

FREE FLIGHT

News

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FFn DIARY

July 10-11 Salisbury Plain	BMFA Trimming Weekend. See FFn 1002. Must call Peter Tribe on Friday before 01225 862748.	August 5 Moncontour, France	Moncontour 2mn. F1G F1H F1J. Contact: Gérard Marquois, 16 rue Maxime Ridouard, 86330 Moncontour, France, tel: +33 5 49 22 68 91, fax: +33 6 13 32 95 99, email: gerard.marquois@aliceadsl.fr
July 10-11 Sculthorpe	BMFA East Anglian Gala. 10th CR, CG, Classic R/P, Tailless, SLOP, E30, HLG/CLG. 11th CP, Classic Glider, Mini Vintage, P30, CO2, Bowden. Start 9am, finish 6pm each day. Contact: Michael Marshall 01223 246142	August 6-7 Bosanski Petrovac, Bosnia and Herzegovina	Memorijal Izet Kurtalic. F1A F1B F1C. World Cup. Contact: Malik Cabaravdic, tel+387 61 196 368, fax: +387 32 738 209, email: info@aeroklub-izet-kurtalic.ba, web: http://www.aeroklub-izet-kurtalic.ba
July 15-17 Kirkklareli/Vize, Turkey	Anatolian FF Cup. F1A F1B F1C. World Cup event. Contact: Osman Sevgi, tel+90 532 417 1104 or +90 533 812 9471, fax: +903122664150 osman.sevgi@gmail.com, web: www.anatoliancup.com	August 6-7 Thouars, France	Poitou. F1A F1B F1C. World Cup event. Contact: Michel Reverault, tel+33 5 49 68 01 55, fax: +33 5 49 96 13 37, email: poitou-aero@orange.fr www.poitou-aero.com
July 17-18 Barkston Heath	BMFA Salisbury Plain. See July 10-11. Brumfly Gala. BG, BR, BP, SLOP, F1H, F1G, F1J/1/2A, HLG+CLG, 'special' mini-vintage. See FFn 1002. Start 9am. No rounds, but flights to be made upwind of a line. Contact Stuart Darmon, 02476 421584 stuardarmonf1a@yahoo.com	August 7-8 Salonta, Romania	Salonta Cup. F1A F1B F1C F1P. World Cup event. Contact: Vincze Sandor, tel+40 259 374109 mob +407247 18992, fax: +40 259 37 4109, vincze_sandor@freemail.hu
July 18-25 Vize, Turkey	European Championships F1A F1B F1C.	August 7-8 Belgrade, Serbia	17th Dorcol Cup. F1D. Contact: Stojkovic Vojislav, tel: +381 11 21 86 443, fax: +381 11 21 86 443 aviomodeli55@yahoo.com web: http://www.modelar.org.rs
July 24-25	BMFA Salisbury Plain. See July 10-11.	August 7-8	BMFA Salisbury Plain. See July 10-11.
July 30 to Aug 1 Beauvoir-sur-Niort, France	Azay Le Brulé Inter. F1A F1B F1C F1G F1H F1J F1K. Contact: André Trachez, 11 rte de la Balderie, La Rivière, 79370 Aigonnay, France, tel: +33 6 08 57 35 50, email: andre.trachez@laposte.net	August 8 Area Venues	BMFA 6th Area. Mini Vint (Plugge), HLG/CLG, F1G (Plugge), F1H, P30, CO2 (Plugge)
July 31-Aug 1	BMFA Salisbury Plain. See July 10-11.	August 9-14 Belgrade, Serbia	Indoor World Championships, senior and junior web: www.modelar.org.yu
August 1 Newcastle Town Moor	Tynemouth Mini Rally. 11am to 4.30pm. Comb ½A+Brit P, Comb F1G+Mini Vint Moor Rubber, F1H (3x2min), Comb HLG+Cat G. 5x1min). Reduced maxes, D/T fly offs depending on weather. No thermal detection devices. Contact Brian Martin on 0191 4161096 brian_martin_uk@hotmail.com	August 13-16 Kharkov, Ukraine	Zmiev Cup. F1A F1B F1C. World Cup event. Contact: Mykola Kovalenko, tel+380 57 775 44 99, fax: +380 57 775 44 98, email: ideainfo@ukr.net
August 1-7 Salonta, Romania	Junior World Championships F1A, F1B, F1P. Web: http://www.frmd.ro	August 14-15 Barkston Heath	Timperley Weekend, see FFn 1004. Saturday Special: Contact John Wingate 01407 831383 m 0777.394.3456 wingate@globalnet.co.uk Timperley Gala Aug 15: Gerry Ferer tel 0161 9284 955 or 0732 773432 TimperleyMF@hotmail.co.uk

BRITISH TEAMS FOR THE EURO CHAMPS

By Michael Warren

From **John Carter**: There isn't much to say about the models these days as most people at the Champs will be flying semi-commercial ex-soviet factory models. A few people are now getting to grips with flapped F1As – though only one or two of them are up to speed yet. I am currently looking at the Eggleston section to obtain greater launch height as I was very impressed by Kimmenko at the MaxMen, who gets really high. But as this is a new project I don't have any plans on these lines for Turkey. My immediate preparation is to ensure that all of my 16 F1As are in best trim and good condition.

I generally now use only the electronic models since you can get far more out of them, with more precise trim, but I always have a spare that is mechanical as anything that needs a computer to set it up can go bad at any time for no apparent reason. I keep seven palms available to ensure I can always program the models as necessary.

My preparations are about flying. I set out to fly at least once every week and in England, taking into account Barkston and my local field being some 80 miles from home, it isn't easy. I haven't quite managed it yet but I've only had a few weeks when the models didn't get into the air.

I am now partly retired so have more time available and I am able to get out during the week. Both Phil Ball and I have had some really good days of eight or nine hours at the Lodge Farm fields which provide a real lifeline, being available for glider flying every day.

So it's practice, practice, practice. The better you get the more you feel part of the line and of the model. I have a saying that I never do a trimming flight. All my flights are done in anger, as at a real contest. Also, I try to fly the model to at least the max. In early morning flying I try to do at least 4 mins and in the day the usual 3min max. It's not always possible as I practice not only in the calm but in wind – you need to be able to deal with anything mother nature throws at you.

Fitness is important. I have a regime of at least three training sessions a week at the gym. A session will involve 25 mins on a rowing machine followed by 90 sit ups in three sets of 30. Then I do a session on weights to include chest presses using 100 to 120 kg done in three sets of seven lifts. I follow each of these by arm curls using 25 kg free weights in each hand, again three sets but of 15 repetitions. Next comes shoulder press and lateral pull-downs, all with a weight of about 100 kg done in three sets of seven or eight repetitions each.

I'm not finished yet. Now it's time for a bike ride, which is done on a static bike and is over 25 mins at a steady 75 rpm, loaded to give a work load of 170 watts average. During the cycling, depending which day of the training programme it is, I vary the bike ride from race format, to hill climb to variable random loadings.

And now it's back to floor work, more sit ups, and the final piece of aerobic exercise is either a run hill or the use of a simulated skiing machine again for 20 mins or so.

We are getting near the end. The final set of exercises – and this is important – is a set of exercises to re-stretch the muscles. And that's it, three times a week and it takes up to 2½ hours. And as my wife Dawn now takes Mondays off we try to get out walking, usually five to seven miles somewhere in the Peak District.

The fitter you are the more you're able to deal with the environment you are flying in whether it be hot or very cold. Good fitness also allows you to deal better with the stresses that are imposed by competition. Your mind is clearer, you can absorb more and decode more information and cope with the crowd of people flying near you.

