

FREE FLIGHT

News

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FFn DIARY

November 1-2 Salisbury Plain	BMFA Trimming Weekend. See FFn 0802 Must call Peter Tribe on Friday before 01225 862748.	November 29 RAF Digby	BMFA Indoor. All duration models. 9am to 6pm. Registration by Nov 21. Contact Mark Bennis 01733-755733 email itc@bmfa.org
November 2 North Luffenham	BMFA Midland Gala. SLOP, F1H, F1G, F1J/BMFA1/2A, Mini-vintage, HLG, CLG, P30, CO2, E30. Contact: J.Carter 01782 398816	November 29-30 Salisbury Plain	BMFA Trimming Weekend. See entry for November 1-2.
November 8 (Saturday) Near Sheffield	BMFA F1E extra date. Contact & CD: Steve Philpott 0121 354448. See page 114.	November 30 Middle Wallop	Coupe Europa. F1G and Vintage CdH. Start 10.00. See page 124. David Beales on 020 8858 2714, addickab@aol.com or Martin Dilly, 20, Links Road West Wickham BR4 0Q, tel/fax 020 8777 5533 e-mail; martindilly@compuserve.com
November 8-9 Salisbury Plain	BMFA Trimming Weekend. See entry for November 1-2	January 10-11 Werrington Sports Centre, Peterborough	BMFA Indoor 1st Trials. 10.00 to 17.00 both days. 1/3 motors, see page 124. Contact M Bennis 01733 755733.
November 9 Barkston Heath	Grantham Falcons Gala. Comb R, comb P, comb G to BMFA rules, Mini Vintage. Start 9am. Contact John Carter 01782398816, or 07725164372, carterbuild@yahoo.co.uk	January 25 Werrington Sports Centre, Peterborough	BMFA Indoor 2nd Trials. 10.00 to 17.00. 1/3 motors, see page 124. Contact M Bennis 01733 755733.
November 10 Chobham Common	Chobham Tree Chop. See FFn 0810. Meet at Staple Hill car park at 10am.	February 9 Chobham Common	Chobham Tree Chop. See FFn 0810. Meet at Staple Hill car park at 10am.
November 15-16 Salisbury Plain	BMFA Trimming Weekend. See entry for November 1-2	February 15-16 Werrington Sports Centre, Peterborough	BMFA Indoor 3rd Trials. Sunday 14.00 to 22.00, Monday 10.00 to 18.00 both days. 1/3 motors, see page 124. Contact M Bennis 01733 755733.
November 22 (Saturday only) Salisbury Plain	BMFA Trimming Weekend. See entry for November 1-2	February 23 Chobham Common	Chobham Tree Chop. See FFn 0810. Meet at Staple Hill car park at 10am.
November 23 Coventry	BMFA Free Flight Forum. Holiday Inn, 10.00 to 17.00. See page 124.		

NEWS FROM BMFA FF TECH COMMITTEE

2009 Calendar and Contest Fees

A full calendar for 2009 is nearly complete and will be published shortly. Fees for contest entry in 2009 will in general be similar to 2008 but some increases have become necessary due to increased site hire costs. Centralised meeting, and, Area Centralised meeting fees remain the same at £5 for any number of classes. However, there will be an additional fee of £5 for admission to the site at Centralised meetings – this is payable by all irrespective of whether you come to just to trim or test, or enter the contest. Area Centralised site charges will vary but are, as now, charged by the individual Areas as required.

Team Selection meeting fees have had to rise to make the meetings financially viable. They will now rise to £40 for pre-entry to all three meetings, or £20 for a single meeting payable on the day. These fees already account for the site costs so there will be no additional site admission fee. These rises are larger than we would have liked but are forced upon us. Despite the rises these meeting fees are still comparable cost wise with the regular Centralised and Area Centralised fees – approximately £10 per day total. They also offer a very good discount for pre-entry: i.e. a £20 saving for all three meetings.

Please note that prizes (wine and certificates) are provided at all Centralised meetings. Nonetheless some competitors seem reluctant to stay to collect these from the prizegivings at the end of each day. We cannot afford the time or cost involved in keeping these for later presentation to those who do not come to collect them. If you do not either collect these prizes, or have someone collect them for you on the day, then they will be returned to the 'pool' and be re-used at another contest.

International Teams

Following the conclusion of the 2008 Team Selection meetings the following (subject to ratification by the Council) are the teams for the 2009 World Championships to be held in Croatia:

- F1A: D Oldfield, T Nicholson and P Ball. Reserves P.Williams and R Jack.
- F1B: R Peers, B Martin and R Jones. Reserves M Woolner and M Woodhouse.
- F1C: A Jack, P.Watson and S Screen. Reserves N Allen and K Faux.

In addition applications for Team Manager and Assistant Team Manager for the above team are required as soon as possible. Contact the FFTC Secretary Chris Strachan at 56 Way Lane, Waterbeach, Cambridge, CB25 9NQ, Tel: 01223 860498, E-Mail: chris.strachan@btinternet.com. The closing date is 20th December 2008.

Rule Changes

After lengthy debate and consideration of input from fliers the following are the changes for 2009. These will take effect from January 1st 2009 (a full amended Rule Book will be available from the BMFA office early in the new year:

RC/DT

Rule 3.1.1 (a) (i) now reads:

A flight where there is no physical connection whatsoever after the flight has commenced between the model and the competitor. This prohibits the use of transmissions to the model in flight for the purposes of controlling any of its functions, except as noted below.

For FAI class F1A, F1B, F1C, F1E and F1Q models, when flown in contests for these classes, the use of transmissions to the model is permitted but restricted to the DT and motor stop functions as defined in the FAI rules (See rules 3.25.3.1.2 - 3.26.3.2.2 - 3.27.3.3.2 - 3.28.3.5.2 and 3.51.3.Q.1 in this rule book.) The use of the 35mHz and 27mHz transmission bands is

specifically prohibited. The FFTC recommends the use of the 2.4 GHz band.

Note that transmissions are not permitted when such models are flown in BMFA class or Combined Class contests.

Rules 3.3, 3.4 and 3.5 are amended by **deletion** of the following final paragraph(s):

The use of radio transmissions from the flyer to the model for the purposes of operating functions such as D/T, as set out in the FAI Sporting Code rules for F1A (F1B and F1C), is not allowed in UK competitions.

P30 Rule

3.41.1 now reads:

The Model

Maximum projected span	30 inches
Maximum length of the fuselage including propeller and any release D/T wires	30 inches
Minimum weight of model (less motor)	40 grams
The model shall have no timed moving surfaces apart from dethermalisers	

Plugge Cup

Rule 3.1.10 (a) final lines now read:

together with two additional competitions at each of the six area centralised events as nominated in the contest calendar.

Rule 3.1.10 (b) now reads:

The points gained by the leading two competitors of each club, irrespective of whether they are in the same team entered by that club, will determine the score for their club, and for this purpose a fly-off may be made in team events, when not required under 3.1.9.4(c), solely for the purpose of determining Plugge points.

To summarise the changes to the Plugge Cup scoring system: there will be 'three' classes (not two) to count at each area event, but only 'two' members (not three) scores to count. The total points available to each club will be the same but they will be spread over a wider range of classes. This will provide more opportunity to smaller clubs, and also clubs with more diverse interests.

The Way Ahead

The changes, to both classes and the contest calendar instigated in 2007, have been largely successful. It is the intention of the FFTC to keep this process ongoing so that free flight contest flying in the UK keeps pace with the ever changing requirements of its participants and the outside world. As a result we intend to hold a conference/workshop in the early months of 2009 to further the process.

The date is Sunday 1st March 2009 and the venue: The Gliding Centre, Husbands Bosworth, Near Market Harborough, Leicestershire. The proposed subjects will include: the calendar, the team selection process, SAM and Space, future classes, and the impact and use of R/C. Full details will be available in early January 2009 from the FFTC Secretary: Chris Strachan, 56 Way Lane, Waterbeach, Cambridge, CB25 9NQ, tel: 01223 860498, e-mail chris.strachan@btinternet.com

2008 Contest Calendar F1E

In view of the poor weather this year – only one of the scheduled 6 F1E events has been flown – an additional date has been added: Saturday November 8th. This will be flown for the Sheffield Magnet Trophy and will also count towards selection of the 2009 F1E team.

