

FREE FLIGHT

News

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A SUBSCRIPTION RENEWAL FORM IS INCLUDED AT PAGES 115 AND 116

FFn DIARY

November 6-7 Salisbury Plain	BMFA Trimming Weekend. See FFn 1002 Must call Peter Tribe on Friday before 01225 862748.	March 6 Area Venues	BMFA 3rd Area. C/G, F1B (Duce/Plugge), F1J-/2A, Mini Vintage(Plugge), P30 (Plugge).
November 7 Barkston Heath	Grantham Falcons Gala. CR, CG, CP, mini vintage, CLG. All to BMFA rules. 9am start, Contact John Carter 0772 516 4372	March 27 Area Venues	BMFA 4th Area. C/R (Gamage), F1C(Halfax/Plugge), F1Q, F1H(Plugge), SLOP (Plugge).
November 13-14	BMFA Salisbury Plain. See Nov 6-7 entry.	April 9-10 Salisbury Plain	London Gala. 9th: C/R, C/G, C/P, Vintage R/P, P30, CO2, CLG, F1E. 10th: F1G, F1H, F1J-BMFA1/2A, Vintage Glider, Mini Vintage, SLOP, E30, HLG. Contact: T.Grey 01892 539221.
November 20-21	BMFA Salisbury Plain. See Nov 6-7 entry.		
November 21 Hinckley	BMFA Free Flight Forum. Start 10.00. See FFn 1010.	April 22 (Good Friday) Church Fenton	BMFA Northern Gala. C/G (CMA), C/R (Caton), C/P (Hamley), SLOP (Falcons), F1H, F1J-1/2A, P30, Mini-vintage, E30, CO2, HLG-CLG. Contact: Denis Davitt 0113 2675433
November 22 Chobham Common	Chobham tree chop. Meet at Staple Hill car park at 10am. (NB Monday)	May 8 Near Sheffield	BMFA 1st F1E (Team Selection). Contact: Ian Kaynes 01252 512538.
November 27-28	BMFA Salisbury Plain. See Nov 6-7 entry.	May 14-15 Salisbury Plain	Stonehenge Cup. F1A, F1B, F1C/P (Dick Johnson Memorial), F1Q. World Cup Event. Plus F1G. Contact: Chris Chapman 01963 220741, email: Sandman@uwclub.net
December 5 Middle Wallop	Coupe Europa. F1G, Vintage CdH. Start 10am. See FFn 1002. Contact Martin Dilly 0208 777 5533, martindilly@compuserve.com	May 23 Near Sheffield	BMFA 2nd F1E (Team Selection). Contact: Ian Kaynes 01252 512538.
January 17 Chobham Common	Chobham tree chop. Meet at Staple Hill car park at 10am. (NB Monday)	May 28-30 Barkston Heath	BMFA National Championships.
January 23 Area Venues	BMFA 1st Area. C/G (Plugge), C/R(Plugge), C/P (Plugge), Mini Vintage, SLOP.	June 12 Area Venues	BMFA 5th Area. C/P Team (Keil/Plugge), F1B(Gutteridge), P30, Classic Glider (Plugge), Tailless(Plugge).
February 20 Area Venues	BMFA 2nd Area. C/P (White), F1A (KMAA/Plugge), F1G, Vintage R/P (Plugge), Vintage Glider, HLG- CLG(Plugge).		
February 21 Chobham Common	Chobham tree chop. Meet at Staple Hill car park at 10am. (NB Monday)		

FFn

A subscription renewal form is included as the last page of this issue, we look forward to receiving your form and payment to continue your FFn copies for 2011.

NEWS FROM BMFA FF TECH COMMITTEE

FFTC Meeting

The FFTC met on 15 September and the following are notes on items of interest.

Toilets on Salisbury Plain

It is a requirement that toilets are provided on Salisbury Plain for the major events which include the Stonehenge Cup, the London Gala and the Southern Gala. All arrangements for this provision are to be made through Bernard Aslett.

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 Licence Renewal

There is now a link for FAI licence renewal on the BMFA web site.

2011 World Championships

The date for the championships in Argentina have been confirmed as May 2 to 9. Successful competitors in the Team Selection events will be asked to confirm that they will take up their team positions soon after the third selection event due to the limited time available to make preparations for the championships.

UK Internationals

As a number of you have said you wanted more "proper" FAI events it has been agreed that a second Free Flight UK World Cup event will be run in 2011 on the 17th and 18th September. The venue for this International is to be Barkston Heath (subject to confirmation) and it is planned to run it in parallel with the Space International run by the space group as the Equinox Cup. We are looking for a volunteer to organise the free flight event so if you are keen to promote an additional "proper" FAI event please contact Chris Strachan on 01223 860498 or at chris.strachan@btinternet.com.

BMFA Competition Calendar

Please note that Space events appear on the full calendar as they are the responsibility of the FFTC. They are not part of the Overall FF and Overall Junior FF Championships. Space models have been excluded from this FFn listing.