And the other thing, of course, is to have and act on a game plan every time you fly.

From **Stuart Darmon**: Having made myself something of a hostage to fortune at the 'way ahead' conference, I was not only pleased to make the team, but also rather relieved.

Fortunately, this year seems to have contained a higher than average number of good flying days so far (except for the Nats, obviously), so I've had some very useful opportunities to practise and fiddle with the trim of the aeroplanes. In particular, I've been looking at the launches of the bunters, and assessing the relative merits of starting to pull them as they come around the bottom of the circle (greater acceleration), or when they are climbing up the line and already lined up for launch (less stressful on models and nerves). In fact, I decided to continue using the latter approach, but the experiments have meant looking carefully at bunt timings, wing wiggler settings, and zoom rudder, rather than thinking, "It flies, that'll do".

There is a school of thought that a competitor needs an aggressive attitude and 'killer instinct'. I imagine the perfect exponent would arrive at the pole in a crate with air holes in it. I must confess that I can't really see myself scything through the opposition in a whirlwind of teeth and testosterone (I normally vent my aggressive impulses by writing a stiff letter to The Guardian). As I said in the June FFN, I have no delusions about winning the flyoff. My aim for Turkey is to fly carefully and concentrate on team success. Such an attitude may be considered defeatist by the Tasmanian devil school of competition, but is anything but. The object of this trip is to do my best, while gaining a detailed understanding of what's needed in championship flying, and indeed, if it's what I want to concentrate on. When, and if, I take up another team place, the emphasis will be different. I may be no Per Findhal, but I do have a cunning plan...

The third of the F1A team is **Tim Nicholson**: There are no new additions to the fleet this year, so I'll be relying on what I have and know – that's two mechanical Yablonovsky's, one short and one medium (plans in FFN May 2005), and., as back up, a Buntbone and a Sija. I've changed my towlines back to monofilament 'Russian Rod' as the Dacron-sheathed Spectra line tangled easily in the heat. In UK conditions this doesn't tend to happen.

I'm trying to fit a few more four mile runs into the week, and avoid people with flu symptoms, before we depart on the 14 July. Running around in circles in intense heat and not being 100% healthy isn't something I recommend. I did it last year and it wasn't pleasant. Flying and retrieving this year will be a major task for all the team as we have no extra helpers, so I want to be as fit as possible.

Seeing the whole team together for the first time at our team meeting in mid-June really helped focus me and I'm now eagerly looking forward to being part of another British team abroad. So good luck to everyone taking part and I'll see you there.

Mike Woolner is back in the F1B team this year... It's my first team for a couple of years, and it will be good to be at the Champs again. I've been focussing on the World Cup circuit for the last few years, and it's been a rewarding experience. I've met a lot of interesting and sociable people, good fliers, and been to some excellent and challenging flying sites.

Amazingly, for me at least, I am still flying the same models as I was flying seven or eight years ago, although they have repaired/new flying surfaces. Elsewhere there are new innovations – flappers and electronics, for example – but I have not yet seen anything which looks like a great leap forward for F1B. Who knows, this may be the year when someone does produce a quantum leap again. I do have an Andriukov six-panel wing model, which I have flown a bit, but not yet in any competitions. The start of the power run is impressive, with the reduced drag, but I'm not sure whether the overall performance is better. I really need to test it more. Indeed, most of us are

now flying very similar models, and that at least makes for a level playing field in terms of trying to beat the opposition.

As to rubber, there are some good batches of Super Sport. I am now using the May and June 2009 batches which take a lot of torque, are robust, and good in the heat, and I'll probably use them at the Champs, plus my remaining Tan 2, which I am continuing to eke out. Here's hoping for a good result!

Russell Peers is now a bit of a regular in British teams... I've got 15 F1Bs and I'll be taking five Andruikov 'longs' to Turkey, plus two AA 'shorts' and some aircraft which I've assembled from various AA bits over the years. I'll be using Tan II plus the May '09 Super Sport rubber.

And now to what I think of as my shiny bottom! Glider flyers John Carter, Chris Edge and Phil Ball are using this new approach to covering with some success and I have re-covered some models again, and also my new one, as follows... On the underside of the wings I have Pro-Film Light, and on the top five micron clear Mylar with Mike Woodhouse's lightest Salzer tissue upside down on the top, fixed with approx 80% thinners and 20% dope. As expected it seems to improve the glide but as a bonus the climb, I think, is faster.

I'm pleased that we now have a full nine-man team and a very experienced management team and I look forward to a successful Championships.

From **Gerry Pink**: Some five years ago, after taking a long hard look at my stock of competition models, I decided that design and system development was haphazard to say the least. What was required was compatibility throughout the model box. I was well into Vivchar parts by this time, building my own versions of his flying surfaces, and it made sense to standardise throughout. I set to work and now have four reasonably compatible models, with two long span wings still to be built.

I look forward with trepidation to the European Champs and have worked hard so that hopefully I can achieve my best! No doubt I shall acquire further knowledge and ideas and parts and start all over again. This really is my first truly major event and to be a rookie – a first-timer – at 77 is quite something!

From **Neil Allen**: Last year was my first using a geared model in F1C and that model proved successful at Poitou and also in the Trials. It is actually a rebuilt version of No.3 which was flown in the 2007 World Champs in my first team place and features a 2.5m wing utilising a Sychov D-box and now a Hummer engine.

Earlier this year No.4 was completed and is identical to No. 3 except for a more cambered wing section and increased span of 2.6m. Although now flying well it hasn't been contest flown yet...

I plan to practice with both these models over the next few weeks until totally happy with the transitions and, in the case of No.4, the glide. Other users of the Hummer engines will know that, if using the standard 2 blade Hummer prop, fold position can influence glide circle. Both models glide left so the right yaw tendency caused by a 'worst case' fold with one blade on top of the engine has the effect of opening the circle which I think is preferable to the tightening effect it would have on a right gliding model. Because the prop fold position seems to be entirely random many test flights are required to check this!

Also in the box will be my two old direct-drive models, both with Nelson engines and sheet wings. I look forward to travelling and competing with team GB and the whole, surreal experience.

From **Alan Jack**: I shall be taking five models to Turkey, Nos 21 and 22 which are six-panel fixed wing with Hummers, No 24 which has a six-panel wing with flaps and is also Hummer

powered, No 26 which is a four-panel wing and also has flaps but a Verbitsky engine, and finally No 28, aka 'The Squid', which is a four-panel folding wing with flaps and a geared Cyclon. I shall make a choice for the final four depending on which is going well and the field conditions, weather, etc.

Of the two flappers 24 is the model I flew in the trials (where it flew well) and at last years World Champs (where it and more likely I found more sink than in a bathroom warehouse). No 26 is newer and has a more radical wing section. It went very nicely at the last Area Centralised of 2009 doing 7.50 in the fly-off in air that lacked obvious assistance. It also suffered a wizard prang in the fly-off in Australia when the timer stopped just after the engine cut. Now repaired it is again back in good shape. The Squid has been three years in the making and it finally flew in a comp in the fly-off at the BMFA summer FAI event at Barkston recently. Not much can be objectively told from that because in the wind the competitors agreed to DT after a minute but it certainly climbed, transitioned and started its glide as well as could be hoped.

I suspect I shall fly 22 in the rounds because the word seems to be that the contest will be flown in considerable breeze and heat (with presumably therefore lots of lift and sink) and 22 has over the years performed well in finding good air. I can only hope that the newest flapper or the Squid get a chance later on.