E-mail and Web Site

The FFTC has now combined a number of e-mail lists for the distribution of this news, and other notices. This should ensure that as many fliers as possible receive urgent news. The list is

also used for the distribution of results. If you'd prefer not to be on this combined list please contact the distributor trevorgrey@aol.com . In addition if you know of anyone, not already listed, who would like to receive this news and any other FFTC notices please pass the address on to them.

The current issue, together with back issues and other notices and items of interest, also appears on the FFTC Web site: www.freeflightuk.org

BMFA Results Service

From Phil Ball: My current email distribution list has had a large number of rejections over the last few issues and these have now been removed. If BMFA Members require the results and are not receiving them an email to phil.ball@ntlworld.com will do the trick.

KAZAN CUP, KAZAN, RUSSIA, JUNE 26-29

F1A 32 flew

1	S Makarov	RUS	1260	+300
2	S Korshunov	RUS	1260	+210
3	P Khoroshev	RUS	1260	+205
4	E Tsoj	RUS	1260	+186
5	K Chanchikov	RUS	1237	
6	M Teterin	RUS	1234	

F1A-Junior 3 flew

1	D Sinskij	RUS	1172	
2	A Sorokin	RUS	907	

F1B 35 flew 14 full scores

1	A Burdov	RUS	1320	+300	+315
2	I Vivchar	UKR	1320	+300	+276
3	V Afanasjev	RUS	1320	+300	+259
4	A Ribchenkov	GEO	1320	+282	
5	A Milyutkin	RUS	1320	+281	
6	A Khrebtov	RUS	1320	+277	

F1B-Junior 4 flew

1	A Bulatov	RUS	1226	
2	D Vafin	RUS	1157	

F1C 18 flew

1	A Drozdov	RUS	1320	+300
2	Y Purchuk	RUS	1320	+281
3	A Talanov	RUS	1320	+219
4	A Mikhaylenko	RUS	1316	

MEMORIJAL VILIMA KMOCHA, Bjelopolje, Croatia, July 19-20

F1A 34 flew

1	M Butkovic	CRO	1260	+300	+361
2	M Greub	SUI	1260	+300	+351
3	T Weimer	GER	1260	+300	+276
4	B Bagari	SLO	1260	+300	+237
5	P Findahl	SWE	1260	+280	
6	R Koglot	SLO	1260	+213	
7	R Lesko	CRO	1260	+172	
8	E Sahinovic	BIH	1260	+111	
9	R Limberger	USA	1234		

F1A-Junior 6 flew

1	M Hrastovec	CRO	1172	
2	T Slokar	SLO	1143	
3	I Zovko	CRO	1010	

F1B 14 flew

1	T Slokar	SLO	1260	+300
2	P Monninghoff	GER	1260	+272
3	A Franic	CRO	1197	
4	L Kolar	CZE	1189	
5	V Tomljanovic	CRO	1170	

F1C 5 flew

1	R Truppe	AUT	1260	
2	D Jermol	CRO	1223	
3	G Zsengeller	HUN	1206	

IZET KURTALIC, Bosanski, Bosnia-Herzegovina, Aug 8-9

F1A 20 flew

1	M Butkovic	CRO	1260	
2	H Hadzihajdarevic	BIH	1236	
3	B Bagari	SLO	1215	
3	R Koglot	SLO	1215	
5	I Mehmedagic	BIH	1188	
6	G Domokova	SVK	1125	

F1A-Junior 4 flew

1	T Jusufbasic	BIH	1114	
2	E Kerkez	BIH	943	

F1B 13 flew

1	I Kolic	SRB	1245	
2	B Markusic	BIH	1212	
3	H Jusufbasic (J)	BIH	1194	
4	Z Grepl	BIH	1188	

F1B-Junior 2 flew

1	H Jusufbasic	BIH	1194	
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F1C 3 flew

1	D Jermol	CRO	1155	
2	A Jusufbasic	BIH	665	

MOSTAR CUP, Mostar, Bosnia-Herzegovina, Aug 9-10

F1A 31 flew

1	O Sevgi	TUR	1260	+300
2	R Bjelajac	BIH	1260	+221
3	S Limberger	GER	1260	+199
4	D Schulz	GER	1260	+153
5	M Zeljko	BIH	1260	
5	R Limberger	USA	1260	
7	I Kusicka	CRO	1245	
8	R Blagojevic	SRB	1234	

F1A-Junior 5 flew

1	T Jusufbasic	BIH	1080	
2	N Bajic	BIH	1010	

F1B 12 flew

1	V Tomljanovic	CRO	1260	+80
2	M Cabaravdic	BIH	1260	
3	I Kolic	SRB	1235	
4	B Markusic	BIH	1221	
5	H Jusufbasic (J)	BIH	1178	

F1B-Junior 2 flew

1	H Jusufbasic	BIH	1178	
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F1C 4 flew 2 full scores

1	D Jermol	CRO	1260	+52
2	T Jusufbasic (J)	BIH	1260	+41

NEGEV OPEN, Israeli FF Champs, Ofakim, Aug 15-16

F1A 47 flew 16 full scores

1	E Galor	ISR	930	+338
2	M Moskowiz	ISR	930	+297
3	L Bachar	ISR	930	+293
4	I Shchman	ISR	930	+283
5	A Romi	ISR	930	+278
6	O Noon	ISR	930	+265
7	S Shraiber	ISR	930	+262
8	A Levi	ISR	930	+247
9	S Kuflik	ISR	930	+239
10	Y Kraus	ISR	930	+237
11	A Studnik	ISR	930	+221
12	D Berg	ISR	930	+220

F1A-Junior 12 flew

1	O Noi	ISR	865	
2	R Dallal	ISR	813	
3	S Isakov	ISR	808	

F1B 16 flew 11 full scores

1	G Mark	ISR	960	+60
1	T Faibish	ISR	960	+60
1	S Rajwan	ISR	960	+60
4	I Shichman	ISR	960	+58
5	O Shabath	ISR	960	+53
6	G Herzberg	ISR	960	+49

F1B-Junior 1 flew

1	H Golan	ISR	960	+29
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F1C 5 flew

1	J Ytzhakov	ISR	960	
2	S Nagari	ISR	852	
3	M Mashiach	ISR	693	

CUP SALONTA, Salonta, Romania, Aug 16-17**F1A 31 flew**

1	V Jenő	HUN	1080	+333
2	C Viorel	ROU	1080	+219
3	K Gergo (J)	HUN	1059	
4	G Domokova	SVK	1014	
5	B Suranyi	ROU	997	
6	N Volf (J)	HUN	987	
7	G Vasas	HUN	974	
8	M Mihoc	ROU	957	

F1A-Junior 9 flew

1	K Gergo	HUN	1059	
2	N Volf	HUN	987	
3	T Horvath	HUN	933	

F1B 14 flew

1	C Popa	ROU	1260	+217
2	B Suranyi	ROU	1260	+170
3	L Urban	CZE	1229	
4	A Warakomska (J)	POL	1227	
5	M Varadi	HUN	1176	

F1B-Junior 3 flew

1	A Warakomska	POL	1227	
2	M Warakomska	POL	870	

F1C 5 flew 3 full scores

1	B Bauver	HUN	1260	+420
2	M Gasiorowski	POL	1260	+331
3	L Magyari	HUN	1260	+325

39TH EIFEL POKAL, ZÜLPICH, GERMANY, AUG 28-31**F1A 60 flew**

1	A Van Wallene	NED	1290	+300
2	L Nielsen	DEN	1290	+282
3	O Pshenychnyy	UKR	1290	+256
4	M Rigault	FRA	1290	+230
5	K Van De Ven	NED	1290	+214
6	R Kreetz	NED	1290	+204
7	I Kreetz	NED	1290	+203
8	J Schellhase	GER	1290	+195
9	G Aringer	AUT	1290	+188
10	L Jensen	DEN	1290	+165
11	J Maassen	NED	1290	+142
12	U Rusch	GER	1274	
13	C Thom	GER	1273	
14	A Rink	GER	1258	
15	A Van Iersel	NED	1256	
16	V Croguenec	FRA	1255	
17	W Hulshof	NED	1248	
18	W Herwig (J)	GER	1240	
19	F Moreau	FRA	1234	
20	S Seydel	GER	1223	
21	J Seren (J)	GER	1189	
22	J Godinho	FRA	1188	
23	M Van Dijk	NED	1178	
24	M Seren (J)	GER	1173	

