciting but with longer motor runs the power patterns were inconsistent, with a tendency to go left as the power from the lithium batteries built up. After having several other disasters I realised that you have to fly these models as if they are rubber models, with a climb to match, rather than power models. The model is beginning to do as it's told, but is now on its third set of wings!

I met up Bob Wells at Middle Wallop one day. He was flying a smallish model, based on an old lightweight rubber model, which impressed me. It seemed to be a good approach, having a Graupner 400 6V motor with a lithium battery.

My 1/2A model has been very consistent over the years and I felt that if I could keep the weight down it would be a good way forward and it's the model I'm currently using for F1Q. I'm still treating it with care, not least because with the build-up of power you have to be very careful with the torque. With the longer runs it pulls electric models to the left, which is why there's a tendency to start with tight right-hand turn, which I'm sure will be harnessed shortly."

SWEDISH CUP, RINKABY, SWEDEN, July 4-6

F1A 55 flew

1	A Persson	SWE	900	+283
2	M Herwig	GER	900	+277
3	A Van Wallene	NED	900	+265
4	R Limberger	USA	900	+263
5	C Bachmann	SUI	900	+258
6	P Findahl	SWE	900	+257
7	J Sprogis	LAT	900	+250
8	J Kuhn	GER	900	+245
9	I Kreetz	NED	900	+238
9	J Zarins (J)	LAT	900	+238
11	I Steffensen	NOR	900	+229
12	A Jack	GBR	900	+208
13	A Sorochenkov (J)	LAT	900	+159
14	F Wilkening	GER	900	+91
15	R Kreetz	NED	900	+86
16	R Jack	GBR	889	
17	B Nyhegn	DEN	884	
18	J Vosejpka	CZE	880	
19	A Plume (J)	LAT	871	
20	M Dvorak	CZE	851	

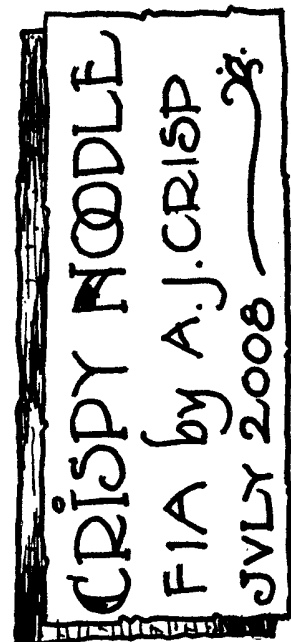
F1A-Junior 8 flew

1	J Zarins	LAT	900	+238
2	A Sorochenkovs	LAT	900	+159
3	A Plume	LAT	871	

F1B 28 flew

1	O Torgersen	NOR	900	+321
2	A Gey	GER	900	+312
3	M Soderling	SWE	900	+306
4	H Broberg	SWE	900	+275
5	P Windisch	GER	900	+270
6	W Feijth	NED	900	+259
7	J Somers	NED	900	+245
8	L Kolar	CZE	900	+238
9	O Findahl (J)	SWE	900	+223
10	P Ruyter	NED	885	
10	H Van Hoorn	NED	885	
12	N Hollander	SWE	884	
13	R Kolar	CZE	882	
14	M Woolner	GBR	881	

DIMENSIONS IN MM.



<u>AREAS</u>	<u>DM²</u>
WING	28.99
TAIL	4.60
<u>TOTAL</u>	<u>33.59</u>

F1B-Junior 4 flew

1	O Findahl	SWE	900	+223
2	K Lamers	NED	836	

F1C 7 flew

1	E Astfeldt	SWE	895	
2	T Eriksson	SWE	876	
3	G Agren	SWE	869	
4	J Roots	EST	859	

F1Q 2 flew 1 full score

1	A Lindner	GER	900	
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NORDIC CUP OF DENMARK, RINKEBY, SWEDEN, JULY 7-8**F1A 51 flew**