And from **Stafford Screen**: I delayed my decision to go to the Championships until April due to a persistent virus and a back problem sustained during the January snow that has also restricted my mobility. I guess you may say it is age-related in my case or due to my lost modelling years playing football and cricket and raising a family.

This years Maxmen in California was difficult but I will manage as my back slowly continues to heal. I must say I have been extremely grateful for the help my friends and competitors have given and offered me over the past months to recover models. Winning the Stonehenge Cup on the extremely difficult terrain of Salisbury Plain was due to their help. It is painfully obvious to me and many others why FAI interest is reducing as the years go by.

However, regarding the models for Turkey, I will probably take the same five that I took to Croatia last year. All are fitted with Verbitsky geared motors and three blade props. I may well only take one of my two flapped models, 55 being the one with which I won the Stonehenge Cup. Four models narrows the choice during our preparation in Turkey. We will probably be the least mobile team for years and we have no supporters/helpers if it gets windy most days as predicted. I am pleased to say that I have flown all my models in competition over the past two years. I guess my favourite is model 50 used last year in Croatia to finish 4th. Actually it is the one rescued from the Black Sea by Mike Woolner some years ago. Model 52 was the reserve used in first fly-off in Croatia. Model 53 was used to reach the fly-off at Maxmen 2010. If I do take a fifth it will probably be model 46, my first bought model, badly damaged in Argentina but rebuilt entirely by me. On the other hand it could be model 57, the latest flapper – you see how positive I am!

NEWS FROM BMFA FF TECH COMMITTEE

FFTC Meeting

The FFTC met on 14 June and the following are notes on items of interest.

Stonehenge Cup 2010

This was a successful event with a good entry and well run by Chris Chapman and his team. Chris says they will take on the job again next year so we can look forward to another fine international event.

Equinox Cup 2010

The arrangements for the Equinox Cup space event are well in hand for 18/19th September at Barkston Heath.

Age Limit at Sculthorpe

The FFTC have been instructed by the management of Sculthorpe that no persons under the age of 16 are to be allowed on to the Airfield.

This means that persons under 16 will not be able to attend events or activities on Sculthorpe Airfield property until further notice.

If you know anyone who may not see this notice who could be affected by this ban please let them know to avoid wasted journeys.

The FFTC are endeavouring to get this ruling overturned and will advise if the situation changes in the future.

Salisbury Plain

We have had a complaint that someone was seen defecating in the wooded area during the Stonehenge Cup international event. Troops training on the Plain are not allowed to behave like this and neither are civilian users. In future we will need to rent Portaloos for major events. Meanwhile, do not risk our future use of Area 8 in this way.

Please also be aware that we are only allowed to access the Area via the signed tank crossings, and NOT by using the unofficial grassy track a few metres to the west of the tank crossing nearest to Shrewton. For those using satnav the coordinates of the only permitted access points are as follows. 51°11'31.36"N, 1°57'20.10"W (Point Oscar) and 51°11'29.53"N, 1°57'32.59"W (Point Papa).

Area 8 is one of the country's best free-flight sites; anyone jeopardising it will be escorted from the site and banned from future use. Please spread the word and remember that we are all responsible for monitoring the way Area 8 is used.

Safety

The FFTC are developing Free Flight Safety and Flying Field Procedures to ensure free flight is carried out as safely and sensibly as possible.

FAI Conference Papers

These are being collated and will be sent to those who requested them soon.

Calendar Changes

Please note the following:

The 3rd F1E meeting on 4th July will now be for the SMC Trophy (Ed: but wasn't flown because of 10 m/sec wind). The 6th F1E meeting (October 3) was reserve date and no moves to full status. There is an additional 7th F1E meeting (reserve date) due to cancellation of an earlier event, this is 31st October, Venue: near Sheffield, Contact Ian Kaynes 01252 512538.

Information on Area sites

Information on Area Sites is now accessible on the FFTC web site (see above).

FFTC Web Site.

Please note that the new FFTC web site continues to be developed and can be found at <http://www.freeflightuk.org/>.

FAI Survey Feedback

Available from version of News on the web site

Rule Change Proposals

The following rule change proposals are those that have been received by the FFTC up to June 14 for possible inclusion in the 2011 Rulebook and are considered by the FFTC. We must stress that the FFTC may or may not end up being convinced by the arguments and the inclusion of an item in the list at this stage does not mean that a change is inevitable or even probable.

Any comments or arguments on these topics will be welcome and should be sent by email or typed letter to the FFTC Secretary – Chris Strachan, 56 Way Lane, Waterbeach, Cambridge, CB25 9NQ. Please respond before August 2 so that inputs can be considered and revised proposals prepared at the FFTC meeting on 8th September 2010.

1 Fly offs at Area Meetings Raised by Peter Watson:

The need to fit the start of up to 5 x 15 minute fly offs into a one hour period has already caused difficulties at Barkston this year. One of Peter's suggestions was that the situation would be eased if the fly off periods were reduced to 10 minutes each.

Comments. We have received a number of inputs already in response and all favour cutting down to a 10 minute or 5 minute fly off slot. The FFTC are minded to go to 10 minute periods - possibly for all contests, with the introduction of any gaps between periods at the discretion of the CD

2 049 plain bearing glow in mini Vintage Raised by Daniel Chilton:

I have a suggested change for the rules next year. mini vintage power to be able to use plain bearing 049 engine as well as diesel. At present only 2 people in the country fly power mini vintage, John Thompson and Tony Sheppard. I am planning to build a plane with a Cox 049 in and would like the rules changed, also there are about 5 or 6 plans available to build from and it would encourage more people to fly the class.

Comments. The FFTC feel that this would need to be confined to Cox .049/051 engines only and even then are concerned that the disturbance could do more harm than good.

3 Engine run timing Raised by Dave Limbert

Rule 3.1.6.2(a) change "when all audible noise from the engine ceases." to "when engine power strokes cease."

Reasoning is as follows:-

- Cessation of power strokes is easily heard and recognised by timekeepers and is an almost instinctive cue to stop the watch. The present rule requires the timekeeper to disregard this cue and wait until he is SURE that the engine is not going to make another sound, e.g. a "diesel cough", resulting in an over-run being given if he is "keen", or not if he isn't. The result is inconsistent standards of engine timing with the competitor being unsure of this standard. This can lead to an increased risk of an over-run, unless the competitor sets his engine run conservatively and probably penalises himself. Frankly, under the present rule, engine timing is, and always has been, a lottery, the recorded time being largely dependent upon the 'attitude' of the timekeeper.
- The engine rundown, with the engine producing no power and the propellor slowing, probably produces insignificant thrust irrespective of the length of the rundown for engines not fitted with propellor brakes. Models with engines which are fitted with brakes may be disadvantaged, only practical experience will tell.
- Adopting my proposal will ensure accuracy and consistency in timing engine runs, across all timekeepers, experienced or otherwise, 'keen' or 'generous', with all competitors having confidence in timekeeping standards adopted by all timekeepers.
- The method I propose is the official timekeeping method of the AMA, and has been in use in the U.S.A. for many years.
- Northern Area power competitors have been canvassed and there is broad support for this proposal.

I suggest that the rule change be adopted for a 1 year trial period, during which its operation and acceptability can be assessed.

Comments. Keep the rule unchanged from JO'D. Allow pressure and hence clean cuts in all classes from Peter

Watson. The FFTC are so far inclined to take the route of introducing pressure and hence flood off and clean cuts.

5 P30 class definition Raised by FFTC:

P30 was intended to be a simple class suitable for beginners but performance has now risen to the point where the results are dominated by a few experts. Should the rules be redefined further (moving surfaces were banned at the start of 2010) to keep the class "simple and suitable for beginners"?