January 23 Area Venues	1st Area. C/G (Plugge), C/R(Plugge), C/P (Plugge), Mini Vintage, SLOP.
February 20 Area Venues	2nd Area. C/P (White), F1A (KMAA/Plugge), F1G, Vintage R/P (Plugge), Vintage Glider, HLG-CLG(Plugge)..
March 6 Area Venues	3rd Area. C/G, F1B (Duce/Plugge), F1J-2A, Mini Vintage(Plugge), P30 (Plugge).
March 27 Area Venues	4th Area. C/R (Gamage), F1C(Halfax/Plugge), F1Q, F1H(Plugge), SLOP (Plugge).
April 9-10 Salisbury Plain	London Gala. 9th: C/R, C/G, C/P, Vintage R/P, P30, CO2, CLG, F1E. 10th: F1G, F1H, F1J-BMFA1/2A, Vintage Glider, Mini Vintage, SLOP, E30, HLG. Contact: T.Grey 01892 539221.
April 22 (Good Friday) Church Fenton	Northern Gala. C/G (CMA), C/R (Caton), C/P (Hamley), SLOP (Falcons), F1H, F1J-1/2A, P30, Mini-vintage, E30, CO2, HLG-CLG. Contact: Denis Davitt 0113 2675433
May 8 Near Sheffield	1st F1E (Team Selection). Contact: Ian Kaynes 01252 512538.

May 14-15
Salisbury Plain

Stonehenge Cup. F1A, F1B, F1C/P (Dick Johnson Memorial), F1Q. World Cup plus F1G. Contact: Chris Chapman 01963 220741, email: Sandman@uwclub.net

May 23
Near Sheffield

2nd F1E (Team Selection). Contact: Ian Kaynes 01252 512538.

May 28-30
Barkston Heath

National Championships. B/G (Thurston), B/R (Model Aircraft), B/P (Shelley), B/E, Tailless (Lady Shelley), Women's BG/BR/BP (SAA), Junior BG/BR/BP (Frog Junior), CLG, F1A (Ronytube), F1B (Fred Boxall), F1C (Eddie Cosh), F1Q(Astral), Vintage R/P (Jubilee), Vintage Glider, SLOP (Peter Harris), HLG (Nats), P30, Novice Glider & Rubber (J) (junior kit G & junior kit R), Bowden, F1H (BA), F1G (308), F1J-BMFA1/2A (Hales), Mini-Vintage(Weston), CO2 (Sparklets), E30. Classic R/P, Classic G. Plus Junior and overall category championships. Also Non Championship: FF Scale, Lulu/Golden Wings and SAM events. Contact: Mike Woodhouse 01603 457754.

June 12
Area Venues

5th Area. C/P Team (Keil/Plugge), F1B(Gutteridge), P30, Classic Glider (Plugge), Tailless(Plugge).

June 19
Near Sheffield

3rd F1E (Team Selection). F1E (SMC Trophy). Contact: Ian Kaynes 01252 512538.

June 25-26
Salisbury Plain

Team Selection 1. F1A, F1B, F1C. Contact: J.Carter 01782 398816.

July 10
Area Venues

6th Area. Mini Vintage (Plugge), HLG-CLG, F1G(Plugge), F1H, P30, CO2 (Plugge).

July 17
Near Sheffield

4th F1E (Team Selection). Contact: Ian Kaynes 01252 512538.

July 24-24
Sculthorpe

East Anglian Gala. 10th C/R, C/G, Classic R/P, Tailless, SLOP, E30, HLG-CLG. 11th C/P, Classic Glider, Mini Vintage, P30, CO2, Bowden. Contact: Mike Woodhouse 01603 457754.

August 7
Area Venues

7th Area. C/R Team (Farrow's/Plugge), F1A(SMAE), F1J-1/2A (Plugge), SLOP(Frog Senior), E30(Plugge).

September 3
(Saturday)
Salisbury Plain

Southern Gala. C/G (Pilcher), C/R (Flight), C/P (Short) [Club Champs], F1G, F1H (Ripmax), F1J-BMFA1/2A (Quickstart), SLOP, Mini-vintage, E30,CO2, HLG/CLG. Contact: Dave Greaves 01285 652730

September 4
Near Sheffield

5th F1E (Team Selection). Contact: Ian Kaynes 01252 512538.

Sept 10-11
Barkston Heath

Team Selection 2. F1A, F1B, F1C. Contact: J. Carter 01782 398816.

Sept 17-18
Barkston Heath

Equinox Cup. World Cup Space event and F1A, F1B, F1C/P, F1Q. World Cup event. Contact: J Carter 01782 398816.

October 2
Near Sheffield

6th F1E. Contact: Ian Kaynes 01252 512538.

October 8-9
Salisbury Plain.

Team Selection 3. F1A, F1B, F1C. Contact: J Carter 01782 398816.

October 16
Area Venues

8th Area. CG Team (M'Engineer/Plugge), F1C(Buskell), F1Q(Plugge), F1G, Classic R/P (Plugge), Mini Vintage..

October 23 7th F1E (Reserve Date). Contact: Ian
Near Sheffield Kaynes 01252 512538.

October 30 Midland Gala. SLOP, Mini Vintage, F1G,
North Luffenham F1H, F1J-1/2A, P30, CO2, E30,
HLG/CLG. Contact: P.Ball 01332 665361.

Rule Change Proposals for 2011

The proposals for rule changes for 2011 received during the year were circulated together with the comments received. The proposals were considered at the FFTC meeting on 15 September 2010 and final decisions reached on their acceptance or rejection.

The following shows the proposals (**in bold**) and results (underlined) together with a brief summary of the committee's reasons (*in italics*). At the end are the actual changes in number order as and where they will appear in the rule book for 2011. The actual text of the rule changes are available from the FFTC. Some of these do not appear in the original list of proposals and are for safety reasons or to meet organisational requirements.