F1A-Junior 8 flew

1	W Herwig	GER	1240	
2	J Seren	GER	1189	
3	M Seren	GER	1173	

F1B 33 flew

1	K Leissner	GER	1320	+300
2	A Gey	GER	1320	+287
3	A Zeri	NED	1320	+269
4	I Zilberg	GER	1320	+234
5	E Crins	NED	1320	+211
6	P Monninghoff	GER	1320	+201
7	H Schoder	SUI	1319	
8	M Woolner	GBR	1313	
9	J Somers	NED	1312	
10	K Lamers (J)	NED	1289	
11	W Feijth	NED	1287	
11	E Rigault	FRA	1287	
13	M Faassen	NED	1282	
14	M Barg	GER	1274	
15	G Buisson	FRA	1272	
16	D Paff	GER	1256	

F1B-Junior 3 flew

1	K Lamers	NED	1289	
2	E Marquois	FRA	1178	

F1C 13 flew

1	C Wachtler	GER	1320	+300
2	P Marrot	FRA	1320	+251
3	D Meissnest	GER	1294	
4	M Nogga	GER	1286	
5	R Stabler	GER	1285	
6	S Seydel	GER	1222	
7	J Seren (J)	GER	1072	

F1P-Junior 1 flew

1	J Seren	GER	1072	
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SISCIA CUP, SISAK, CROATIA, SEPT 12-14**F1A 30 flew**

1	R Koglot	SLO	1080	+249
2	R Holzleitner	AUT	1080	+215
3	I Zovko (J)	CRO	1080	+136
4	K Hrastovec	CRO	1059	
5	T Jusufbasic (J)	BIH	1052	
6	N Markovic	CRO	1030	
7	R Baric	CRO	1026	
8	H Irhad	BIH	1014	

F1A-Junior 7 flew

1	I Zovko	CRO	1080	+136
2	T Jusufbasic	BIH	1052	
3	H Kulcsar	HUN	890	

F1B 14 flew

1	E Cofalik	POL	1260	+290
2	A Franic	CRO	1260	+208
3	S Skibicki	POL	1260	+192
4	Z Grepl	BIH	1243	
5	D Sokolic	CRO	1242	

F1B-Junior 2 flew

1	A Warakomska	POL	310	
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F1Q 3 flew

1	K Salzer	AUT	969	
2	Z Grepl	BIH	741	

ANATOLIAN CUP, ANKARA, TURKEY, Oct 4-5**F1A 11 flew**

1	C Kargin	TUR	1230	
2	Y Olgun	TUR	1223	
3	O Sevgi	TUR	1174	

F1B 10 flew

1	I Yurtseven	TUR	1260	
2	I Sarioglu	TUR	1173	
3	M Haticoglu	TUR	786	

3RD FAVLI, CAPANNORI, ITALY, OCT 2-5

F1A 27 flew

1	R Koglot	SLO	1290	+300	+385
2	A Van Wallene	NED	1290	+300	+379
3	M Stranieri	ITA	1290	+300	+292
4	V Brussolo	ITA	1290	+286	
5	T Slokar (J)	SLO	1290	+210	
6	R Baric	CRO	1290	+165	
7	M Gruneis	AUT	1290	+81	
8	M Latvenas	LTU	1289		
9	M Kosonozhkin	RUS	1285		
10	S Pagnini	ITA	1276		
11	H Fuss	AUT	1271		
12	J Zarins (J)	LAT	1253		
13	J Valo	FIN	1246		

F1A-Junior 2 flew 1 full scores

1	T Slokar	SLO	1290	+210
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F1B 11 flew

1	A Zeri	NED	1320	+300	+404
2	D Barberis	FRA	1320	+300	+267
3	B Murari	ITA	1320	+251	
4	D D'atti	ITA	1320	+223	
5	H Meusburger	AUT	1320	+207	

F1B-Junior 1 flew

1	T Slokar	SLO	1316
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F1C 7 flew

1	G Venuti	ITA	1320	+420
1	R Guadagno	ITA	1320	+420
3	R Truppe	AUT	1294	

SIERRA CUP, LOST HILLS, USA, OCT 7-9

F1A 26 flew

1	R Limberger	USA	1290	+300	+420	+433
2	V Stamov	UKR	1290	+300	+420	+406
3	D Edmonson	USA	1290	+300	+420	+332
4	K Kulmakko	FIN	1290	+300	+420	+311
5	J Cooper	GBR	1290	+300	+420	+231
6	H Nyhegn	DEN	1290	+300	+191	
7	J Parker	USA	1290	+49		
8	B Van Nest	USA	1270			
9	P Mcquade	USA	1252			
10	M Thompson	USA	1249			
11	L Hines	USA	1242			
12	P Allnutt	CAN	1240			
13	V Morgan	AUS	1233			

F1B 28 flew

1	R Morrell	USA	1320	+300	+420	+385
2	M Mulligan	USA	1320	+300	+420	+330
3	L Horak	CAN	1320	+300	+420	+313
4	G Batiuk	USA	1320	+300	+348	
5	Y Waltonen	FIN	1320	+300	+290	
6	R Rohrke	USA	1320	+300	+224	
7	W Yunsheng	CHN	1320	+300	+207	
8	D Sacks	USA	1320	+300	+206	
9	M Davis	USA	1320	+300	+176	
10	C Jones	USA	1320	+300	+25	
11	E Nelson	USA	1320	+297		
12	M Mulligan	USA	1320	+271		
13	R Felix	USA	1315			
14	W Ghio	USA	1311			

F1C 19 flew 11 full scores

1	R Mcburnet	USA	1320	+300	+420	+456
2	M Roberts	USA	1320	+300	+420	+384
3	N Poti	USA	1320	+300	+247	
4	D Chesson	USA	1320	+300	+244	
5	B Servaites	USA	1320	+300	+201	
6	E Verbitsky	UKR	1320	+300	+199	
7	R Simpson	USA	1320	+258		
8	W Ghio	USA	1320	+230		
9	H Nyhegn	DEN	1320	+225		
10	R Summersby	AUS	1320	+191		

F1G 13 flew, 6 F/O

1	C Jones	USA	600	+180	+240	+210
2	J Emery	USA	600	+180	+240	+207
3	T Iorger	USA	600	+180	+240	+115
4	T O'Dell	USA	600	+180	+77	

F1H 12 flew, 6 F/O

1	M Thompson	USA	600	+180	+240	+203
2	R Sifleet	USA	600	+180	+240	+55
3	K Kulmakko	FIN	600	+180	+227	
4	V Morgan	AUS	600	+180	+207	

F1J 4 flew

1	N Poti	USA	600	+180	+240	+385
2	D Johannees	USA	600	+180	+240	+0
2	D Parsons	USA	600	+180	+240	+0

F1P 1 flew

1	D Parsons	USA	687
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KRKA CUP, Novo Mesto, Slovenia, Oct 17-19

F1A 54 flew

1	R Blagojevic	SRB	1260	+300	+265
2	B Zulic	SLO	1260	+300	+222
3	D Zulic	SLO	1260	+268	
4	Y Titov	RUS	1260	+267	
5	V Stamov	UKR	1260	+263	
6	R Koglot	SLO	1260	+262	
7	A Vrtovec (J)	SLO	1260	+250	
8	R Holzleitner	AUT	1260	+249	
9	L Kralj (J)	SLO	1260	+247	
10	D Terlep	SLO	1260	+242	
11	C Bachmann	SUI	1260	+240	
12	I Zovko (J)	CRO	1260	+236	
13	H Fuss	AUT	1260	+235	
13	M Kosonozhkin	RUS	1260	+235	
15	M Pitlanic	SVK	1260	+223	
16	T Weimer	GER	1260	+193	
17	W Ehrlich	AUT	1260	+189	
18	B Gjerek	SLO	1260	+178	
19	I Ehrlich	AUT	1260	+148	
20	T Slokar (J)	SLO	1260	+83	
21	P Findahl	SWE	1251		
22	A Van Eldik	NED	1250		