6 Frog Junior and Ladies Trophies (At the Nationals)

Raised by John O'Donnell:

These should revert to being held as separate contests, rather than part of the 'open' events. This will add status, and solve some anomalies.

At present a junior with both rubber and glider models can have two chances of winning the Frog Junior trophy. The ladies have a similar opportunity. Combining the junior and ladies flights (if possible) is unwise.

Indeed, a young girl could win three trophies with one set of flights. This might be extremely unlikely, but it is not impossible.

FREE FLIGHT SHOWCASE

From Paul Fynn.

To be held at the August Nationals at Barkston Heath, August 28-30.

The object of the exercise is to make fliers of other disciplines aware of our existence and aims with recruitment in mind.

To achieve this we have a section of a big marquee with a large selection of Free Flight competition models suspended from the roof. Around the perimeter we have planes displayed on tables with their fliers on hand to explain the workings of their craft. We also have other appropriate visuals and on Saturday evening if the weather permits some of our planes are flown outside.

Its all very rewarding and to make your participation an even more attractive proposition a free gate pass and if required a camping pass are available to all our number.

The more help we can have the easier it is for all concerned, even if you can only help for one day on the Saturday or the Sunday it will be a great contribution. Support your sport. Contact me asap on paul.fynn@talktalk.net or 01664-454634.

BMFA NATIONALS, BARKSTON HEATH, MAY 29-31

Saturday May 29

BMFA Glider 25 flew

1	J Carter	7.30 +5.17
2	C Edge	7.30 +5.03
3	G Peck	7.30 +4.16
4	D Cox	7.30 +2.22
5	J Howick	7.30 +2.03
6	K Best	7.27
7	C Foster	6.55
8	M Dilly	6.47
9	P Woodhouse	6.46
10	C Parry	6.32
11	P Ball	6.29
12	P Tribe	6.08
12	R Jack	6.08

BMFA Rubber 28 flew

1	P Ball	7.30 +15.19
2	J O'Donnell	7.30 +10.24
3	J Cooper	7.30 +7.45
4	C Chapman	7.30 +6.47
5	R Wykes	7.30 +5.22
6	P Woodhouse	7.30 +4.37
7	J Cole	7.30 +4.15
8	B Martin	7.30 +3.45
9	M Marshall	7.30 +3.21
10	D Taylor	7.30 +2.26
11	A Cole	7.30 +1.38
12	D May	7.20
13	A Beales	7.12

BMFA Power 10 flew

1	T Payne	7.30 +7.30
2	A Jack	7.30 +6.42
3	P Watson	7.30 +6.25
4	F Rushby	7.30 +5.01
5	D Limbert	7.30 +4.54

BMFA Electric 8 flew

1	T Shepherd	7.30 +6.58
2	G Fuller	7.30 +4.45
3	T Grey	7.18
4	F Chilton	6.29
5	J Jones	5.49

Womens Cup 5 flew

1	J Howick	7.30 +2.03
2	A Cole	7.30 +1.38
3	S Batkin	3.35

Catapult Glider 17 flew

1	B Colledge	4.01
2	P Ball	3.58
3	J Foster	3.44
4	S Brewer	3.31
5	K Bates	3.30
6	P Tolhurst	3.14

Sunday May 30th

F1A Glider 15 flew

1	P Williams	8.05
2	P Ball	7.56
3	K Taylor	7.00
4	K Best	6.37
5	C Parry	4.33
6	D Truluck	2.13

F1Q Electric 5 flew

1	T Shepherd	10.00
2	T Grey	9.26

P 30 Rubber 4 flew

1	D Beales	4.42
2	S Firth	3.39
3	S Willis	2.10

HLG 15 flew

1	M Benns	6.26
2	M Chapman	5.45
3	M Page	4.12
4	I Clark	4.01
5	J Foster	3.33
6	A Crisp	3.17
7	S Brewer	3.10
8	C Foster	2.48

Monday May 31

F1H 19 flew

1	G Madlin	10.00 +5.22
2	A Crisp	10.00 +1.57
3	R Heap	10.00 +1.29
4	C Edge	9.57
5	P Seeley	9.55
6	J Carter	9.54
7	P Tribe	9.43
8	J Cooper	9.19

Mini Vintage 33 flew

1	M Sanderson	6.00 +6.18
2	J Foster	6.00 +5.45
3	A Shepherd	6.00 +4.41
4	J O'Donnell	6.00 +4.21
5	D Beales	6.00 +3.34
6	D Taylor	6.00 +2.52
7	R Mosley	6.00 +2.50
8	C Foster	6.00 +2.41
9	J Leitch	6.00 +2.30
10	W Hodgkinson	6.00 +2.20
11	G Mannion	6.00 +2.06
12	R Marking	6.00 +1.28
13	F Rushby	6.00
14	S Willis	5.56
15	S Fielding	5.52
16	M Doyle	5.52

Classic Glider 16 flew

1	R Sabey	7.30 +2.15
2	C Foster	7.30 +2.12
3	I Wilkinson	7.30 +1.38
4	D Truluck	7.19
5	T King	7.16
6	R Taylor	7.02
7	J Arnott	6.52

Tailless 5 flew

1	C Strachan	7.30
2	C Foster	7.24
3	S Willis	6.43

Frog Junior 4 flew

1	J Cole	7.30
2	E Cole	5.42
3	J Mosley	2.31
4	M Dixon	2.18

F1B Rubber 11 flew

1	G Stringer	9.46
2	R Peers	9.30 +2.09
3	J Cole	9.30 +0.36
4	B Martin	9.27
5	P Brown	9.18
6	P Martin	8.52

F1C 2 flew

1	N Allen	1.41
2	P Rowledge	0.46

Vintage Rubber/Power 5 fl

1	C Strachan	6.00 +3.21
2	M Croom	6.00 +0.02
3	J O'Donnell	6.00

Slow Open Power 11 flew

1	M Quinn	6.00
2	S Barnes	5.57
3	D Limbert	5.01
4	D Ginns	4.05
5	A Chilton	3.30

Junior Rubber/Glider 3 fl

1	E Cole	4.14
2	J Cole	3.00

F1G CdH 22 flew

1	J Cole Jnr	10.00
2	G Stringer	9.56
3	P Brown	9.46
4	C Chapman	9.42
5	R Vaughan	9.37
6	P Woodhouse	9.30
7	A Whitehead	9.19
8	M Richardson	9.11

Classic Rubber/Power 23 fl

1	A Beales	7.30 +13.10
2	S Barnes	7.30 +8.08
3	M Sibson	7.30 +7.04
4	P Ball	7.30 +6.18
5	F Rushby	7.30 +6.09
6	M Parker	7.30 +3.50
7	A Brown	7.30 +3.45
8	J Foster	7.30 +3.04
9	T Dobson	7.30 +3.01
10	J Andrews	7.30 +2.47
11	P Jellis	7.30

E30 Electric 6 flew, 5 F/O

1	T Grey	6.00 +9.12
2	A Shepherd	6.00 +8.58
3	C Strachan	6.00 +7.04
4	H Perkins	6.00 +5.08

F1J/BMFA ½ Power 13 flew

1	K Faux	10.00 +3.39
2	P Watson	10.00 +3.35
3	S Screen	10.00 +2.48
4	P Woodhouse	10.00 +2.20
5	M Lester	10.00 +2.18
6	S Dixon	10.00 +1.59
7	A Jack	9.33