- 1 Reduce the length of Fly off periods at Area Centralised meetings.** Accepted. The fly-off slot for all events to be reduced to 10 minutes. *This allows for up to 6 slots within the one hour period at Area Centralised events and also gives more flexibility at Centralised events.*
- 2 049 plain bearing glow motors to be permitted in mini vintage.** Not accepted. *This would be a character change to mini vintage which would do more harm than good.*
- 3 I.C. Engine run timing.** No change. *The extensive arguments put forward by both proponents of change (to either the American "last power stroke" approach or the adoption of pressure) and the "it has been OK for 50 years" lobby were considered at length. At the end the committee felt that any change was simply going to raise a fresh set of problems.*
- 4 P30 class specification – introduce further restrictions.** No change. *The committee was persuaded by the argument that whatever the restrictions the experts will come out on top. Making the class more restrictive tends to make performance more difficult to achieve for everyone and may even mitigate against the newcomer.*
- 5 Frog Junior and Women's Cup at the FF Nationals to be held as separate contests.** Accepted. The Frog Junior, and Women's Cup events at the FF Nationals will now be separated from the main BMFA class events. *The previous allowance of 'doubling-up' scores in the BMFA classes at the Nationals had caused confusion and more problems than it solved.*
- 6 Change CLG to seven flights.** Accepted. CLG class contests will now be of seven flights. *This is the correction of an anomaly, bringing separate CLG in line with HLG and combined HLG/CLG.*
- 7 Reduce performance in the E30 class.** Accepted. Introduce a one minute motor run limit and no moving surface other than DT restriction. *This was proposed by the electric Sub Committee as a solution to excess performance and a removal of the perceived possible risks from running LiPo batteries to fully flat.*
- 8 F1B rule correction.** Accepted. The minimum airframe weight of an F1B is 200 gms. *This is to correct the anomaly of 195 gm shown in domestic rules –uncorrected from a previous rule change.*
- 9 RC/DT.** The FFTC are minded to permit RC/DT in all classes in 2012. Comment is invited.

BRITISH SUPPORTERS AT 2011 WORLD CHAMPS

Next year's F1ABC World Championships for Free Flight will be held near Cordoba, Argentina from May 2-9th. As usual, supporters are encouraged to fly out with the team, and this is a chance to witness what promises to be a memorable event, with over 40 national teams likely to take part. There will be a World Cup contest for F1A, F1B and F1C prior to the Championships, in which all can compete. It's also an opportunity to see a remarkable country and you may want to add a holiday to the Championships; the venue is quite near the Andes and the scenery and wildlife (think condors) make it well worth considering.

If you want more details, please contact the team manager, Martin Dilly, on 020 8777 5533, e-mail martindilly@compuserve.com or write to him at 20, Links Road, West Wickham, Kent BR4 0QW before Dec. 15th.

BMFA 7th AREA MEETING, SEPTEMBER 19

Area	Weather
Scotland	Early rain then nice conditions
Northern	Rain all day, light wing inc to strong at F/O
North East	Light rain am bright pm strong wind
North West	Wet and windy
Midland	Bright, winds gusting to 30mph turbulent
East Anglia	No Venue
South East	Bright 15 to 25 mph
South West	Sunny 20 to 20 mph
Southern	Gusting to 20 mph
London	Cool 15 to 20 lighter at F/O

Farrow Team scores	15 teams flew
J O'Donnell	Timperley A
1 G Ferer	Timperley A 22.30 +14.58
R Wykes	Timperley A
A Jack	Tynemouth
2 B G Martin	Tynemouth 22.30 +13.44
R Pollard	Tynemouth
D Neil	Bristol & West
3 C Chapman	Bristol & West 22.30 +13.05
D Greaves	Bristol & West
A Beales	Croydon B
4 S Willis	Croydon B 22.30 +8.44
D .Beales	Croydon B
C Foster	Morley A
5 J Foster	Morley A 21.57
J Godden	Morley A
G Beal	Morley B
6 J Northrop	Morley B 20.04
B Cleasby	Morley B

Team Combined Rubber Farrow	43 flew
1 J O'Donnell	Timperley A 7.30 +6.48
2 D Neil	Bristol & West 7.30 +5.15
3 G Ferer	Timperley A 7.30 +5.03
4 C Chapman	Bristol & West 7.30 +4.55
A Jack	Tynemouth 7.30 +4.55
6 B G Martin	Tynemouth 7.30 +4.43
7 S.Darmon	Birmingham A 7.30 +4.41
8 A Beales	Croydon B 7.30 +4.17
9 R Pollard	Tynemouth 7.30 +4.06
10 P Ball	Grantham 7.30 +3.43
11 S Willis	Croydon B 7.30 +3.17
12 R Wykes	Timperley A 7.30 +3.07
13 D Greaves	Bristol & West 7.30 +2.55
14 D .Beales	Croydon B 7.30 +1.10
15 K Taylor	E Grinstead A 7.30
15 R Vaughn	Crookham A 7.30

F1A SMAE Cup 14 flew

1	R Jack	Tynemouth	11.09
2	C Edge	Scotia	10.55
3	D Cox	Crookham	10.19
4	J Carter.	Grantham	9.29
5	J Richardson	M.F.F.G	9.16