F1A-Junior 8 flew 4 full scores

1	A Vrtovec	SLO	1260	+250
2	L Kralj	SLO	1260	+247
3	I Zovko	CRO	1260	+236

F1B 22 flew

1	H Meusburger	AUT	1320	+300	+259
2	I Yurtseven	TUR	1320	+300	+258
3	T Slokar (J)	SLO	1320	+287	
4	A Franic	CRO	1320	+252	
5	M Novy	CZE	1298		
6	R Blagojevic	SRB	1294		
7	D Slokar	SLO	1288		
8	T Hribar	SLO	1276		
9	L Hribar	SLO	1271		
10	B Lacimic	SRB	1258		
11	W Ehrlich	AUT	1249		

F1B-Junior 2 flew 1 full scores

1	T Slokar	SLO	1320	+287
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F1C 15 flew 8 full scores

1	K Kuukka	FIN	1320	+300	+420
2	V Sychov	SLO	1320	+300	+342
3	P De Boer	NED	1320	+300	+320
4	M Berek (J)	CZE	1320	+300	+296
5	D Lakic	SRB	1320	+300	+260
6	G Venuti	ITA	1320	+300	
7	R Truppe	AUT	1320	+294	
8	K Bereka	CZE	1320		

F1H BY THOMAS WEIMER

Extracted from article in Thermiksense, with thanks.

This model no. 38, my ninth F1H model since 1986, was constructed in the winter 2006/07. After some good places in the German championship in recent years, this model was built with the aim of finally winning. I decided to make my first electronic F1H with the rudder controlled by a servo instead of the hook and with different trims available for the timer. It would use a wing from Victor Stamov which I would cover myself. Although the wing is not extreme span (1.54m), it gives an outstanding glide. A moment arm of 600 mm helps to give an F1H good flight performance, helped by keeping the weight near to 220 g.

I flew the model on March 11th 2007 with the incidences as set in the workshop and was able to make the next day evening flights in still air. 10 flights gave a good pattern. In the first evening the best flights were over 3 minutes. In the next weeks, especially in the training camp after Easter, I made further tested and flying. The first training competitions showed me how well the model flies in thermals. Soon I was also able to set a trim for still air giving flight times of 210 to 220 seconds.

At the German championship in Manching it was almost calm, wet and foggy, with a max set at 180. I flew at the start before any thermals and used my still air trim. After few circles the launch was high and the model maxed. During the round thermals developed and so I used my normal trim for the second round with the max again 180. Round 3 was maxed on the edge of a thermal and round 4 in a fine thermal and round 5 no problem. For the flyoff it was calm, wet and cool. I expected no lift and so returned to the still air trim. There was indeed no assistance and the model glided well for a time of 216.

Normal trim. These settings are for normal or stronger winds and particularly for flying in thermals.

times *	angle (deg)	rudder (deg)
straight tow	3	-3
circle tow	3.3	15 to 20
accelerating	3.5	-1
0.5 s	2.6 (climb)	-1
0.3 s	gentle bunt	-1
0.2 s	medium bunt	-1
0.5 s	maximum bunt	1
5.0 s	2.2	6
glide	2.4	3 to 5

* The times are completely applicable to other models since the speed of different servos influences the time the tail moves

Still air trim. This trim aims for maximum flight time in still air, success depends on a good straight launch.

times	angle (deg)	rudder (deg)
straight tow	3	-3
circle tow	3.3	13
accelerating	3.6	-2
0.53 s	2.60 (climb)	-1
0.3 s	weak bunt	-1
0.2 s	medium bunt	-1
0.5 s	maximum bunt	1
5.0 s	2.60	5
5.0 s	2.80	4
30 s	3	3
glide	3.1	1

The wing is a Stamov structure with smooth covering on the underside and rougher on the upper surface with a turbulator above the nose. The fin is balsa covered with Graupner

ecospan. The tailplane has a carbon D box and balsa diagonal ribs with carbon cap strips and a carbon trailing edge. The profile is a modified Makarov. A turbulator 4mm behind the leading edge is 0.2 mm thick and 0.8 mm wide.

The fuselage consists of carbon and Kevlar glued together from two halves. The battery (160 mAh NiMh) is accommodated in the front, then servo is a Graupner C271 and the Torleif Jensen timer. The boom is a carbon tube from Jaromir Orel. To the protection from the sun I have painted it white.

Wing warps

inner left	3°	inner right	3.2°
left break	3°	right break	3.3°
left tip	2.3°	right tip	1.3°

Weights	fuselage	146g
	wing	72g
	tailplane	5g
	Total	223g

BMFA 6TH AREA MEETING, OCT 5

Mini Vintage 12 flew

1	G Peck	Clee MAC	6.00	+3.19
2	P Ball	Grantham	6.00	+2.11
3	C Strachan	Biggles	6.00	+1.30
4	N Allen	East Grinstead	6.00	
5	D Cox	Crookham	5.46	
6	A Shepherd	Crookham	5.45	

Combined Glider - Model Engineer Trophy Team and Plugge 30 flew

1	R Sabey	Socotia F/F	7.30	+3.53
2	P Seeley	B&W A	7.30	+3.44
3	P Tribe	B&W A	7.30	+3.37
4	I Wilkinson	Morley C	7.30	+2.32
5	C Foster	Morley C	7.30	+2.15
6	D Greaves	B&W A	7.30	+1.33
7	R Marking	CVA	7.30	
8	G Beal	Morley A	7.16	
9	B Baines	Grantham A	7.15	
10	M Gibbs	B&W B	7.02	
11	B Thorp	Morley B	7.01	
12	D Cox	Crookham	6.57	
13	C Edge	Scotia F/F	6.46	
14	P Ball	Grantham A	6.41	
15	J Carter	Grantham A	6.20	

Team Glider, Model Engineer Trophy 10 teams flew

1	Bristol & W A	Seeley, Tribe, Greaves	22.30	+7.54
2	Grantham A	Baines, Ball, Carter	20.16	
3	Scotia F/F	Sabey, Edge, Hambley	18.44	
4	Morley A	Beal, Northrop, Foster	17.58	
5	Morley C	Wilkinson, Foster, Cleasby	16.43	
6	Biggles A	Heap, Parry, Steers	16.08	