Vintage Glider 12 flew				CO2 9 flew			
1	M Howick	7.30	+3.19	1	S Philpot	6.00	+5.14
2	C Foster	7.30	+2.42	2	J O'Donnell	6.00	+4.04
3	T King	7.12		3	T Ellison	5.45	
4	R Heap	6.39		4	S Frith	5.41	
5	R Taylor	6.30		5	K Bates	5.41	

Overall Championships

Rubber				Glider			
1	J Cole jnr	27.00		1	K Best	20.34	
2	C Chapman	25.29		2	C Parry	19.13	
3	B Martin	25.26		3	C Edge	17.27	
4	G Stringer	19.42		4	J Carter	17.24	
5	P Brown	19.04		5	P Tribe	17.16	

Power				Electric			
1	P Watson	17.30		1	A Shepherd	23.30	
2	A Jack	17.03		2	T Grey	22.44	
3	M Lester	15.00		3	P Tolhurst	14.15	
4	D Limbert	11.12		4	G Fuller	8.58	
5	F Rushby	9.30		5	F Chilton	8.28	

Other event - Bowden Trophy 35 flew, 10 qualified				
	club	model	flt 1	flt 2
1	R Hall Morley	Changi	86	81
2	T Aydon Novos	Spartan	85	81
3	R Smith	XXX	76	86
4	B Lea C/M	Tomboy 44	88	DNQ
5	M Southey C/M	Junior 60	DNQ	84

BMFA 5TH AREA MEETING, JUNE 13

SLOP Scores from the 4th Area have been adjusted with the addition of T Dobson of Timperley who placed 9th with 7.30+2.12 and following places moved down. Plugge scores have also been adjusted.

Area	Weather
Scotland	Wet
Northern	Light wind showers
North East	Wet
North West	No Return
Midland	Calm and sun early 12 mph and cloud at F/O
East Anglia	Bright but rain at fly offs
South East	10 mph am pm 15 ph+
South West	Sunny 14 mph
Southern	Sunny 8 to 10

Classic Glider 23 flew			
1	C Foster	Morley	7.30 +3.22
2	G Hart	Vikings	7.30 +3.03
3	R. Heap	Biggles	7.30 +2.28
4	D Cox	Crookham	7.30 +1.10
5	K. Best	Birmingham	7.16
6	P Dickson	Morley	6.57
7	A. Crisp	Biggles	6.29
8	D. Brawn	Biggles	6.13
9	S White	Bristol & West	6.03
10	S. Darmon	Birmingham	5.48

F1B Gutteridge Trophy 13 flew			
1	M Woodhouse	Vikings	12.30 +3.22
2	R. Peers	Grantham	12.30 +3.11
3	N Cliff	Biggles	12.30 +3.10
4	M Howick	Vikings	12.30
5	G Stringer	E Grinstead	11.15
6	K Taylor	E Grinstead	8.45

P30 19 flew			
1	P. Ball	Grantham	6.00 +4.12
2	C Strachan	Biggles	6.00 +3.32
3	G. Peck	Cleemac	5.45
4	A Beales	Croydon	5.40
5	G. Cutting	Cleemac	5.27
6	P Seeley	Bristol & West	5.19
7	T. Rushby	Cleemac	5.02
8	D Barber	Colne	4.53

Comb Power Keil Trophy Team 35 flew 13 full scores

1	M. Lester	Birmingham A	7.30	+7.11
2	P. Watson	Birmingham A	7.30	+6.25
3	T Grey	Crookham A	7.30	+5.52
4	A Shepherd	Crookham A	7.30	+5.43
5	F. Rushby	Cleemac	7.30	+5.41
6	P. Ball	Grantham	7.30	+4.27
7	J Foster	Morley A	7.30	+4.25
8	P Woodhouse	Morley A	7.30	+4.17
9	T Dobson	Timperley A	7.30	+4.09
10	B Aslett	Bristol & West -B	7.30	+3.27
11	S. Dixon	Birmingham A	7.30	+2.57
12	D Limbert	Morley A	7.30	+2.15
13	S J Church	CVA-A	7.30	+0.04

Comb Power Team Scores 11 teams flew

	S Dixon	Birmingham A	7.30	
1	M Lester	Birmingham A	7.30	22.30 +16.33
	P Watson	Birmingham A	7.30	
	J Foster	Morley A	7.30	
2	P Woodhouse	Morley A	7.30	22.30 +10.57
	D Limbert	Morley A	7.30	
	T Grey	Crookham A	7.30	
3	A Shepherd	Crookham A	7.30	22.20
	C Redrup	Crookham A	7.20	
	S J Church	CVA-A	7.30	
4	R Marking	CVA-A	6.22	19.14
	B Martin	CVA-A	5.22	
	T Dobson	Timperley A	7.30	
5	R Wykes	Timperley A	5.00	15.00
	D Clarkson	Timperley A	2.30	
6	B Aslett	Bristol & W-B	7.30	14.06
	P Tribe	Bristol & W-B	6.36	

Tailless 18 flew

1	S Willis	Croydon	7.30	+2.42
2	C Foster	Morley	7.30	+2.14
3	J Godden	Morley	7.30	+1.45
4	C Chapman	Bristol & West	7.30	
5	P Woodhouse	Morley	7.15	
6	A Crisp	Biggles	6.59	

Plugge

	5th Area event			
	CP	CG	TL	total
Bristol & West	128	117	139	2206
Birmingham	197	144	50	1753
Biggles	60	165	105	1622
Grantham	109	48	56	1545
Morley	163	178	183	1481
Crookham	185	87	39	1383
Croydon	103	22	117	976
CVA	5	17	28	844
Cleemac	89	39		622
Timperley	114			536
Vikings		105		455
Scotia				436
East Grinstead	9		61	431
Crawley		44		410

SOUTH BOHEMIAN CUP, VSECHOV, CZECH REPUBLIC, MAY 22

Observations based on emails from Allard van Wallene and correspondence with the organiser:

During this competition at Sezimovo Usti five factory-built F1B models disappeared. In each case the homing beacon signal suddenly disappeared although the retriever was close to the model which was near the main road. The police were called and stayed at the main road but not for the whole day. Two models were returned after the competition, both without

homing beacon and both with damaged fin and stab. It was concluded that those who took the models have knowledge of homing beacons present on FF models and removed them for obvious reasons. The models were apparently hidden inside a concrete drain pipe close to the location where the models were landing (hence the damage) for which the wings had to be removed as well. The organiser blamed the high performance models, quoting that 20 years ago there were no such problems even when the competition was flown on a smaller field.