F1J/I/2A 8 flew

1	P Watson	Birmingham	9.49
2	B Aslett	Bristol & West	9.32
3	S Dixon	Birmingham	9.15

SLOP 8 flew

1	S Barnes	Morley	7.30	+3.53
2	D Limbert	Morley	7.23	
3	D Clarkson	Timperley	7.14	

E30 7 flew, 3 F/O

1	T Grey	Crookham	6.00	+6.02
2	T Shepherd	Crookham	6.00	+4.54
3	P Seeley	Bristol & West	6.00	+0.35

BMFA 8TH AREA MEETING, OCTOBER 17

Area	Weather
Scotland	Rain till 11am
Northern	No venue
North East	No return
North West	Cold 10 to 15
Midland	Bright, 8 to 15 10 at FO
East Anglia	Sunny light wind
South East	Bright 8 to 10
Western	Sunny and calm
Southern	7mph calm at FO
London	Cool cloudy 10 to 12

Mini Vintage 27 flew

1	P Ball	Grantham	6.00	+5.24
2	D Davitt	Morley	6.00	+5.22
3	A. Shepherd	Crookham	6.00	+4.19
4	R Heap	Biggles	6.00	+4.18
5	C Foster	Morley	6.00	+3.38
6	J Foster	Morley	6.00	+3.13
7	D Taylor	Grantham	6.00	+2.36
8	S Willis	Croydon	6.00	+2.31
9	P Arnould	Vikings	6.00	
9	K Taylor	East Grinstead	6.00	
9	D Ginns	MHMAC	6.00	
9	F Rushby	Cleemac	6.00	
13	C. Redrup	Crookham	5.53	
14	W Hodgkinson	Timperley	5.38	

Team Combined Glider Model Engineer 50 flew

1	C Foster	Morley B	7.30	+5.40
2	J Cooper	Biggles A	7.30	+4.38
3	R Willes	Crawley B	7.30	+3.53
4	P Ball	Grantham	7.30	+3.28
5	D Brawn	Biggles B	7.30	+3.21
6	M Cook	Crawley A	7.30	+2.51
7	G Oulds	Crawley B	7.30	+2.47
8	C Parry	Biggles B	7.30	+2.23
9	K Best	Birmingham A	7.30	+2.16
10	G Hart	Vikings B	7.30	+2.11
11	T Knight	Crawley B	7.30	+2.01
12	S Philpott	Birmingham A	7.30	+1.55
13	C Strachan	Biggles	7.30	+1.50
14	J Pennington	B & W-A	7.30	+1.47
15	P Seeley	B & W-A	7.30	+1.35
16	D Cox	Crookham A	7.30	+1.32
17	R Sabey	Scotia	7:30	+1:07
18	A Jack	Tynemouth	7.30	
19	J Foster	Morley B	7.26	
20	P Tribe	B & W-A	7.24	

Model Engineer Team Scores, 17 teams flew

1	R Willes	Crawley B	22.30	+8.41
	G Oulds	Crawley B		
	T Knight	Crawley B		
	J Pennington	B & W-A		
2	P Seeley	B & W-A	22.24	
	P Tribe	B & W-A		
	K Best	Birmingham A		
3	S Philpott	Birmingham A	22.14	
	G Mannion	Birmingham A		
	D Brawn	Biggles B		
4	C Parry	Biggles B	21.56	
	J Steers Jr.	Biggles B		
	J Howick	Vikings A		
5	M Howick	Vikings A	19.30	
	D Oldfield	Vikings A		
	R Sabey	Scotia		
6	C Edge	Scotia	18.45	
	D Hambley	Scotia		
	J Cooper	Biggles A		
7	R Heap	Biggles A	18.41	
	B Lavis	Biggles A		
	M Cook	Crawley A		
8	A Cameron	Crawley A	18.11	
	J Oulds	Crawley A		

F1G 17 flew

1	G Ferer	Timperley	10.00	+2.15
2	J Minsall	Brighton	10.00	+1.58
3	R Vaughn	Crookham	9.54	
4	R Sparrow	Timperley	9.47	
5	N Allen	East Grinstead	9.45	
6	C Chapman	B & W	9.44	
7	T. Tyson	Crookham	9.43	
8	N Cliff	Biggles	9.35	
9	P Hall	Crookham	9.34	

Classic Rubber/Classic Power 35 flew

1	C Chapman	B & W	7.30	+9.35
2	S Willis	Croydon	7.30	+7.52
3	C Redrup	Crookham	7.30	+7.43
4	F Rushby	Cleemac	7.30	+7.25
5	M Sibson	Grantham	7.30	+7.09
6	S Dixon	Birmingham	7.30	+6.38
7	S Barnes	Morley	7.30	+6.10
8	J Thompson	Crookham	7.30	+4.35
9	R Marking	CVA	7.30	+4.16
10	P Watson	Birmingham	7.30	+4.15
11	M Croome	B & W	7.30	+3.38
12	N Rodgeron	NWFFG	7.30	
12	J Leadbeater	NWFFG	7.30	
14	G Mannion	Birmingham	7.19	
15	R Wykes	Timperley	7.13	
16	J Foster	Morley	7.08	
17	B Aslett	B & W	7.06	

F1C Astral 4 flew

1	S Screen	Birmingham	12.30	+5.00
2	A Jack	Tynemouth	12.30	+2.30
3	A. Chilton	Crookham	9.59	
4	R Baggott	Birmingham	1.30	

F1Q 6 flew

1	T. Grey	Crookham	12.30	+12.10
2	A. Shepherd	Crookham	12.30	+12.00
3	R Marking	CVA	12.00	+2.47
4	P Tolhurst	Hayes	12.30	+0.22
5	G. Fuller	Brist' & West	11.49	