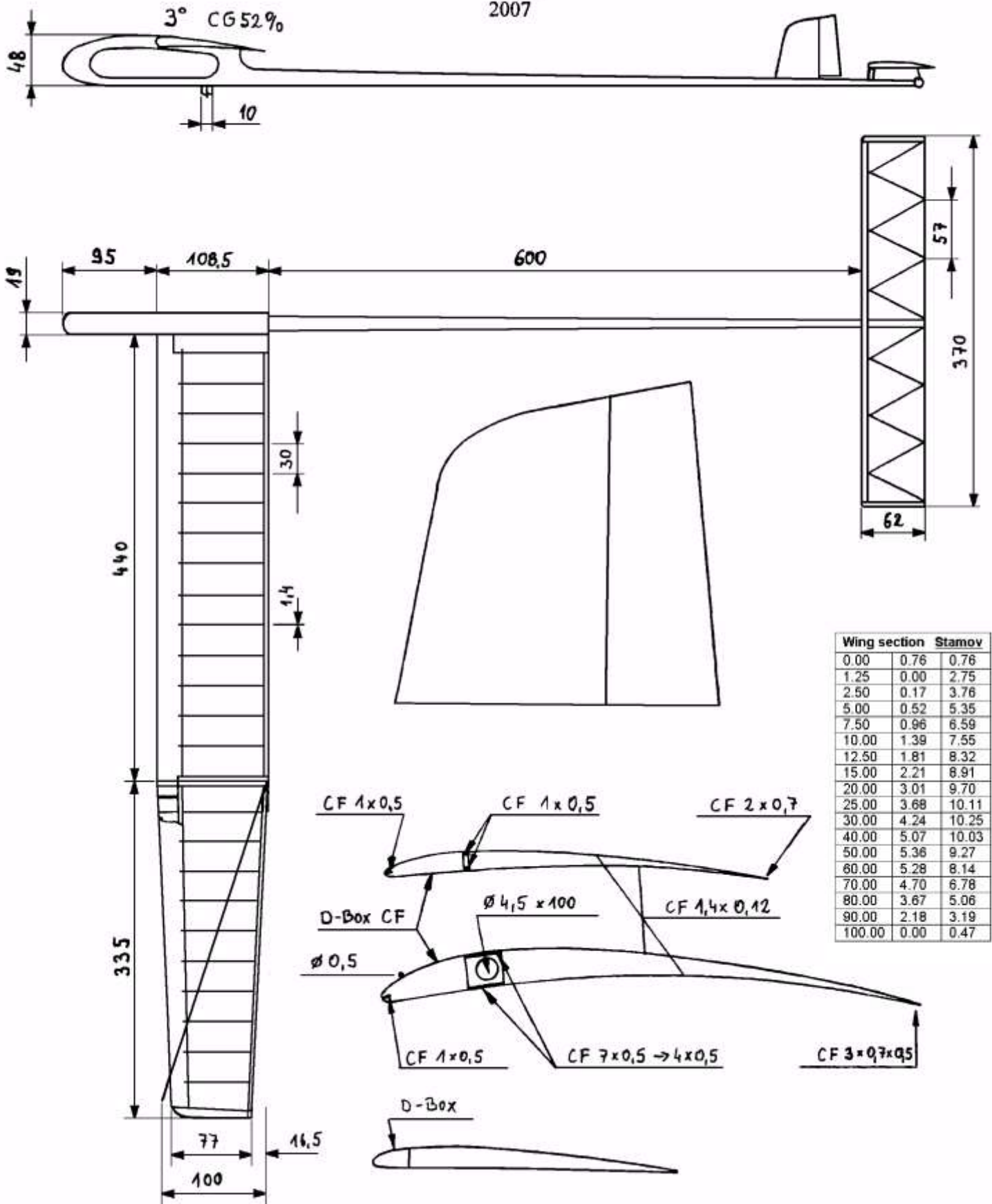
F1G Plugge 21 flew

1	R Vaughan	Crookham	9.52
2	P Owens	NWFFG	9.34
3	N Cliff	Biggles	9.32
4	D Davitt	Morley	9.16
5	J Godden	Morley A	9.07
6	C Chapman	B&W C	8.38
7	C Foster	Morley	8.34
8	S Willis	Croydon	8.08
9	D Neil	B&W A	7.46
10	D Greaves	B&W A	7.45
11	P Hall	Crookham	7.41
12	G Coulson	Morley	7.40

Classic Rubber 4 flew

1	N Rogerson	NWFFG	7.30	+5.28
2	V Wilson	Crookham	7.30	
3	R Pollard	Tynemouth	7.19	
4	J Leadbeater	NWFFG	2.49	

F1H
Thomas Weimer
GER
2007



Classic Power 6 flew

1	G Blair	Edinburgh	7.30	+3.36
2	S Barnes	Morley	7.30	+3.23
3	M Sibson	Grantham	7.30	+3.20
4	A Brown	Novos	7.11	
5	E Jones	Morley	4.40	
6	S Dixon	Birmingham	3.54	

F1C/F1Q Astral 4 flew

1	T Grey	MFFG	12.30	+6.10
2	A Jack	Tynemouth	12.30	+3.44
3	F Chilton	Crookham	5.00	
4	G Fuller	B&W	2.30	

Area Weather

Midland	Heavy rain till noon, then bright and breezy
North East	Dry and sunny, 15mph reducing to 5mph
South East	25 to 35 mph persistent rain
Western	Calm and rain early, showers and turbulent pm
North West	Dry sunny, light wind.
East Anglia	Rain till 2pm, light wind early, then inc to fresh
Scotland	Light winds all day, dry with weak sunshine.
Southern	25 mph, heavy rain, later bright and 20 mph.

BMFA SENIOR CHAMPIONSHIP

1	P Ball	159	18	P Watson	23
2	C Strachan	117	19	G Stringer	21
3	J Cooper	59	20	A Beales	20
4	T Grey	59	20	A Chilton	20
5	G Peck	43	22	P Tolhurst	19
6	S Willis	37	22	R Vaughan	19
6	A Shepherd	35	24	S Brewer	18
8	N Allen	34	24	A Crisp	18
9	J Pennington	33	26	D Beales	17
10	J Bailey	29	26	N Cliff	17
10	C Foster	29	26	M Sibson	17
12	D Greaves	28	29	P Hall	16
12	C Parry	26	29	D Limbert	16
12	T Payne	26	29	J Odonnell	16
12	M Marshall	25	29	P Woodhouse	16
16	C Chapman	24	33	D Cox	15
16	P Tribe	23	33	P Fynn	15

PLUGGE CLUB CHAMPIONSHIP

		1st Area		2nd Area		3rd Area		4th Area		5th Area		6th Area		Total
		F1A	Vint	F1B	MV	SLOP	F1C	TP	F1H	TR	1/2A	TG	F1G	
1	Morley	162	161	215	243	248	215	280	198	273	226	254	238	2713
2	Bristol & W	273	246	265	182	133	166	171	232	262	217	273	195	2615
3	Grantham		199	195	209	71		209		210		183		1276
4	Crookham	146	25	40	59	120	75	167	39	229	58	63	152	1173
5	Birmingham	36	84	15	56	28		236	174		271			900
6	Biggles	94	70	30	76			62	247	58	104		90	831
7	MFFG	57	51	20			116	89	3	283			95	714
8	Vikings		7	95	176			9	147	208				642
9	Timperley		162		86			169		169			29	615
10	CVA		118		49	87	25	8		76	75	97		535
11	Scotia							100	95	100		187		482
12	Croydon		74					16	69	223			67	449
13	Cleemac	42	33	5	106			89	102				38	415
14	Tynemouth							73		277			24	374
15	Crawley	93	3						89	166				351
16	East Grinstead		48		26		41			173				288

OXFORD MFC SEPTEMBER FEST, PORT MEADOW, SEPT 28

Report by Andrew Crisp

This meeting as an amalgamation of the Dreaming Spires contest, rained off in July, and the autumn event run in recent years by the late Mike Kemp. This time the weather gods got it right. After a start so foggy that we were afraid of getting lost on the featureless Port Meadow, the curtain lifted and the day turned out to be perfect for our purposes. Initially there was no wind to speak of so maxes, induced by the general gentle lift, were landing back at launch point. Then later, the mildest of drift from the north gave glider fliers an easier time, with straight forward retrieves down the length of the meadow. I only saw one model leave the field and that was Brian Lavis'

"Scram" in a vast thermal, but this was safely brought back by some walkers on the Thames towpath.

Given this ideal weather, it was surprising that there were only two flyoffs. Andrew Longhurst's rarely modelled "Vargowock", an American design with an enormous tail and twin fins, recorded a fine 4.35 to beat the aforementioned "Scram".

Roy Vaughan, who incidentally had a win in Goodyear racing at the August control line Nats, won the F1G flyoff with a comfortable 4.14 with a model which featured wing-wiggler, as opposed to VIT, to control the first burst.

In the glider class, flown on 50m lines because of the small field, only Bob Taylor posted a full-house, and this with his "Roma". Only 40" span, this design looks all wrong with its

short moment arm and rear fin, yet it tows well and glides like a dream.

Catapult/HLG vintage was convincingly won by A Crip with a pair of models only finished and trimmed on the Thursday before the comp. To C Belsky's design from the 1937 F Zaic Yearbook, 12" of wing span gave but a modest glide, but an enormous height on the catapult launch.