1	F Wilkening	GER	900	+300
1	O Kilpelainen	FIN	900	+300
3	M Dvorak	CZE	900	+276
4	R Limberger	USA	900	+267
5	L Jensen	DEN	900	+261
6	R Hellgren	SWE	900	+235
7	J Vosejpka	CZE	900	+231
8	R Kreetz	NED	900	+216
9	M Herwig	GER	900	+205
10	A Plume (J)	LAT	900	+198
11	J Kuhn	GER	900	+158
11	R Jack	GBR	900	+158
13	M Farber	GER	900	+125
14	D Warhos	SWE	895	
15	I Steffensen	NOR	888	
15	O Grigals	LAT	888	
17	J Zarins (J)	LAT	885	
18	I Kreetz	NED	883	

F1A-Junior 7 flew

1	A Plume	LAT	900	+198
2	J Zarins	LAT	885	
3	L Aringer	AUT	865	

F1B 27 flew

1	M Woolner	GBR	900	+300
2	R Mackus	LTU	900	+288
3	P Windisch	GER	900	+284
4	L Kolar	CZE	900	+215
5	T Mackus (J)	LTU	900	+204
6	A Gey	GER	900	+196
7	T Christensen	SWE	896	
8	R Peers	GBR	895	
9	P Ruyter	NED	883	
10	J Somers	NED	874	

F1B-Junior 3 flew

1	T Mackus	LTU	900	+204
2	K Lamers	NED	872	

F1C 5 flew

1	J Roots	EST	900	
2	U Glissmann	GER	889	
3	T Eriksson	SWE	874	

F1Q 2 flew 2 full scores

1	A Lindner	GER	900	+227
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HURON CUP, BORDEN, CANADA, JULY 12-13**F1A 12 flew**

1	T Tzvetkov	BUL	1253	
2	B Van Nest	USA	1242	
3	A Barron	USA	1166	
4	T Boiadjiev	CAN	1089	
5	K Jones (J)	USA	1067	
6	S Rosenzweig	CAN	1045	

F1A-Junior 1 flew

1	K Jones	USA	1067	
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F1B 10 flew

1	G Simon	USA	1250	
2	P Crowley	USA	1224	
3	A Schlossberg	USA	1220	
3	L Horak	CAN	1220	
5	R Morrell	USA	1211	

F1B-Junior 1 flew

1	E Simon	USA	242	
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F1C 1 flew

1	Y Shvedenkov	CAN	482	
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F1G 4 flew

1	T Ioerger	USA	442	
2	J Clapp	USA	467	

F1H 3 flew

1	B van Nest	USA	600	
2	R Sifleet	USA	384	

VÖRÖS JENŐ MEMORIAL CONTEST, TASS, HUNGARY, JULY 12**F1A 72 flew**

1	P Findahl	SWE	1290	+284
2	I Bezak	SVK	1290	+255
3	A Vrtovec	SLO	1290	+247
4	J Abad	ESP	1290	+234
5	M Gruneis	AUT	1290	+231
6	T Weimer	GER	1290	+214
7	F Kerner	HUN	1290	+186
8	D Schulz	GER	1290	+185
9	G Aringer	AUT	1290	+177
10	M Dvorak	CZE	1290	+22
11	R Holzleitner	AUT	1284	
12	R Koglot	SLO	1282	
13	G Vasas	HUN	1278	

F1A-Junior 15 flew

1	D Krasznai	HUN	1238	
2	L Aringer	AUT	1230	
3	J Rogovsky	SVK	1211	

F1B 24 flew

1	R Blagojevic	SRB	1320	+278
2	W Ehrlich	AUT	1320	+239
3	V Urban	CZE	1312	
4	U Schmelter	GER	1295	
5	V Tomljanovic	CRO	1273	
6	M Novy	CZE	1272	
7	B Silz	GER	1270	
8	I Kocsis	HUN	1259	

F1B-Junior 2 flew

1	O Findahl	SWE	842	
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F1C 11 flew

1	L Patocs	HUN	1320	+300	+378
2	R Truppe	AUT	1320	+300	+345
3	K Bereka	CZE	1277		
4	B Bauer	HUN	1260		
5	G Zsengeller	HUN	1259		

GRANTHAM MID SUMMER GRAND PRIX, BARKSTON, JUNE 22

Unfortunately this comp did not live up to the Mid Summer billing, the few hardy contestants that turned up were met with a strong South Westerly wind which never dropped below 20 mph and at times reached 40 mph.