Plugge Final scores 31 clubs recorded scores

		7th Area event			8th Area event			Total
		TRJ1/2A	E30	TG	CR	F1Q		
1	Bristol & West	190	138	128	146	171	33	3383
2	Birmingham	104	175	14	162	160		2654
3	Morley	122			164	140		2352
4	Grantham	95			150	135		2226
4	Crookham	92		186	108	174	183	2314
6	Biggles				190	11		2013
7	Croydon	159				131		1410
8	CVA					106	67	1259
9	Timperley	195				77		1121
10	Cleemac		13		54	131		992
11	East Grinstead	115			54	23		795
12	Vikings				138			781
13	Crawley	76			186	49		846
14	Tynemouth	181			114			640
15	NWFFG					138		619
15	Scotia				114			550
17	Novo							278
18	Peterborough							194
18	Oxford							186
20	Impington							184
21	MFFG	22		29	10			223

BMFA 2ND TEAM SELECTION, BARKSTON HEATH, SEPT 25-26

F1A 13 flew				pts	F1B 7 flew				pts
1	R Jack	7.30	50		1	M Woolner	5.00	50	
2	D Oldfield	7.14	45		2	B Martin	4.30	45	
3	S Darmon	6.55	40		3	P Martin	4.29	40	
4	J Williams	6.53	35		4	R Peers	3.58	35	
5	J Carter	6.21	30		5	M Evett	3.48	30	
6	G Peck	6.16	27		F1C 2 flew				
7	B Baines	5.30	24		1	A Jack	7.21	50	
8	P Williams	5.28	21		2	S Screen	2.30	45	

BMFA 3RD TEAM SELECTION, SCULTHORPE, OCTOBER 10

F1A 11 flew				F1B 3 flew			
1	C Edge	18.00+2.17	50	1	R Peers	17.20	50
2	R Jack	18.00+2.03	45	2	M Woodhouse	13.31	45
3	J Carter	17.31	40	3	P Brown	11.00	40
4	P Williams	17.23	35				
5	P Ball	17.20	30	F1C 2 flew			
6	J Williams	16.58	27	1	A Jack	18.00	50
7	B Baines	15.32	24	2	S Screen	11.00	45
8	K Best	15.06	21				

BMFA TEAM SELECTION POINTS

F1A					
		1st	2nd	3rd	best 2
1	R Jack	14	50	45	95
2	J Carter	45	30	40	85
3	P Williams	50	21	35	85
4	C Edge	27	16	50	77
5	J Williams	35	35	27	70
6	B Baines	40	24	24	64
7	D Oldfield	18	45	6	63
8	S Darmon		40	14	54
9	K Best	30	12	21	51
10	P Ball	12	14	30	42
11	P Tribe	21	13	18	39
12	M Dilly	16	18	16	34

F1C					
1	A Jack	50	50	50	100
2	S Screen	45	45	45	90
3	N Allen	40			40

F1B

1	M Woolner	50	50		100
2	B Martin	45	45		90
3	R Peers	30	35	50	80
4	P Martin	40	40		80
5	M Woodhouse	24	30	45	75
6	P Brown	27	27	40	67
7	D Greaves	21	24		45
8	M Evett	35			35

BMFA F1E**Team selection and Sheffield Magnet Trophy, September 5**

Windy, increasing up to more than 9 m/sec - when contest was stopped. 4 flew

1	S Philpott	300.00
2	I Kaynes	176.94
3	R Sutton	173.33

F1E team selection, May 9

Correction compared to previously issued scores

1	D Bartle	296.67%
2	S Philpott	285.90%
3	I Kaynes	201.86%

F1E team selection, October 31

For a change this day had a light wind, but the hills remained in low cloud and no flying was possible since visibility was about 100m. A particular pity since the meeting was attended by a number of people new to F1E or infrequent visitors to the Peak District.

NOVOHRAD CUP SLOVAKIA, TASS, HUNGARY, AUGUST 21**F1A 56 flew 12 full scores**

1	R Lesko	CRO	1380	+420	+325
2	J Vosejpka	CZE	1380	+420	+316
3	V Stamov	UKR	1380	+420	+307
4	V Jenő	HUN	1380	+420	+271
5	B Gjerek	SLO	1380	+420	+266
6	T Horvath	HUN	1380	+420	+264
7	K Toth (J)	HUN	1380	+420	+259
8	D Krasznai	HUN	1380	+420	+193
9	D Simek	CZE	1380	+335	
10	D Rossler (J)	CZE	1380	+331	

F1A-Junior 16 flew

1	K Toth	HUN	1380	+420	+259
2	D Rossler	CZE	1380	+331	
3	B Oucek	SLO	1312		

F1B 29 flew 12 full scores

1	I Vivchar	UKR	1380	+420	+540
2	O Kulakovsky	UKR	1380	+420	+432
3	T Luman	EST	1380	+420	+393
4	M Novy	CZE	1380	+420	+392
5	M Varadi	HUN	1380	+420	+333
6	S Sabo	BIH	1380	+420	+330
7	Y Waltonen	FIN	1380	+420	+325
8	O Párpel	CZE	1380	+420	+288

F1B-Junior 3 flew

1	B Skibicki	POL	161
2	M Warakowski	POL	144

F1C 14 flew 6 full scores

1	R Truppe	AUT	1380	+420	+393
2	A Yamasaki	JPN	1380	+420	+358
3	E Burek	POL	1380	+420	+349
4	F Gradi	ITA	1380	+393	
5	G Venuti	ITA	1380	+337	