The event of the meeting had to be that for free flight scale. There were at least a dozen entries, and never have I seen a field so well prepared and which flew so well. Modest (and quiet) i/c motors were allowed along with rubber and Jetex (or whatever), and the types were about evenly divided. Models were judged on fidelity, quality of construction, and appropriateness of flight.

Winner was well known scale write, Bill Dennis with two entries – a large blue-green coloured DH Moth of some kind and a smaller Rumpler biplane with a myriad of wing ribs. The winner was the latter.

Mini Vintage Rubber 3x2

1	A Longhurst	+4.35	Vargowock
2	B Lavis	+4.06	Scram
3	K Taylor	+3.41	Senator

Vintage CdH 3x2

1	P Tolhurst	6.00	Etienvire
2	G Manion	5.40	Etienvire
3	R Oldridge	5.25	Fuit

Classic Glider 3x2 50m line

1	S Darmon	5.55	Jezabel
2	K Taylor	5.54	Sans Egal
3	D Brawn	5.19	Shorty

Vintage Glider 3x2 50m line

1	B Taylor	6.00	Roma
2	M Chilton	4.35	Sheilagh
3	A Crisp	4.31	Lulu

Vintage HLG/Catapult 9x1

1	A Crisp	6.04	Belsky
2	P Tolhurst	5.52	Dingbat
3	T Thorn	5.21	Huguelet

F1G 3x2 P30 3x2

1	R Vaughan	+4.14	1	P Hall	6.00
2	P Brown	+2.45	2	G Manion	5.52
3	M Chilton	+2.17	3	D Thomson	5.18

Tailless R+G 3x2

1	S Willis	5.52	1	L Marks	1.57
2	A Longhurst	5.47			
3	V Wilson	5.15			

Scale

1	B Dennis	Rumpler	power
2	M Stuart	Dash 8	rubber
3	P Smart	Believ	rubber

BMFA THIRD TEAM SELECTION, SCULTHORPE, OCT 11-12

Saturday sunny, 12 to 18 mph, dropping to light by evening.
Sunday mist early, then sunny, warm, light winds (5-10 mph).

F1A		total	F/O 1	F/O 2	points
1	P Ball	900	300	225	50
2	T Nicholson	900	300	174	45
3	P Williams	862			40
4	M Dilly	858			35
5	A Jack	857			30
6	C Edge	838			25
7	J Carter	760			20
8	R Jack	620			19
9	S Darman	180			18

F1B

1	R Peers	900	331	50
2	M Woolner	900	295	45
3	M Woodhouse	900	289	40
4	P Martin	850		35
5	B Martin	840		30
6	I Taylor	739		25
7	N Cliff	661		20
8	M Evett	635		19
9	R Jones	13		18

F1C

1	S Screen	900	NS	45
1	N Allen	900	NS	45
3	A Jack	886		40
4	P Watson	884		35

Final Team Placings

Notable among these results is that Phil Ball has joined Jack North and Ray Monks as the only people who have represented GB in rubber, glider and power teams.

F/O column gives the times of flyoffs for team placing position.

F1A

		1st	2nd	3rd	Best 2	F/O
1	D Oldfield	45	50		95	190
2	T Nicholson	50	35	45	95	176
3	P Ball	18	40	50	90	
4	P Williams	40	18	40	80	
5	R Jack		45	19	64	
6	M Dilly	25	13	35	60	
7	A Jack	30	17	30	60	
8	C Edge	35	15	25	60	
9	J Carter	20	25	20	45	
10	M Cook	15	30		45	
11	S Darman	16	19	18	37	
12	P Tribe	19	16		35	
13	N Bosdett	17	14		31	
14	K Best	14	12		26	
	G Peck		19		19	

F1B

1	R Peers	25	50	50	100	
2	B Martin	50	40	30	90	268
3	R Jones	45	45	18	90	148
4	M Woolner	30	35	45	80	312
5	M Woodhouse	40	18	40	80	262
6	P Martin	35	30	35	70	
7	I Taylor	14	19	25	44	
8	R Cheesley	17	25		42	
9	D Greaves	19	20		39	
10	N Cliff		16	20	36	
11	N Bosdett	20	15		35	
12	M Evett	15		19	34	
13	G Stringer	16	17		33	
14	G Pink	18			18	
15	D Billam		14		14	

F1C

1	A Jack	45	50	40	95
1	P Watson	50	45	35	95
3	S Screen	40	40	45	85
4	N Allen	30	30	45	75
5	K Faux	20	35		55
6	R Baggott	35			35
7	P Chapman	25			25

USA TEAM SELECTION

From Peter Brocks: On October 11-13 we had our Team Selection Finals in Lost Hills. It was unusually cold and very windy at times. This is the USA Team for the WC in Croatia:

F1A: Ken Bauer, Steve Spence, Lee Hines

F1B: Charlie Jones, Walt Ghio, Alex Andriukov

F1C: Richard Mathis, Don Chesson, Gil Morris

TOSZEK CUP, TOSZEK, POLAND, AUG 23

F1E 38 flew

1	J Orel	CZE	486.10
2	K Szymanska (J)	POL	451.66
3	E Slomka	POL	438.88
4	S Kubit	POL	432.77
5	J Morgala	POL	419.44
6	P Szymanski	POL	407.22

F1E-Junior 10 flew

1	K Szymanska	POL	451.66
2	P Duraj	POL	396.11
3	D Drmlova	SVK	357.77

GOVERNOR'S CUP, RAÇIBÓRZ, POLAND, AUG 24

F1E 32 flew

1	N Heiss	AUT	500.00	+195
2	P Tendera	POL	500.00	+90
3	A Mang (J)	AUT	487.77	
4	Z Benisz	POL	487.20	
5	V Zima	CZE	485.55	
6	S Kubit	POL	480.55	

F1E-Junior 10 flew

1	A Mang	AUT	487.77
2	K Szymanska	POL	461.10
3	J Drmla	SVK	457.20

WORLD CUP F1E FINAL POSITIONS

Top 4 results given for each competitor.

1	Jaromir Orel	CZE	150	MS-1	TZ-1	PC-2	FB-3
2	Ivan Treger	SVK	140	RH-1	LP-2	HB-2	BN-4
3	Florian Draghici	ROU	140	TC-1	NM-1	BN-3	CP-4
4	Adrian Draghici	ROU	120	PC-1	FB-2	CP-5	NM-7
5	Wieslaw Dziuba	POL	118	HA-1	MS-2	TC-5	LP-5
6	Vojtech Zima	CZE	114	HB-1	TC-3	LX-3	FB-4
7	Alain Roux	FRA	109	LX-1	PU-2	PC-11	PE-9
8	Stanislaw Kubit	POL	101	RH-3	SW-3	HB-3	TZ-4
9	Frantisek Doupovec	CZE	99	HA-2	CV-3	RH-6	TZ-1
10	Fritz Mang	AUT	95	LP-1	FB-6	SW-8	MS-1
11	Marian Popescu	ROU	91	CS-2	LX-4	RH-7	PC-5
12	Jean-Luc Drapeau	FRA	90	PE-1	BN-7	PC-12	RH-2
13	Dominika Drmlova (J)	SVK	83	CP-2	HB-4	TZ-12	CV-1
14	Norbert Heiss	AUT	80	GC-1	CV-11	LP-14	
15	Katarzyn Szymanska(J)	POL	77	TZ-2	RH-11	LP-12	GC-7
16	Herbert Schmidt	GER	76	FB-1	SW-6		
17	Piotr Tendera	POL	75	GC-2	MS-3		
18	Marek Lysakowski	POL	75	CV-2	NM-6	TZ-15	LP-1
19	Frantisek Kratena	CZE	74	NM-3	CV-4	HA-11	
20	Milan Valastiak	SVK	69	LP-4	CV-6	HA-5	BN-9
21	Jan Smeringai	SVK	69	NM-2	HA-9	BN-18	HB-8
22	Milan Mravec	SVK	68	PC-4	HB-5	MS-8	TZ-1
23	Amedeo Berto	ITA	68	CP-1	RH-14		
24	Pierre Chaussebourg	FRA	68	CS-4	TC-7	PU-6	PC-2
25	Amin Mang (J)	AUT	67	GC-3	MS-9	LP-10	CV-1
26	Edith Mang	AUT	62	SW-7	LP-6	HA-6	GC-1