F1A 78 flew 23 full scores

1	E Ragot	FRA	1260	+300	+420	+215
2	B Ryz	CZE	1260	+300	+420	+214
3	J Mezihorakova	CZE	1260	+300	+420	+132
4	M Kosonozhkin	RUS	1260	+300	+396	
5	R Janza	CZE	1260	+300	+339	
6	V Maarten	NED	1260	+300	+336	
7	D Sauter	GER	1260	+300	+294	
8	V Croguenec	FRA	1260	+300	+293	
9	F Adametz	GER	1260	+300	+278	
10	M Herwig	GER	1260	+300	+268	
11	R Koglot	SLO	1260	+300	+263	
12	K Halicki	POL	1260	+300	+246	
13	G Domokova	SVK	1260	+300	+240	
14	D Simek	CZE	1260	+300	+221	
15	I Kreetz	NED	1260	+300	+209	
16	P Kornhofer	CZE	1260	+300	+177	
17	J Pokorny	CZE	1260	+300	+176	
18	J Vosejpka (J)	CZE	1260	+300	+170	
19	B Pouzet	FRA	1260	+300	+161	

F1A-Junior 13 flew

1	J Vosejpka	CZE	1260	+300	+170
2	M Krupa	POL	1239		
3	W Herwig	GER	1196		

F1B 40 flew

1	M Seifert	GER	1260	+300	+403
2	P Fejt	CZE	1260	+300	+214
3	O Parpel	CZE	1260	+219	
4	S Skibicki	POL	1260	+179	
5	P Ruyter	NED	1260	+169	
6	V Kubes	CZE	1260	+158	
7	V Urban	CZE	1260	+133	
8	M Novy	CZE	1260	+124	
9	B Skibicki (J)	POL	1260		
10	K Lamers	NED	1251		
11	D Drelse	GER	1242		
12	T Seren	GER	1240		
13	J Cihak	CZE	1232		
14	P Monninghoff	GER	1231		

F1B-Junior 6 flew

1	B Skibicki	POL	1260		
2	V Kratky	CZE	1214		

F1C 19 flew

1	V Patek	CZE	1260	+300	
2	G Venuti	ITA	1260	+277	
3	L Patocs	HUN	1260	+242	
4	D Pieter	NED	1260	+157	
5	J Wlodarczyk	POL	1257		
6	R Truppe	AUT	1253		

MEMORIAL MIKHAIL KNYAZEV OF BELARUS, SAMARA, RUSSIA, MAY 23-27

F1A 27 flew 6 full scores

1	S Makarov	RUS	1290	+300	+393
2	A Gorskiy	RUS	1290	+300	+349
3	Y Titov	RUS	1290	+300	+322

F1B 24 flew

1	V Afanasiev	RUS	1320	+323	
2	A Burdov	RUS	1320	+321	
3	R Khuziev	RUS	1320	+300	

F1A-Junior 2 flew

1	N Tsykolenko	RUS	1245		
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F1C 13 flew 9 full scores

1	L Fuzeyev	RUS	1320	+300	+420	+514
2	A Drozdov	RUS	1320	+300	+420	+350
3	A Mikhailenko	RUS	1320	+300	+420	+115

SOFIA CUP, PAZARDZIK, Bulgaria, Jun 11-13

F1A 17 flew

1	R Koglot	SLO	1260	+259	
2	N Bardarov (J)	BUL	1260	+217	
3	N Nikolov	BUL	1257		
4	K Kulmakko	FIN	1236		
5	B Bardarov	BUL	1218		
6	S Savic (J)	SRB	1211		

F1A-Junior 3 flew

1	N Bardarov	BUL	1260	+217	
2	S Savic	SRB	1211		

F1B 11 flew

1	R Blagojevic	SRB	1275		
2	Y Waltonen	FIN	1265		
3	M Kiiskinen	FIN	1240		

F1B-Junior 3 flew

1	S Savic	SRB	1225		
2	M Savova	BUL	1117		

F1C 4 flew

1	C Gretter	GER	1291		
2	R Truppe	AUT	1277		

WHITE NIGHTS CUP, LENINGRAD, RUSSIA, JUNE 20-23

F1A 25 flew

1	P Khoroshev	RUS	960	+488	
2	V Pryanikov	UKR	960	+204	
3	N Anisimov	RUS	960		

F1A-Junior 3 flew

1	A Khroshev	RUS	921		
2	A Naloev	RUS	682		

F1B 13 flew 3 full scores

1	G Gorbach	RUS	1260	+292	
2	T Useynov	RUS	1260	+276	
3	S Shuvalov	RUS	1260	+256	

F1B-Junior 1 flew

1	R Nikiforov	RUS	1017		
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F1C 8 flew

1	V Sychoy	SLO	1260	+300	+416
2	N Rekhin	RUS	1260	+300	+348
3	Y Perchuk	RUS	1203		

43RD MEMORIAL DJORDJE ZIGIC, ZRENJANIN, SERBIA, JUNE 26

F1A 20 flew, 7 full scores

1	B Bagari	SLO	1260	+300	+302
2	T Slokar	SLO	1260	+300	+225
2	E Sahinovic	BIH	1260	+300	+225
4	I Bezak	SVK	1260	+300	+199
5	D Terlep	SLO	1260	+300	+188
6	R Koglot	SLO	1260	+300	+176

F1A-Junior 2 flew

1	N Bardarov	BUL	1117		
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F1B 9 flew

1	S Sabo	BIH	1260		
2	M Kapetanovic	BIH	1243		
3	D Slokar	SLO	1242		

F1B-Junior 1 flew

1	M Peselj	SRB	1015		
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F1C 6 flew

1	R Truppe	AUT	1260		
2	S Janovic	SRB	1236		
3	T Jusufbasic	BIH	1185		

CUP OF COMMONWEALTH OF BELARUS, ST. PETERSBURG, RUSSIA, JUNE 23-26

F1A 25 flew 6 full scores

1	E Sankin	RUS	1260	+295
2	A Pushkov	RUS	1260	+257
3	N Anisimov	RUS	1260	+253

F1A-Junior 3 flew

1	A Naloev	RUS	1260	+237
2	A Khroshev	RUS	1246	

F1B 11 flew 3 full scores

1	G Gorbach	RUS	1260	+300
2	T Useynov	RUS	1260	+289
3	A Novikov	RUS	1260	+226

F1C 6 flew 4 full scores

1	Y Perchuk	RUS	1260	+300	+371
2	V Sychov	SLO	1260	+300	+365
3	Y Vasilyev	BLR	1260	+300	+289

NEW YORK F1Q WORLD CUP, MIDDLETOWN,NY, USA, JUNE 26

F1Q 5 flew

1	D Ivers	USA	1170
2	D Lacey	USA	1001
3	R Ivers	USA	670

OXFORD MFC FREE FLIGHT RALLY, PORT MEADOW, JUNE 5-6

Report by Andrew Crisp

After a week of hot, calm weather, conditions started to break up on our weekend. Saturday evening had a modest breeze from the SW which swung south and dropped as dusk approached. Sunday had consistent drift from the west, i.e. away from the river, which was never a problem, but we were interrupted by showers and the threat of a thunderstorm in the afternoon. Thankfully conditions were benign for the flyoffs, which saw some good times with no models leaving the field.

The Saturday evening F1H flyoff saw a lose result with Gary Madelin's 3.07 pipping Peter Tribe's flight by 4 seconds. Perhaps Peter's model had the glide advantage, while Gary's launch was higher.

We were honoured to entertain Tom and Biethe Oxager from Denmark this year, and Tom showed us how to do it with his immaculately prepared and trimmed catapult gliders. He was also to take third in this class on the following day.

Sunday showed a good turnout, although not unfortunately up to our heydays of the nineties, when an overall entry of close on 200 was not uncommon.

There seems to be a trend away from vintage rubber to gliders. Vintage glider was won by SAM 35 Speaks columnist Robin Kimber with an early Nordic design by Egil Haug. This features a string turbulator mounted in front of the tailplane, but nothing on the wing. It flew straight "off the board" with no problems.

As an experiment this year we flew all fly-off classes together in a 30 minute period. This seemed to work well and eased the timekeeper problem which can occur when short "slots" are used.

In F1G Peter Brown gained his second win of the meeting with his advanced approach which showed a tubular carbon main spar to the wing with transparent mylar covering. The prop was carbon sheathed and a positive DPR employed. This was in contrast to Andrew Longhurst's second placer which had a flat plate tailplane and an underfin. Interestingly enough the winning F1H of Roger Heap also had a non-lifting stab, in this case an 8% symmetric section. Inventively the wing used 1/64" ply cap strips on the ribs. Easier to stick on than carbon (and cheaper!).