The impressive silver wear tempted several to try their luck, David Beales was an easy winner of Combined Rubber flying a model that was basically a CDH with extra rubber, this combination coped well with the conditions scoring an easy max and 2 near misses.

Richard Wykes starred in Combined Power flying one of his trusty Flying Pencils, he scored 2 easy maxes.

The closest contest was in HLG/CAT with only 3 seconds separating the top 2, Graham Percival worked hard for his win but perhaps the most amazing flight of the contest came from Roger Heap, to make up the numbers Roger decided to fly a commercial folding wing catapult model which I think goes by the name of a Zing Wing.

The flying surface is stamped from thin polystyrene with a centre tape hinge and a rubber band to open the wings after the force of the launch dies away. The first flight went straight into strong lift for the only max of the contest much too every ones including Rogers amazement.

I would like to thank all those who attended and especially those that entered and flew on the sort of day when it is easy to stay at home.

All 2 min max except HLG/CAT 1 min max

Combined Rubber

1	D Beales	Croydon	5.35
2	G Ferrer	Timperley	2.25
3	A Beals	Croydon	0.04

Combined Glider

1	J Cooper	Biggles	5.05
2	B Lavis	Biggles	2.04

Combined HLG/CAT

1	G Percival	Grantham	2.24
2	P Tolhurst	Hayes	2.21
3	R Heap	Biggles	1.51

Combined Power

1	R Wykes	Timperley	5.31
2	T Payne	Biggles	3.26
3	T Dobson	Timperley	1.2..

Mini Vintage

1	D Davitt	Morley	2.02
2	D Taylor	Grantham	2.00

SCOTTISH NATIONALS, NEWBIGGING, JUNE 28-29

Report by Jim Arnott

On Saturday a stiff West wind straight along the road caused issues. This direction always results in severe turbulence from the upwind trees and makes it necessary to flirt with downwind woods. Worse than that however, in the light of present site sensitivity, we would be flying on line with the North Deanhead farm, and liable to pepper their yard and a root crop nearby with models all day. A two minute max was set to avoid this.

In Vintage, Richard Wykes with his Thunder Tiger 42 powered Flying Pencil and Allan Brown with his Elfin powered Mallard made short work of the these short maxes to reach the fly-off. A "d/t fly-off" was used. It was Pencil v Pencil as Allan used his Eta29 powered version for the fly-off. With an overly tight climb pattern Allan's model did not show its best while Richard's produced a sparkling climb to win comfortably.

In F1B, a pair of reluctant conscripts were provided as cannon fodder for the visiting dignitary and he duly overwhelmed them, requiring only three max flights to see off their efforts with untrimmed Prima's.

F1A was an actual contest. Towing was extremely difficult in the turbulence and maxes were few and far between. Colin Foster was the early leader but his Inchworm was then treed and he missed later rounds. Dave Oldfield posted a final total of 7:22, which only Chris Edge could overtake. Chris snatched defeat from the jaws of victory with an early DT that left him 9 secs behind.

On Sunday, the wind became stronger in the same awkward direction. The BMFA events were put on hold until 12:00 in the hope that the forecast swing to a SSW would come. The mini events were run with three flights to a 1:30 max.

There were two entries in both F1G and 1/2A Power. In F1G, Urlan Wannop won from Bruce Duncan. In 1/2A, Allan Brown won from John Eland. F1H was a good event with nine entries. The turbulence was vicious. Chris Parry recorded the only max in round one. Dave Oldfield and James Steers maxed their second flight. Dave again and Bruce Duncan were the only maxes in the third flights. Dave Oldfield recorded his second win of the weekend with superb high bunting launches. Junior James Steers finished in a very creditable second spot with a V dihedral model which handled the conditions well.

By twelve o'clock, the conditions remained unchanged and very regrettably, it was decided that the BMFA glider, rubber and power contests would be decided with a single flight DT fly-off with a "max" of 40 secs for the pre-DT portion.

During the nominated fly-off time, the squally weather appeared to reach a new peak. Flyers waited in vain on the flight line listening to the wind whistling through the trees ahead and hoping for a lull. There were six entries in Glider. Two had non-scoring attempts, two were battered from the sky by turbulence for less than 40 secs, and two managed to just reach the 40 secs and DT. Jim Arnott's DT time was 1 second longer than Dave Oldfield's and prevented his clean sweep of three glider events.