F1E-Junior

1	Armin Mang	AUT	153	MS-1	GC-1	LP-1	HA-2
2	Jakub Drmla	SVK	143	CV-1	NM-1	BN-2	GC-3
3	Katarzyna Szymanska	POL	135	TZ-1	RH-2	LP-2	GC-2
4	Dominika Drmlova	SVK	132	CP-1	HB-1	TZ-3	LP-3
5	Jakub Matisek	SVK	111	NM-2	MS-2	HB-3	PC-6
6	Andrei Anca	ROU	108	TC-1	SW-3	FB-4	PC-5
7	Matthias Seren	GER	82	BN-1	FB-3	RH-7	SW-2
8	Jan Winkler	CZE	73	HB-2	RH-3		

Contests included in the results

				F1E	F1Ejun
CA	California Cup	USA	Feb 12	10	0
HA	Winter Cup I	CZE	Mar 15	23	7
HB	Winter Cup II	CZE	Mar 16	17	5
FB	Föhrberg Cup	GER	Apr 12	45	8
SW	Swiss-Cup F1E	SUI	Apr 13	45	8
CP	3rd Coppa Primavera	ITA	May 3	26	6
CS	28th Coppa Sisemol	ITA	May 4	25	6
MS	Mikulas Cup of Hungary	HUN	May 10	32	6
CV	Cavalloni Cup of Hungary	HUN	May 11	27	6
LX	Luxor Open	SRB	Jun 7	12	0
PC	Memorial Popa Crangu	ROU	Jun 12-13	43	13
TC	Turda Cup	ROU	Jun 13-14	39	11
TZ	3rd Toszek Cup	POL	Aug 23	38	10
GC	9th Governor's Cup	POL	Aug 24	32	10
LP	Liptov Cup	SVK	Sep 6	32	8
NM	Nosko Memorial Cup	SVK	Sep 7	26	7
BN	Berner F1E Cup	SUI	Sep 14	57	8
RH	Rhön World Cup	GER	Sep 19	69	20
PE	4th Poitou Charentes	FRA	Sep 27	20	4
PU	Poitou F1E	FRA	Sep 28	19	5

NFFS SYMPOSIUM REPORT 2008

Review by Ian Kaynes

First an apology that this review was not included in FFn last month, which had been promised in the September issue but it got squeezed out by the usual problems of time to write it and space to fit in the issue.

The opening pages cover an introduction by the editor Rick Pangell, a tribute to Walt Rozelle and then Jack Shafer writes about the NFFS and plans for the future.

The first technical article is a master work on "F1A Airfoil Design and Wing Optimization" by Brian Eggleston and Peter Allnutt. This relates to aerofoils developed to optimise both glide and bunt climb. Brian talked around the aerofoil design in articles in Free Flight Quarterly and in this article the performance of his aerofoil is compared to regular and flapped glider aerofoils. This covers the acceleration on the towline including the effects of tow speed and line angle via a ballistic climb model to bunt height and glide down for total duration from that height. Finally flight tests have indicated a potential glide performance from 50m of 173 sec for a Stamov model against 134 sec for an equivalent model with the new section. With bunt included the figures close up to 207 against 195 sec

Peter McQuade's "Theroetical Optimal Design of 3-Panel Wings for Free Flight Models" looks at dihedral layout from the view of wanting to reduce interference drag at the dihedral joints by reducing the angle at each joint. He estimates the rolling moment due to sideslip and deduces that typical 3-panel layouts are near to optimum.

"Variable Camber FIA Models" by Aram Schlosberg starts with a discussion of a flapper with fixed leading edge part versus variable camber with both the front and rear parts of the wing changing incidence with hinges on upper or lower surface. The article then moves to the mechanisms to operate the sections then structural and aerodynamic design issues and towing considerations.

In "An Analysis of The Effect of Bank Angle on Yaw Control for Towline Gliders" Pete McQuade investigates stability of a glider on the line from the point of view of the model straightening or continuing to turn after making a tow circle. He develops the 3-D geometry of the glider's position relative to the line and deduces conditions for stability. His main conclusion is that for a stable tow bank angle of the circling model must be kept low.

Peter King's "F1 B - To Flap or Not to Flap" looks into whether there is any advantage in using flaps for F1B. His performance analysis estimates an advantage of just 3m height gain which translates into 9 seconds duration increase by using a flap to speed up the first part of the climb. In noting that this is not worth the development effort, Peter observes that F1B design and performance had reached something of a stagnation point several years ago.

Louis Young describes asymmetric variation of wing chord in "Improving Span-wise Lift Distribution in Circling Flight". The aim is to balance the lift difference between inner and outer wing during circling flight. He reviews various successful and unsuccessful models with such asymmetry and examines the question of spanwise position of the CG with wings having different weights.

"F1E Dynamic Hand-Launch Bunting System" by Daniel Petcu describes two approaches to ways of gaining height from launch of F1E models. He gives details of his bunt mechanisms operated by mechanical timer and presents analyses of launches, with some comments suggesting that more height is gained by launching more steeply without considering the energy balance between launch speed and glide speed. Analysis of a launch movie appears to discount perspective from the camera and leads to the prediction of an 8.8m height gain from a launch at 9.5 m/sec which finishes at a "glide" speed of 1.88 m/sec. From this glide speed you can deduce that there must have been a wind of at least 2.5 m/sec, adding this to launch and glide speeds and applying conservation of energy between these speeds would give a height gain of only 6.3m.

George Mansfield's article "Systems Approach to FAC Scale Design" is rather outside the usual FFn coverage, addressing design of scale models for optimum points, size and weight.

"Energy Testing and the Performance of Rubber Powered Models" is by the well established rubber analysis and testing specialist Fred Pearce. He describes the physical basis of energy loss in rubber. Energy loss and torque reduction after winding are shown. The temperature change during stretching and winding, including hand turns, are illustrated and suggestions made of how to reduce the temperature rise by winding technique.

In "The Evolution, Status and Future of Mechanical Timers for Free Flight" Hank Nystrom describes the evolution of mechanical timers through to the development of his range of Texas Timers. He describes how he sourced timer mechanisms from the eastern Europe factory supplying timers for camera and bought large batches from them. His last purchase was prompted by news of discontinuing production of the mechanism, he now has a stock which may last 5 or 10 years but no alternative source available to replenish stocks when they do run out.

Jerald Murphy's article "Is Digital Free Flight in Your Future?" starts with the suggestion of a future electronic system to guide a free flight model back to the launch point after a target flight duration. He looks at the readily available micro-chips and the prediction that GPS receivers will plummet in cost and size under the effect of the mobile phone market. Having shown that his postulated system will become practical he suggests that discussion should open on whether to follow this route to allowing free flight to use small sites.

"On Being a Free Flight Materials Supplier" by Tim Goldstein is his account of experiences as a "cottage industry" supplier to free flight, progressing from supplementary income, to a genuine business. His move into business was double, first when covering his range and then when taking over Peck Polymers. He discusses issues of product, pricing, promotion and the time is money consideration.

Art Lonergan describes "Sixty Years of SuperSticks!" These began as a model in the style of an indoor model flown outdoors. The original model was an instant success and the plan was published in Australia in 1947. A second version followed in 1950 with motor enclosed in the fuselage, a single blade folding prop, geodetic tail surfaces and DT. These were republished in FF Down Under during the 1990s and are reprinted with this article.

"Future Shock: What Happens When You Miss Thirty Years of Free Flight" by Dick Mathis is an account of his return to free flight since 2001 leading to a place on the 2007 USA Team in F1C. He draws some interesting comparison between such things as the cost of models in the 1970s and now, the modern scarcity of flying sites, the vast increase in the number of foreign competitors in USA. An interesting observation is that things the radio DT rule will encourage home building of models since there will be less risk to the investment of six months fabrication time.