Flyoff of the night had to be that of Trevor Grey's E30. A previous winner of this rally on more than one occasion, the model was launched near the Thames and appeared to plod up into the wind and cross the river at great height. However its path veered and it flew a large arc to land not too far down the Meadow for 8.06. A perspiring owner was back with model in hand in time for the prizegiving!

After maxing out in every event in which he flew, it was not surprising that Andrew Longhurst took the Gala Championship with 24 minutes. Not that far behind was Chris Strachan, who flew in 5 events and completed all his flights. Athletic or what!

Saturday events F1G+F1H flown to 1.00, 1.30, 2.00, F/O

A1 (F1H) 6 entries

1	G Madelin	4.30	+3.07
2	P Tribe	4.30	+3.03
3	D Brawn	4.27	

CdH (F1G) 3 entries

1	P Brown	4.30
2	D Greaves	4.26
3	J White	4.02

HLG/Cat.G 5x1.00 7 ent

1	T Oxager	3.45
2	P Tolhurst	3.34
3	S Brewer	3.00

Sunday events

A1 F1H 5x1.30 11 entries

1	R Heap	+3.46
2	K Best	+2.22
3	J Cooper	+2.08

CdH F1G 5x1.30 14 ent

1	P Brown	+3.09
2	A Longhurst	+2.17
3	M Marshall	+1.35

Tailless comb 3x1.30, 5 ent

1	S Willis	+2.21
2	A Longhurst	+1.23
3	C Strachan	+1.22

HLG/Cat.G 7x1 13 ent

1	S Brewer	5.38
2	P Tolhurst	5.28
3	T Oxager	5.22

E30/P30/CO2 5x1.30 11 entries

1	T Grey	+8.06	E30
2	C Strachan	+4.43	CO2
3	A Longhurst	7.30	
3	B Whitehead	7.30	

Vint. Rubber 3x1.30 7 entries

1	T Thorn	+3.28	Scram
2	D Taylor	+3.25	Senator
3	S Willis	+2.40	Senator

Vint. Glider 3x1.30 11 entries

1	R Kimber	4.11	E.Haug
2	T Thorn	3.52	Lulu
3	D Brawn	3.43	Lulu

Classic Glider 3x1.30 8 entries

1	B Taylor	4.09	Caprice
2	E Ashcroft	4.06	Shorty
3	C Strachan	3.58	Caprice

Gala Champ

1	A Longhurst	24.00	2	C Strachan	21.35
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Top Lady: K Buest F1H

Top Junior: Luke Chilton P30

ODIHAM 63RD ANNUAL GALA, JUNE 20

Report by John Thompson

This was a £120 million extravaganza, as we were treated to the very nearby sight of 4 Chinook helicopters taking off in formation, pretty awesome. The Police helicopter also made various sorties during the day. In all the hold ups to our flying were small with the Chinooks providing a 45 minute lunch break "Al Fresco".

Some 75 entrants had registered for the day. The weather was pretty good 5/8 mph northerly wind. I set a 90 second DT to avoid, as far as possible, the models going out into the local crops. Did not help the chuck glider that disappeared straight upwards, he forgot to light the fuse! We had excellent cooperation from the local farmer to recover 2/3 errant models.

As usual a DT fly off was utilised, one other advantage of this is that it allows everyone to get back for the "wine" prize giving.

As usual Andrew Longhurst made his mark as the Mike Kemp Memorial Gala Champion. Certain others though have been practising and moving up the lists pretty effectively, especially one enthusiast more normally involved in electricravery, who showed a clean pair of heels to the normal FIG experts.

The participants ranged from the Juniors (Mike Parker assisting me at control) and the ever young 86 year old Pete Cameron. A "surplus" was generated that allowed a £100 donation to be made to the RAF Benevolent Fund, as a small token of appreciation for being allowed to use the Airfield.

Vintage Wakefield

1	A Longhurst	fly off
2	R Tiller	fly off
3	B Taylor	fly off

Vintage / Classic Glider

1	B Taylor	fly off
2	G Smith	fly off
3	J Oulds	fly off

Lightweight Rubber

1	M Pressnell	fly off
2	K Taylor	fly off
3	J Lancaster	fly off

Tailless

1	A Longhurst	4.30
2	R Tiller	3.35
3	T Thorn	1.30

Vintage HLG/cat.glider

1	P Tolhurst	3.58
2	T Hopgood	3.48
3	K Taylor	3.29

A1 Glider

1	A Cameron	4.30
2	G Oulds	3.42
3	J Hook	3.35

FIG

1	P Tolhurst	fly off
2	A Longhurst	fly off
3	P Hall	fly off

SOUTHERN COUPE LEAGUE

Oxford Gala, Port Meadow, June 6 2010

A healthy entry of 14 enjoyed an unusually relaxing competition for this venue. The wind was in the north west, blowing diagonally across the field from The Trout and leaving a decent run to the railways and the canal. Nevertheless, the wind was significant so Andy Crisp set a 1:30 max for the first round and this remained for the rest of the day. Decent air was plentiful but not always easy to spot, so even with the reduced max only four competitors returned perfect scores and flew off. The winner was Peter Brown, completing a clean sweep of Coupe after winning the Champagne Flyoff the previous evening. Second place went to Andrew Longhurst who had maxed out in four classes!

Odiham Spring Gala, RAF Odiham, 20 June 2010

An entry of eight competitors, seven of whom flew, included most of the league leaders. As ever, the format of the competition was dominated by the weather. The breeze from the north-west blowing in the direction of an out-of-bounds rape field dictated a 1:30 max and four rounds. Despite this precaution, strong lift took several models off the drome under DT. A DT flyoff was used to decide the winner, a long overdue win by Peter Tolhurst. Andrew Longhurst is the new league leader after placing second. With five rounds run and only five to count, frequent flyers will be able to drop their lowest scores from now on. Remaining rounds are the Southern Gala, 8th Area and Coupe Europa.

			Oxford	Spring	Score
1	A. Longhurst	SAM35	17	16	66
2	R. Vaughn	Crookham	10	7	59
3	P. Brown	Graham	20	9	58
4	P. Hall	Crookham	9	13	55
5	C. Chapman	Bristol & West			46
6	P. Tolhurst	Hayes	1	19	27
7	M. Marshall	Impington	14		23
8	D. Thomson	Croydon	3		16
8	D. Greaves	Bristol & West	12		16
10	J. Minshall	Brighton			15
11	J. Paton	Oxford			12
12	R. Owston	ISA	4	7	11
13	R. Kimber	SAM35			10
13	E. Tyson	Crookham		10	10

SENATOR AND WORLDWIDE POSTALS

From Jim Moseley.

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KeilKraft "SENATOR" Global Postal Challenge, July 10 2010 - June 30 2011

First kitted by KeilKraft in 1950, the 'Senator' has become recognised as an excellent design that combines simple robust structure with outstanding performance.

There is no entry fee. The lengthy timescale of this Postal is to permit any modeller an opportunity to participate, no matter where in the world they might be located.

Models are to conform to the standard Senator kit plan; the structure may be amended for the purposes of D/T installation – whether tipping stabiliser (LE down), tipping wing or hinged rear fuselage – and the undercarriage leg may be removable for storage/carrying purposes. Glazing of the 'cabin' is optional. Any freewheel propeller up to a maximum of 13" diameter may be used and there are no restrictions on rubber motor.