In Rubber there was only one entry. Mike Woodhouse gave a virtuoso performance with a DT at the end of a good 39 sec climb and a 24 sec descent.

In Power there were five entries. High climbs from Ewan Baxter Jones and Richard Wykes and a matching 22 secs descent set the early target. A sparkling climb from George Blair's OS19 powered Creep went one second better with a 23 sec descent. Then Allan Brown sent up his Ramrod750, a big light model powered by a Super Tigre 35, which climbed high, DTed at 40 secs, and took 48 secs to come back down for a clear win.

This was a unsatisfactory way to decide the outcome of the major events and all the more frustrating when a small shift in the wind direction to the forecast SSW would have opened up the full expanse of the moor.

F1A 6 flew

1	D Oldfield	7:22
2	C Edge	7:13
3	D Hambley	5:31
4	C Foster	4:08
5	T McLaughlin	3:56
6	B Duncan	2:37

F1B 3 flew

1	M Woodhouse	6:00
2	J Arnott	5:11
3	R Sabey	0:35

F1G 2 flew

1	U Wannop	1:49
2	B Duncan	1:38

1/2A Power

1	A Brown	2:40
2	J Eland	2:24

BMFA Glider 4 flew

1	J Arnott	0:43
2	D Oldfield	0:42
3	R Sabey	0:27
4	C Foster	0:24

BMFA Power 5 flew

1	A Brown	1:28
2	G Blair	1:03
3 =	R Wykes	1:02
3 =	E B Jones	1:02
5	J Eland	0:10

F1H 8 flew

1	D Oldfield	4:08
2	J Steers (j)	3:09
3	B Duncan	3:06
4	C Parry	2:49
5	T McLaughlin	2:20
6	C Foster	1:41

BMFA Rubber 1 flew

1	M Woodhouse	1:03
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Open Vintage 3 flew

1	R Wykes	6:00 + 1:43
2	A Brown	6:00 + 1:23
3	E B Jones	0:39

PLUGGE CLUB CHAMPIONSHIP

1	Morley	1722	8	Timperley	417
2	Bristol & West	1668	9	Cleemac	377
3	Grantham	883	10	MFFG	336
4	Crokham	671	11	CVA	287
5	Birmingham	629	12	Novo	211
6	Biggles	579	13	Scotia	195
7	Vikings	434	14	Crawley	185

BMFA SENIOR CHAMPIONSHIP

After 4th Area event

1	P Ball	98	14	A Shepherd	18
2	C Strachan	76	17	A Chilton	17
3	J Cooper	48	17	T Payne	17
4	T Grey	37	17	P Tribe	17
5	N Allen	31	20	M Marshall	16
6	D Greaves	27	20	J Odonnell	16
7	C Parry	26	22	G Beal	14
8	G Peck	26	22	P Woodhouse	14
9	P Watson	23	24	J Knight	13
10	S Willis	23	24	D Limbert	13
11	J Pennington	21	24	F Rushby	13
12	J Baily	20	24	R Wykes	13
12	G Stringer	20	27	P Hall	12
14	A Crisp	18	27	G Percival	12
14	C Foster	18			

BMFA EAST ANGLIAN GALA, SCULTHORPE JULY 19,20

Report by Michael Marshall.

The weather forecast for the above weekend was for strong winds and squally showers on the Saturday and lighter winds and little or no rain for the Sunday. The forecast was proven to be realistic and enough people took their chances with the weather to make the weekend a success. Attendance was similar to last year with visitors from afar as Darlington in the North and East Grinstead in the South with Grantham Club members most dominant. Many of those competing were also spending some time in the region with sight seeing or bird watching on the agenda as well as flying models.

The weekend has traditionally included a Bowden contest and had a vintage and classic emphasis. This year these events were augmented with FAI classes. The maximum for all classes on both days were set at 2 minutes to keep the models on the field wherever possible. The best supported classes were Mini Vintage, closely followed by Classic Glider and Classic Rubber on the Saturday and Vintage Glider, Vintage Rubber and F1A on the Sunday. There were fly offs on the Sunday in Vintage Rubber, between Chris Strachan and David Beales and in F1B, between Phil Ball and Nick Bosdet. Stan Horne organised the Bowden contest and he told me how much he had enjoyed his day. Just about every body else echoed those sentiments.