Steve Jones "You Too Can Be a Free Flight Hero" is an article about the benefits of mentoring and his personal appreciation of Doug Galbreath.

"Free Flight 2020" by David Mills has predictions of potential future changes in free flight. Some basics, such as model development continuing, growth of electric power and erosion of leisure time. Flying sites will become more scarce and promote to technical advances to use small fields and free flight media will be mainly on screens. More surprising views include that there will be more people flying model aircraft, founded on the suggestion that the present time is a second golden age of model flying based on the numbers participating on an overall level.

The 2008 Models of the Year, selected by committee under Bill Booth Jr are

Spin-Up Indoor HLG by Mark Benns

Turn-Up Outdoor HLG by Tim Batiuk

F1B No.11 by Blake Jensen

R60 AMA A/B power model by Reid Simpson

Day Break, Dawn Mulvihill open rubber model by Carl Redlin

And special recognition is given to:

Scat Electronic News by Roger Morell

USA F1P Junior development program by Jim Parker and Bob van Nest

Indoor Speciality Tools by Ray Harlan

Hall of Fame recognition has been selected by a committee under Louis Joyner for: Walter Rozelle, Rex Hinson, Herb Kothe, Alexander Andriukov, Roger Simpson, and Reid Simpson

The Symposium Report closes with a report by the NFFS President Phil Sullivan and biographical notes on the authors, for a total of 164 pages.

The 2008 Report is available from FFn for £19.50 including postage in UK or Europe. Alternatively, if any UK readers would like to collect copies from me at the Free Flight Forum they will cost £19 but please request a copy in advance.

CROOKHAM COUPE D'HIVER DAY, MIDDLE WALLOP, OCT 12

Report by Roger Wilkes.

On arrival at the airfield for this new F1G Southern Coupe League qualifying event competitors were greeted by very thick mist which did not lift until after mid-day. In view of this and the early finish required on the day it was decided to fly four flights to a 2 minute max.

Once the mist had disappeared the sun came out and everybody flying in the calm and warm conditions. There were several late entries which increased the total entry to 26. However, the score sheet showed by 3.30pm that 21 competitors had not maxed out, leaving five to go into an early flyoff.

Having such warm and sunny conditions prevailing most competitors chose to set their DTs for the flyoff. On the bell four competitors went early in what seemed to be good air but the thermomemeter showed the temperature was still rising. Roy Vaughn, who had his motor blow on winding, got delayed but benefited from launching late into this positive lift, achieving great height but although DTing at 4 min 30 sec did 6.15 to win. Unfortunately he paid the price by being treed at height and being unable to retrieve his model.

This event was well supported and hopefully will become an annual event with both modern and vintage Coupe d'Hiver classes.

1	R Vaughn	Crookham	8.00	+6.26
2	R Wilkes	Crookham	8.00	+2.42
3	P Hall	Crookham	8.00	+2.08
4	E Tyson	Crookham	8.00	+1.54
5	M Marshall	IVCMAC	8.00	+1.11
6	C Chapman	Bristol & West	7.58	
7	K Taylor	E. Grinstead	7.49	
8	E Challis	Bristol & West	7.40	
9	P Jellis	Croydon	7.32	
10	J Payton	Oxford	7.23	

SOUTHERN COUPE LEAGUE

Positions after Crookham Coupe Day. Best of 5 comps to count in final score. The final Qualifying event will be the Coupe Europa at Middle Wallop on November 30th.

			score	total maxes
1	P Hall	Crookham	51	19
2	R Vaughn	Crookham	49	19
3	C Chapman	B&W	30	18
4	R Wilkes	Crookham	30	12
5	D Greaves	Bristol & West	23	11
6	A Longhurst	SAM35	22	13
7	M Marshall	IVCMAC	15	9
8	E Challis	Bristol & West	14	11
9	J Knight	Bristol & West	12	7
10	T Tyson	Crookham	11	8
11	P Tolhurst	Hayes	9	5
12	G Stringer	E Grinstead	8	8
13	S Willis	Grantham	8	5
14	D Neil	Bristol & West	6	2
15	D Thomson	Croydon	5	5
15	J White	Croydon	5	5
17	P Jellis	Croydon	4	4
17	M Evatt	Biggles	4	4
17	M Richardson	E Grinstead	4	4
20	G Ferrer	Timperley	4	3

BMFA INDOOR DURATION EVENTS.

The F1D Trials for 2009 European Championships will be held at Werrington Sports and Recreation Centre, Staniland Way, Werrington, Peterborough PE4 6JT.

Trials one: Saturday 10 January (10am – 5pm) and Sunday 11 January (10am – 5pm).

Trials two: Sunday 25 January (10am – 10pm)

Trials three: Sunday 15 February (2pm – 10pm) and Monday 16 February (10am – 6pm)

Trials format as published in 2008 rules book. 1/3rd motors flown in rounds. Gym shoes required. Contact: Mark Benns on 01733 755733, itc@bmfa.org or nickaikman@hotmail.com

2008 BMFA FREE FLIGHT FORUM

The twenty-fifth BMFA Free-Flight Forum will be held in the Walmesley Room at the Holiday Inn, Coventry CV2 2HP on Sunday, Nov. 23rd, 2008, starting at 10 a.m. and chaired again by Mike Evatt. This is the day after the BMFA AGM and prizegiving at the same venue. You can attend the AGM, enjoy the dinner, meet other flyers in a relaxed atmosphere and then follow it up the next day by catching up on the developments, techniques and aerodynamics of today's free-flight and maybe even celebrate the quarter century of the Free Flight Forum. Questions are welcome.

Among the topics to be covered are:

Trevor Grey - Brushing Up (Brushless Motors);

Chris Strachan - Sharing Flying Sites with General Aviation;

Mark Croome - Rohacell D-boxes;

Phil Ball - Contest Analysis;

Roger Wilkes – The Torque-Back Trimming Technique and Variable Pitch Props;

Phil Ball – Cutting Ribs from Block on a Lathe;

Trevor Grey – Radio Dethermalisers;

Roger Wilkes – Balsa and Carbon Rod Structures,

Mike Woodhouse - A Day in the Life of a Team Manager,

Chris Edge -Radio Dethermalisers The Practicalities,

Ray Monks - Fabricating Carbon Booms

Lunch will be available and the finish will be at around 5 p.m. The cost for the session will be just £8, with proceeds going towards the expenses of the teams that represent us at World and European F/F Championships. Pre-booking will ensure that you get a seat, so send your cheque to BMFA, Chacksfield House, 31, St. Andrews Road, Leicester LE2 8RE, payable to 'BMFA F/F Team Support Fund.

UK COMPETITION NEWS

COUPE EUROPA. This year's Coupe Europa will be held on November 30th., starting at 10 a.m. at Middle Wallop. The F1G event for the Aeromodeller Trophy will again be one of 12 international contests counting for the Euro Challenge, organised by the Italian AGO Torino club and running till September 2009.

Vintage Coupe d'Hiver will be for the AAA Cup.

There will be awards for top junior and lady competitors and national teams will compete for the Flitehook Europa Trophy, with the three top-scoring F1G flyers from each nation making up its team. Organisation will again be in the hands of Croydon & DMAC.

First entry £5 (€8); additional class £3 (€5). An indoor prizegiving with refreshments is planned. The Museum of Army Flying makes an admission charge at the gate, with non-flying family members free. Those not competing in the contests will be most welcome to use the airfield for trimming. For further information and pre-entry forms please contact David Beales on +44 (0)20 8858 2714 or e-mail; addickab@aol.com or phone or fax Martin Dilly on +44 (0)20 8777 5533, e-mail; martindilly@compuserve.com, or at 20, Links Road, West Wickham BR4 0QW.

NOTICEBOARD

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FISHING REELS. 6" diameter centre-pin fishing reels, excellent for winding your towline on. £9.99 each. Postage £3.50 or visit stores in various cities in northern England. Catalogue number SLCPR6" from Fishing Republic, tel 0845 301 1172, www.fishingrepublic.co.uk

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