MURA CUP OF SLOVENIA, TASS, HUNGARY, AUGUST 22

F1A 48 flew 18 full scores

1	R Lesko	CRO	1290	+346
2	R Koglot	SLO	1290	+340
3	M Dvorak	CZE	1290	+335
4	A Szekelyhidi	HUN	1290	+311
5	J Vosejpka	CZE	1290	+252
6	G Domokova	SVK	1290	+248
7	D Simek	CZE	1290	+243
8	M Lihtamo	FIN	1290	+220
9	J Letko	SVK	1290	+199
10	M Hudcovic	SVK	1290	+192

F1A-Junior 16 flew, 5 full scores

1	M Krupa	POL	1290	+187
2	M Hrastovec	CRO	1290	+169
3	F Grega	SLO	1290	+166

F1B 25 flew 11 full scores

1	S Gostojic	SRB	1320	+323
2	R Blagojevic	SRB	1320	+320
3	V Urban	CZE	1320	+315
4	O Pospel	CZE	1320	+308
5	I Vivchar	UKR	1320	+307
6	V Tomljanovic	CRO	1320	+300
6	R Mackus	LTU	1320	+300
8	W Liberatore	ITA	1320	+278

F1B-Junior 3 flew

1	B Skibicki	POL	1152	
2	M Warakowski	POL	240	

F1C 13 flew

1	F Gradi	ITA	1320	+408
2	L Patocs	HUN	1320	+338
3	V Sychov	SLO	1320	+309
4	R Truppe	AUT	1320	+280
5	G Zsengeller	HUN	1310	

F1Q 6 flew

1	G Milak	HUN	1260	
2	M Lihtamo	FIN	1195	
3	I Kocsis	HUN	1166	

NEGEV OPEN ISRAELI FF CHAMPS, OFAKIM, ISRAEL, AUG 27-28

F1A 56 flew, 13 full scores

1	K Cohen	ISR	930	+306
2	M Moskowiz	ISR	930	+305
3	M Furman	ISR	930	+303
4	E Galor	ISR	930	+291
5	O Noon	ISR	930	+290
6	N Shitrit	ISR	930	+264
7	S Shraiber	ISR	930	+258
8	O Weisfalner	ISR	930	+257
9	A Eitan	ISR	930	+254
10	A Levi	ISR	930	+251

F1A-Junior 11 flew

1	S Havin	ISR	930	+228
2	R Dallal	ISR	918	
3	M Maller	ISR	890	

F1B 18 flew, 9 full scores

1	G Hagay	ISR	960	+145
2	O Sirkis	ISR	960	+126
3	O Weisfalner	ISR	960	+113
4	Y Segev	ISR	960	+89
5	O Shabat	ISR	960	+82
6	V Man	ISR	960	+72

F1C 4 flew 2 full scores

1	Y Itzhakov	ISR	960	+99
2	A Elyakim	ISR	960	+79

SISCIA CUP, SEPTEMBER 3-5

F1A 24 flew

1	B Bardarov	BUL	1260	
2	D Terlep	SLO	1255	
3	R Holzleitner	AUT	1254	
4	Z Brezicevic	CRO	1245	
5	M Lemut (J)	SLO	1232	
6	J Titan	SLO	1207	
7	N Bardarov (J)	BUL	1183	
8	D Gomboc	SLO	1182	

F1A-Junior 7 flew

1	M Lemut	SLO	1232	
2	N Bardarov	BUL	1183	
3	C Siftar	SLO	1132	

F1B 14 flew

1	S Sabo	BIH	1260	+300	+358
2	R Blagojevic	SRB	1260	+300	+336
3	A Franic	CRO	1260	+300	+315
4	S Gostojic	SRB	1253		
5	K Salzer	AUT	1226		

F1B-Junior 3 flew

1	S Savic	SRB	1166	
2	B Gostojic	SRB	1146	

F1C 3 flew

1	Z Grepl	CRO	1260	+300
2	R Truppe	AUT	1260	+271

F1Q 4 flew

1	K Salzer	AUT	1260	
2	Z Grepl	CRO	1246	

KRKA CUP, SENTJERNEJ, NOVO MESTO, SLOVENIA, OCT 15-17

F1A 44 flew

1	R Koglot	SLO	1290	+300	+344
2	W Bellen	NED	1290	+300	+295
3	A Vrtovec	SLO	1290	+300	+286
4	S Jensen	DEN	1290	+300	+283
5	M Stranieri	ITA	1290	+300	+26
6	V Stamov	UKR	1290	+283	
7	M Kosonozhkin	RUS	1290	+241	
8	M Gruneis	AUT	1290	+213	
9	A Nuttgens	GER	1290	+195	
9	O Pshenychnyy	UKR	1290	+195	
11	R Holzleitner	AUT	1290	+31	
12	T Slokar	SLO	1290		
13	O Sevgi	TUR	1282		
14	A Szekelyhidi	HUN	1278		

F1A-Junior 5 flew

1	S Beltram	SLO	1256	
2	F Grega	SLO	1235	
3	K Lipicar	SLO	1223	

F1B 11 flew 5 full scores

1	S Stefanchuk	UKR	960	+300	+317	+297
2	R Blagojevic	SRB	960	+300	+317	+256
3	I Zilberg	GER	960	+300	+287	
4	I Yurtseven	TUR	960	+300	+281	