Mini Vintage 7 flew

1	D Taylor	Grantham	6.00
2	P Ball	Grantham	5.58
3	D Beales	Croydon	3.37
4	P Jackson	Epsom	3.30
5	G Peck	Cleemac	2.10
6	M Howick	Vikings	2.00

Classic Glider 5 flew

1	P Fynn	Grantham	4.17
2	C Foster	Morley	3.55
3	P Tomlinson	Grantham	2.27
4	T King	Impington	2.00
5	B Stout	Grantham	0.22

Classic Power 2 flew

1	C Foster	Morley	5.10
2	T Dobson	Timperley	5.06

Classic Rubber 5 flew

1	S Willis	Croydon	6.00
2	C Strachan	Biggles	5.51
3	P Ball	Grantham	4.00
4	A Beales	Croydon	2.00
5	D Beales	Croydon	1.32

Tailless 3 flew

1	S Willis	Croydon	5.57
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2	C Strachan	Biggles	4.05
3	C Foster	Morley	0.12

Kit Scale 1 flew

1	C Strachan	Biggles	0.41	1.19
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Vintage Wakefield 2 flew

1	P Jackson	Epsom	5.25	8oz
2	R Taylor	E Grinstead	5.14	4oz

P30 6 flew

1	C Strachan	Biggles	5.49
2	A Beales	Croydon	4.36
3	P Ball	Grantham	2.04
4	P Jackson	Epsom	1.40
5	D Taylor	Grantham	2.00
6	D Beales	Croydon	1.14

Vintage Glider 8 flew

1	R Taylor	E Grinstead	6.00
2	C Strachan	Biggles	5.19
3	P Fynn	Grantham	4.58
4	P Tomlinson	Grantham	4.51
5	T King	Impington	4.46
6	C Foster	Morley	4.39

Vintage Power 2 flew

1	C Foster	Morley	6.00
2	S Willis	Croydon	3.20

Vintage Rubber 8 flew

1	C Strachan	Biggles	6.00	3.46
2	D Beales	Croydon	6.00	2.25
3	S Willis	Croydon	5.50	
4	B Stout	Grantham	5.23	
5	A Beales	Croydon	3.19	
6	A Train	Cleemac	2.47	

F1A 7 flew

1	P Ball	Grantham	10.00	3.00
2	N Bosdet	C	10.00	2.40
3	P Williams	Richmond	9.35	
4	G Peck	Cleemac	8.58	
5	J Howick	Vikings	8.25	
6	D Cox	SAM1066	4.57	

F1B 3 flew

1	M Woodhouse	Vikings	9.47
2	N Cliff	Biggles	9.36
3	N Bosdet	C	7.05

F1C/Q 1 flew

1	T Grey	MFFG	8.00
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Bowden Competition

Six competitors, only two made qualifying flights:

1	A Wilson	Peterborough	2	K Harrison	Darlington
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TYNEMOUTH MINI RALLY, NEWCASTLE TOWN MOOR, JULY 27

Report by Brian Martin

The forecast for the Tynemouth Mini Rally was a 6mph East wind, cloudy with the possibility of a little mist and light rain. As usual the Town Moor, situated 8 miles from the coast, had its own agenda and at 11 am Sunday it was a lovely mild morning with a gentle 3 mph westerly drift which slowly swung North as the temperature increased. By early afternoon the wind finally decided to blow from its forecast Easterly direction and maintained a sunny, 75F, 8 mph breeze for the rest of the day.

The 1/2A/Brit Power combined event with an 8 second motor run had the largest entry, but surprisingly no-one maxed out, the top three each dropping one or two flights to finish with Ewan Jones' MVVS Brit Power model first, Mick Quinn's Cox .049 1/2A Zeus second and Alan Jack's Cox .049 1/2A third.

In the Mini Vintage/F1G combined competition, Ron Pollard's New Gollywock and Brian Martin's F1G each completed three easy maxes in good air marked by lulls in the light wind. Dick

Stokes' Scram dropped one flight with a 1.27 and finished third.