Individual Scores:- Three flights shall be made to a 120 second maximum. If three maximums are achieved, then successive flights may be made with the maximum increasing by 60 sec on each occasion, until the target time is not realised e.g. 120. 120. 180. 240. 211 = Total Score 991 seconds All flights to be pre-nominated to a timekeeper; the initial three should be made on the same day but successive flyoff flights may be made at the flyer's discretion, similarly timed. More than one model may be flown by an entrant but scores for each must stand alone; i.e. a reserve model may not be used to complete a series of flights commenced with another.

A plan may be viewed at <http://www.theplanpage.com/st.htm> with a download also available (noting that the true span is 32", not 30" as shown on the plan), purchased or obtained from various sources, and 'short kits' are available from at least two vendors; contact me for further information on same or with any questions that you might have..

Team Scores:- If any three flyers wish to have their scores also recorded as part of a team total, please advise a team title when submitting same: I will then collate same as a secondary group score in the name of that team – whether they fly together as a club, or as a group of individuals who wish to link together for this purpose. A person may only fly in one specific team, however.

Entries/scores may be forwarded to me at any time, by email or regular post, and I will distribute a final report and result sheet, which will be further publicised as widely as possible. Accompanying anecdotes and photographs would be very welcome and are encouraged. If desired, scores will also be posted to an appropriate event in the WorldWide Postal Contest, details below.

An initial award of C\$100.00 for 1st place will be provided; and donations received will be applied to further awards and upgrades, inclusive of a Junior award. I hope that you will give this event your support and also encourage others to participate.

The 'Senator' is a viceless airplane, easy to build and to fly with very satisfying performance; my only advice is to keep the structure aft of the CG as light as possible to reduce the need for any nose ballast to a minimum.

Worldwide Postal Competition 2010/11

The purpose of this postal contest is to encourage friendly participation between aeromodellers worldwide with the prime emphasis being on low-key, leisurely flying without the pressures of 'regular' competition. A wide variety of events are offered including classes for types and sizes of models which have been overtaken and/or outclassed by modern

developments or are perhaps too small to be considered for 'serious' competition work, such as 20" and 25" Rubber and Cloud Tramp, many of which can be flown at any time on smaller local sites without the necessity of travel to more formal contests at larger areas.

Flights may be made outdoors between **July 10 2010 and June 30 2011** inclusive; it is not required that all flights in any event be made upon the same day but each is to be pre-nominated as 'official'. The general format (with exceptions as noted) is for three or more flights to the specified maximum; after three (or more) maximums further flights will be made to a score increasing by increments until the model fails to reach the duration target for that flight. The final score will be the total of all flights, recorded in seconds; the purpose of this scoring system is to reduce the possibility of models being lost in an 'unlimited flyoff' and as flights may be made at any time within the contest period it does not entail unduly arduous flying sessions to complete same. In classes where maximum sizes are established, the span shall be measured as per plan, not as 'projected span'.

'Vintage/Oldtimer' classes are for designs authenticated to have been flying outdoors prior to December 31st. 1950, even though plan publication may be of a later date in any kit, commercial magazine, SAM publication, club newsletter, etc. Multiple entries with different models may be made in all events but flights in one event may not be 'doubled up' with any other class for which a given model is eligible – separate flights, please.

The 20" Rubber class is to encourage the flying of all such models designed for outdoor use and not usually considered competitive against larger designs. There is no restriction on publication or production date and all designs 'published' in/on freely available sources i.e. newsletters, websites, etc are acceptable provided such source and/or details are made available to others.

To maximise flying opportunities there is ample scope for rubber models and gliders to be flown in multiple events and you are encouraged to take stopwatch, pencil and notepad with you each time you go to your local field, or to a contest, as an added incentive to your flying enjoyment. Bear in mind, also, that any number of individual models may be flown in any event for which they are eligible.

A full report will be forwarded to each entrant by mail or email as appropriate. To assist in the compilation of same a brief account of weather, site, flying anecdotes, photographs, etc. would be appreciated when scores are submitted. Please ensure that all scores are forwarded to arrive by July 15th 2011 as I have limited time thereafter to collate, print and distribute results; earlier submissions would be most gratefully received! I welcome any comments regarding amendment to any event rules that might make same more attractive, or suggestions for other classes that might be considered of general interest in any future Contest.

Please advise if you have an email address; transmission of entries/scores/reports/results to me by this means helps to reduce overall costs, eases communications and enables wider distribution of submitted photos.

Events:-

20" Rubber - For any published outdoor designs not exceeding 20"/51cm span. Three flights to 60 second maximum followed by 30 second increments thereafter.

25" Classic "Two-Bits + 1" - A variation on the popular FAC class. Models up to 26"/66cm span, published to December 31st 1960. Larger models may be scaled down to size, with similar structure. Propeller type to be as per plan. Three flights to 60 second maximum followed by 30 second increments thereafter.

30" Vintage/Oldtimer - For designs pre-1951, not exceeding 30"/76cm. Three flights to a 90 second maximum followed by 30 second increments thereafter.

42" Vintage/Oldtimer - For designs pre-1951, with spans greater than 30"/76cm but not exceeding 42"/107cm. Three flights to a 120 second maximum followed by 30 second increments thereafter.

P30 Rubber - Standard P30 rules. Three flights to 120 second maximum followed by 60 second increments thereafter.

Freewheel Rubber - Any published design with a freewheeling propeller is eligible, wing span not exceeding 36"/91cm. 3 flights to 90 sec max followed by 30 sec increments

Unlimited Rubber -any rubber model with wingspan not exceeding 42"/107cm. No auto surfaces. Three flights to a 120 sec maximum, followed by 60 sec increments thereafter.

Cloud Tramp - Any version of the Cloud Tramp design as published. 8" prop (plastic OK), any type of prop bearing. Five flights, no maximum; longest and shortest will be discarded and balance totaled for score.

Power Precision - Any type or size of power model, whether kit, commercially published or online. Make a timed flight; that score represents a target time for three further 'officials', the total error from same determines placing.. Example: Target time 40 sec. Flight times 36; 41; 38 = 7 error.

Scale Precision - Any type, power, size of scale model; rules as per Power Precision above.

Towline Glider Any glider, straight tow only with no moving surfaces other than autorudder. Maximum towline length 164'/50 metres; Equivalent high start launch systems permissible. Three flights to 90 second maximum followed by 60 second increments.

Catapult/Handlaunch Glider (small) For any glider with wingspan no greater than 12"/30.5 cm. Six flights, 60 second maximum (flights under ten seconds need not be reported). If six maximums scored, 30 second increments thereafter. Catapult - a 9" loop of 1/4" flat rubber attached to a 6" handle. Multiple entries permissible.

Catapult/Handlaunch Glider (large) For any glider larger than 12"/30.5cms. Rules as above.

Tip-launch Glider. For any size of wingtip-launch glider. Folding wings and R/C are not permissible. Six flights to a 60 second maximum, , increasing by 30 second increments thereafter .

INTERNATIONAL COMPETITION NEWS

The remaining classes of the Srem Cup, which were postponed from May due to unflyable weather, were due to be flown on June 27. However, on that day it was so wet and windy that no flying was possible and so the events were cancelled.

The Tass field in Hungary has been waterlogged so that several events have been postponed:

Pusztá Cup, postponed from May, is now scheduled for October 8 to 10.

2 World Cup events scheduled for June have been postponed to August: Novohrad Cup of Slovakia will be on August 21 and Mura Cup of Slovenia on August 22.

Events scheduled for July 10 and 11 have been postponed to September: the Voros Jenő World Cup event now including F1Q will be on September 18 and Cup of Szeged (not World Cup) will be on September 19