F1B-Junior 1 flew

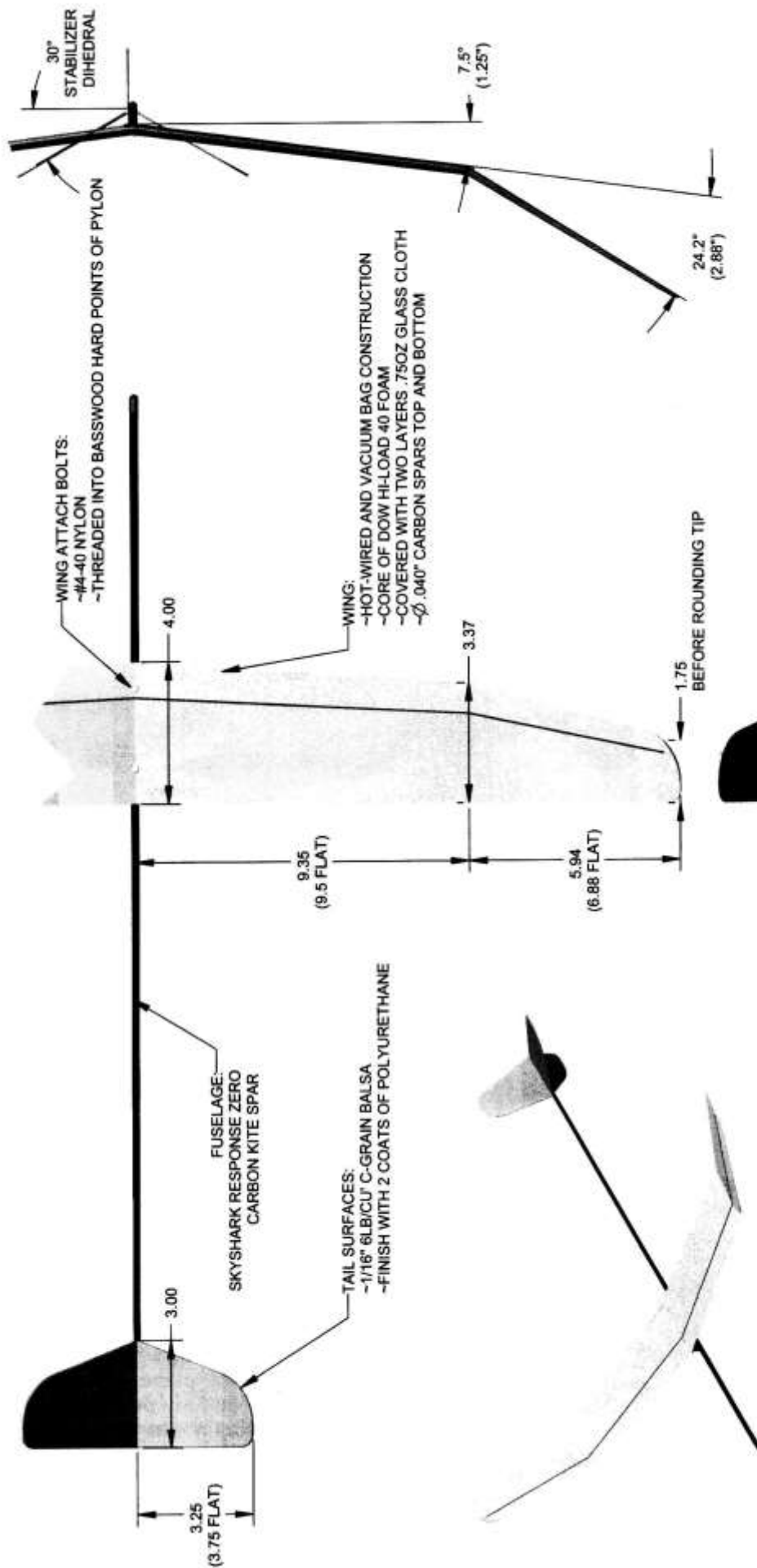
1	B Skibicki	POL	926	
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F1C 11 flew 4 full scores

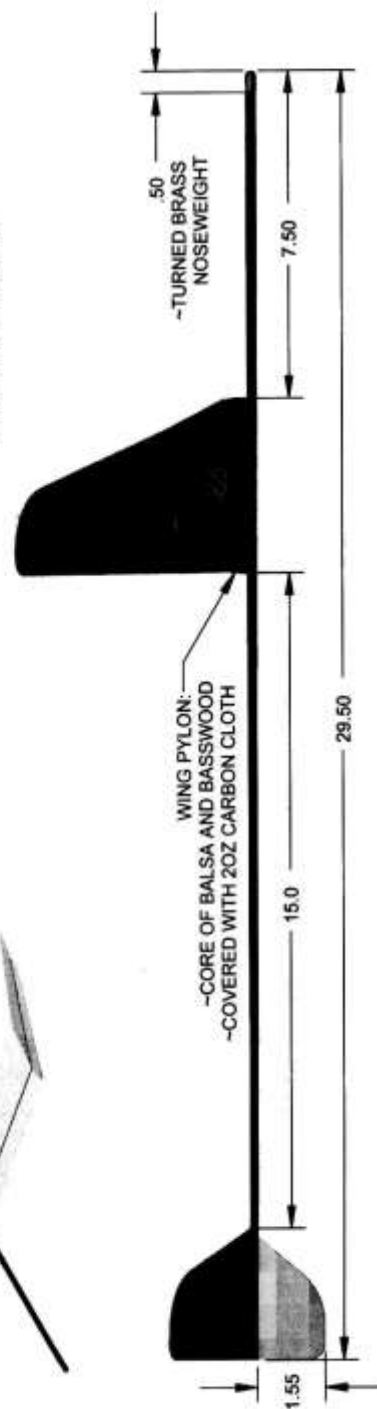
1	V Sychov	SLO	960	+300	+262
2	M Gasiorowski	POL	960	+300	+247
3	R Truppe	AUT	960	+246	
4	B Bijelic	SRB	960	+4	