The F1H contest had a bit more edge than the others as it counts towards the Biggles F1H League. Chris Parry and his son James flew V dihedral straight tow models with great concentration and to good effect, both maxing out. Chris Edge flew his F1H bunter with a 1.50 D/T and rapid spiral descent to exit quickly from the thermals encountered in the narrow 1/2 mile width of the Moor in an Easterly wind, but dropped 5 seconds in his second flight, when he D/T'd low down putting him in third position.

Chris made up for his previous drop by winning the HLG/CLG combined event with Richard Jack, back home from his successful University studies, second.

As previously mentioned, an East wind gives the shortest distance across the Moor, and it was decided that the best way to get a result in two fly offs in the prevailing thermally conditions was a 2 minute "Tynemouth" D/T fly off, where the score is the total of the max time and the following D/T descent time.

In the F1H fly off Chris Parry flew first and found lift, but a rapid D/T descent gave a total time of 2.12. James flew next, but the air wasn't as good as his Dad's and he D/T'd a few seconds early to give a total time of 2.02. Both were very pleased with the result.

Ron Pollard flew first in the Mini Vintage/ F1G fly off with his usual impressive New Gollywock climb and a 35 second D/T after the 2 minute max giving a score of 2.35. Brian Martin prepared to fly his F1G a few minutes later, and noticed a flock of seagulls circling in a thermal upwind at a height of about 300 feet. He launched when the birds were 50 yards downwind and located the lift, climbing steadily throughout the motor run and the following glide. The model D/T'd after the 2 minute max and came down slowly, initially still in the lift, for a D/T time of 1.47 giving a score of 3.47 to win.

In conclusion, a great day's flying in the kind of conditions you dream about, and a welcome change from the rain and gale conditions experienced in some competitions earlier in 2008.

Combined 1/2A / Brit Power (3 x 2.00)

1	E B Jones	Morley	5.50
2	M Quinn	Novos	5.44
3	A Jack	Tynemouth	4.42
4	J Eland	Paisley	2.20
5	A Brown	Novos	1.42
6	G Blair	Edinburgh	0.49

Combined Mini Vintage / F1G (3 x 2.00)

1	B Martin	Tynemouth	6.00	+3.47
2	R Pollard	Tynemouth	6.00	+2.35
3	R Stokes	Tynemouth	5.57	
4	J Arnott	Scotia	4.31	

F1H (3 x 2.00)

1	C Parry	Biggles	6.00	+2.12
2	J Steers	Biggles	6.00	+2.02
3	C Edge	Scotia	5.55	

Combined HLG / CLG (5 x 1.00)

1	C Edge	Scotia	3.37
2	R Jack	Tynemouth	2.46

BORDEAUX 2008

Report by Geoffrey Lefever

The 8th Bordeaux International together with the French National Championships was held on the 7th and 8th June 2008 after a break in 2007 when the event failed to materialise.

Five intrepid Brits travelled by Eurostar to Paris and then by TGV to Bordeaux braving national strikes in protest at the cost of fuel.

The event proved to be as enjoyable as ever with perfect flying conditions and the usual warm welcome and that certain French something encapsulated in ambiance, good food and wine and good company.

The site is the national velodrome at Bordeaux Lac and is a maximum height for a category 3 site. The structure comprises a shallow pyramid in glue-laminated timber raised off a rectangular structure at approximately 70 ft. height. The nature of the structure tends to centralise models in the pyramid after contact with the timbers and where warm buoyant air gives rise to excellent times. The format is that each class has a slot on each of the two days with FID having longer slots at the end of the afternoons.

The Brits gave a good account of themselves however it was Ivan Treger of Slovakia who took top honours this year. The meeting was truly international with top fliers from Spain, the Czech Republic, the UK and of course France.

F1L				total
1	Ivan Treger	21.56	21.27	43.23
2	Bob Bailey	21.09	20.55	42.04
3	Daniel Medina	20.08	19.50	39.58
4	Geoffrey Lefever	19.50	18.36	38.26
5	Gabriela Kaplanova	19.12	18.49	38.01

FID

1	Ivan Treger	34.02	32.21	66.23
2	Daniel Medina	33.09	31.50	64.59
3	Bob Bailey	32.45	31.53	64.38
4	Didier Barberis	32.16	32.09	64.25
5	Mark Benns	32.14	31.47	64.01

F1M

1	Ivan Treger	19.22	17.44	37.06
2	Geoffrey Lefever	17.51	17.00	34.51
3	Bob Bailey	17.28	17.15	34.43
4	Robert Champion	12.45	11.52	24.37
5	Brian Stitchbury	07.15	06.51	14.06

35cm

1	Mark Benns	26.36	26.30	53.06
2	Daniel Medina	26.09	23.42	49.51
3	Zdenek Cinert	19.22	18.58	38.20
4	Peter Ing	18.17	17.33	35.50

16TH WORLD WIDE POSTAL 2007/8

By Jim Moseley

Once again I am pleased to submit to you the results of the WorldWide Postal Competition, and to thank each one of you for your support and enthusiasm which enables - indeed, encourages me - to carry it forward for yet another year.

Each year I consider revisions to the format, based upon suggestions and on the degree of support received for individual events and whilst it is apparent that the overall level of participation has declined in most events there have been a number of complaints about flying activities being curtailed by poor weather conditions. One hopes that better opportunities might be found by all during the year-long window for the 17th World Wide Postal.

The introduction of a discus-launch HLG event, now more commonly known as Tiplaunch Glider, to hopefully attract the attention of the growing numbers now flying this class proved disappointing with only one participant. Embryo Endurance was a nonstarter, Scale Precision attracted but two people and it was only the efforts of our friends from Italy that strengthened the number in Power Precision.

Towline Glider support was only moderate until boosted by the last-minute receipt of no less than 13 scores from Brazil ..which may generally not be too impressive at first glance until one finds that they have been made with but a 27" span design flown in a one-design contest at Sao Paulo, prize being

an original 1935 Zaic Yearbook in new condition.. At one time FF was strongly followed in Brazil at both domestic and international levels but a few stalwarts have been encouraging a resurgence of interest with novice builders/flyers, some of them very young, with positive results and in this instance their scores and placings are of less importance than their participation in this event, which may spur them forward to improve their performance in the next Postal and in other competitions.

I considered eliminating events that had three or less scores but have decided that I will likely forward all to the 17th Postal in the hope that entries might improve during the ensuing year; if this is not the case then classes receiving no more than three scores may well be dropped thereafter (assuming there is a 'thereafter'!)

Catapult / Handlaunch Glider (12") 9 flew

1	Joshua Finn	USA	339	Sweepette 8B
2	Graham Collins	CAN	252	Own design
3	Tony Taylor	NZL	240	Lunchbox

Catapult / Handlaunch Glider (+12") 9 times

1	Les Sayer	CAN	345	DanMan 7 & 8 (both lost)
2	Les Sayer	CAN	319	DanMan 3
3	Les Sayer	CAN	315	DanMan 1

Discus Launch Glider 2 times recorded

1	Neil McDougall	NZL	175	MD2
2	Neil McDougall	NZL	117	Maxine 24

P30 Rubber 17 flew

1	Alexandre Cruz	BRZ	465	HB40
2	Jim Moseley	CAN	421	Marcus Maximus
3	Havard Amli	NOR	360	Own design

Unlimited Rubber 3 flew

1	Jim Moseley	CAN	360+180+240+300	Ellipsis 150
2	Les Sayer	CAN	348	Senator
3	Neil McDougall	NZL	343	Yardstick

Freewheel Rubber 4 flew

1	Paul Squires	NZL	270	Senator
2	Neil McDougall	NZL	267	Senator
3	Les Sayer	CAN	262	Senator

Cloud Tramp 26 flew

1	Joseph Pengilly	USA	356	
2	Stu Cummins	USA	302	
3	Jim Moseley	CAN	279	
4	Ole Torgersen	NOR	266	
5	Arne Losness	NOR	215	

25" Classic "Two-Bits" 4 flew

1=	Neil McDougall	NZL	171	F.A.Moth
1=	Ken Bates	GBR	171	Achilles Mk 1
3	Graham Lovejoy	NZL	160	Sportster

20" Rubber 7 flew

1	Ole Torgerson	NOR	180	+90 +96	Trim 2
2	Joshua Finn	USA	180	+66	
3	Ken Bates	GBR	175	Skat	

30" Vintage/OT Rubber 7 flew

1	Ole Torgersen	NOR	270+120+150+180+210	Cabin
2	Ken Bates	GBR	270+120+150+180	Collector #1
3	Ken Bates	GBR	270+120+150+144	Collector #2

42" Vintage/OT Rubber 21 flew

1	Tony Taylor	NZL	360+180+240+261	Senator
2	David Truluc	GBR	360+180+240+91	Senator
3	Richard Barlow	CAN	360+180+240	Senator

Power Precision 5fl target flights score

1	V Tascone	ITA	52	48	75	40	39	Tomboy
2	F Musella	ITA	74	40	65	68	49	Tomboy
3	L Vargo	USA	67	57	82	104	62	2X Korda Speedster

Towline Glider 22 flew

1	Jim Moseley	CAN	420	Walkin' Shoes
2	S Olstad	NOR	241	Bernfest 1950
3	N McDougall	NZL	226	Jedelsky A/2 4

2008 FF FORUM CALL FOR PAPERS

November 2008 sees the twenty-fifth BMFA Free Flight Forum and your help is needed to make it a memorable one to mark its quarter century. We aim to cover the widest possible range of free flight, with the papers presented at the Forum published later as the Forum Report. Topics can range from how-to-do-it items, theoretical pieces and building and flying techniques to the philosophy of what we do and how we do it in free-flight.

Please contact Martin Dilly (martindilly@compuserve.com), phone 020 8777 5533, or Mike Evatt (mikeevatt@hotmail.com), phone 01327-842746 before Oct 4 with your offers; better still, do it now, while you think of it.

NOTICEBOARD

RUBBER MODEL PROPELLERS. A new A4 size booklet (66 pages and 65 line drawings, many full size) by Mike Woodhouse on how to make rubber propellers. A comprehensive booklet that details the process from the layout of the blades through to production and all the necessary fittings £10.00 plus post from Michael Woodhouse, 12 Marston Lane, Eaton, Norwich, Norfolk, NR4 6LZ, mike@freelightsupplies.co.uk

Chris Strachan comments:

The propeller assembly is the biggest inhibitor to the building of rubber powered models ñ be they sport, scale or competition duration.

This book is long overdue, totally practical and very well structured so read it from start to finish.. It fills its stated purpose of "allaying propeller production fear" while wisely avoiding both aerodynamic theory and the complexities of high tech indoor or outdoor propellers, hubs and mechanisms.

Propeller layout, production from sheet, block or laminates and methods for hubs, freewheels, folding and motor attachment are all well covered. Beginner or expert, I recommend this book to you.

CARDINGTON GALA WEEKEND

From contest organizers/directors Clive King and Laurie Barr:

We have chosen the week end August 29 to 31 for the Indoor Gala Week End. These dates will be switched to an alternative week end in the event of bad weather or Cardington availability problems. You will be notified via email by Laurie, on the Wednesday, preceding August 29.

Apart from the 1 flight comps on Friday, all other contests will be on full motors, 6 flights, best 2 to count as your score. Prize giving at the close of each day. Entry fee will be £10 per day, or £20 for all 3 days.

Friday Aug 29: One flight contests for-Living Room Stick, No Cal (Profile scale duration), Catapult and Hand Launched Glider, plus general trimming and Fun Fly.

Saturday Aug 30: F1D and F1M contests.

Sunday Aug 31: F1L, 35 cm, Limited Pennyplane (also incorporating anyone flying the Cezar Banks design), and Gynninnie Cricket, for the standard kit version and the home built "Lighter" versions.

All first places will be awarded £10 plus a vintage bottle of wine (Red or White). The first place in the Cezar Banks category, will also have a bottle of Champagne! There will be a Gala Champion, based on most points gained in all competitions- i.e. 6 points for a 1st place, 5 points for second place, down to 1 point for 6th place. Gala champion will also have a bottle of Champagne awarded.

If you need a drawing of the Cezar Banks Pennyplane, please send me a stamped, self addressed envelope (A4 size), and I will send you a copy. Contact Laurie Barr at laurie.barr@emailcentre.co.uk. or tel 01628 487544.