F1Q 5 flew 3 full scores

1	M Lihtamo	FIN	1260	+180	+300
2	R Assmuss	GER	1260	+180	+261
3	K Salzer	AUT	1260	+113	



AMALGAM 6.0
 A COMBINATION OF DIVERSE ELEMENTS
 4/10/2010 TUSTIN MCAS
 105.9 secs + 103.5 secs =
 3 minutes 29.4 seconds
 Jim Buxton AMA 75154



OCTOBER WORLD CUP, PRILEP, MACEDONIA, OCTOBER 1-3

F1A 19 flew

1	R Blagojevic	SRB	1252
2	B Bardarov	BUL	1250
3	R Lesko	CRO	1245
4	G Josifovski	MKD	1244
5	N Nikolov	BUL	1228
6	P Ilievski	MKD	1225

F1A-Junior 4 flew

1	S Savic	SRB	1198
2	D Najdoski	MKD	1128

F1B 10 flew

1	S Gostojic	SRB	1320	+300	+420
2	I Yurtseven	TUR	1320	+300	+296
3	S Savic (J)	SRB	1290		

F1B-Junior 3 flew

1	S Savic	SRB	1290
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F1C 5 flew

1	D Lakic	SRB	1297
2	A Trajkovski	MKD	1262

34TH ANNUAL SIERRA CUP, LOST HILLS, USA, OCTOBER 1-4

F1A 20 flew

1	J Parker	USA	1290	+300	+420	+254
2	J Cooper	GBR	1290	+300	+420	+200
3	I Shichman	ISR	1290	+300	+310	
4	A Barron	USA	1290	+300	+144	
5	K Bauer	USA	1290	+300	+117	
6	H Nyhegn	DEN	1290	+300	+71	
7	P Allnutt	CAN	1290	+111		
8	V Stamov	UKR	1275			
9	P Brocks	USA	1258			
10	R Limberger	USA	1245			

F1B 24 flew

1	W Ghio	USA	1320	+300	+282
2	A Andriukov	USA	1320	+300	+277
3	B Booth	USA	1320	+300	+235
4	J Bradley	USA	1320	+300	+222
5	R Morrell	USA	1320	+300	+219
6	O Kulakovsky	UKR	1320	+300	
7	M Schroedter	USA	1318		
8	P Crowley	USA	1317		
9	R Felix	USA	1315		
10	D Saks	USA	1302		

F1B-Junior 1 flew

1	S Malkhasyan	USA	1158
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F1C 10 flew 6 full scores

1	A Gunder	USA	1320	+300	+378
2	D Chesson	USA	1320	+300	+375
3	R Mcburnet	USA	1320	+300	+320
4	M Gewain	USA	1320	+300	+290

F1P-Junior 1 flew

1	T Malkhasyan	USA	1260
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NOSKO MEMORIAL F1E, LIPTOVSKY MIKULAS, SLOVAKIA, OCT 2

F1E 25 flew

1	I Treger	SVK	500.00
2	K Zurowski (J)	POL	494.17
3	J Smeringai	SVK	476.25
4	P Tendra	POL	475.00
5	M Mravec	SVK	470.83
6	P Bere	ROU	470.00

F1E-Junior 4 flew

1	K Zurowski	POL	494.17
2	A Palka	POL	439.58

F1E WORLD CUP FINAL RESULTS

F1E Top 4 results shown

1	S Kubit	POL	142	GC-1	PC-2	OB-2	HA-5
2	M Popescu	ROU	140	LP-1	GC-2	PU-2	CS-2
3	Fl Draghici	ROU	128	OB-1	TZ-2	HA-3	TC-8
4	I Treger	SVK	126	NM-1	HA-2	GC-3	PC-7
5	F Kanczok	POL	118	TC-1	LP-2	TZ-8	HB-8
6	J-L Drapeau	FRA	116	PU-1	TC-3	LP-4	PC-5
7	K Zurowski (J)	POL	113	TZ-1	NM-2	HB-7	LP-18
8	A Anca (J)	ROU	96	HB-1	PC-6	GC-7	CP-9
9	D Bildea	ROU	94	TC-2	GC-4	CP-5	FB-17
10	H Bleuer	SUI	84	PC-1	FB-4	TC-16	
11	K Szymanska	POL	83	LP-3	TZ-4	PC-8	GC-10
12	M Drmla	SVK	76	CP-2	HA-7	TZ-12	PC-17
13	A Draghici	ROU	76	HA-1	CS-9	LP-20	
14	F Mang	AUT	74	PC-3	OB-7	LP-10	NM-12
15	D Barbieri	ITA	72	CS-1	HA-6		
16	F Winker (J)	GER	69	FB-1	PC-14	OB-11	
17	D Drmla	SVK	67	CP-4	HB-5	PC-10	HA-13
18	P Chaussebourg	FRA	63	PE-2	CS-6		

F1E-Junior

1	A Anca	ROU	154	PC-1	GC-1	HB-1	LP-2
2	K Szymanska	POL	136	LP-1	PC-2	TZ-2	GC-2
3	K Zurowski	POL	126	TZ-1	NM-1	HA-4	LP-3

Contests included in the results

Contests included in the results				F1E	F1EJ
CA	Maxmen California Cup	USA	Feb 9	4	0
HA	Winter Cup I	CZE	March 13	25	8
HB	Winter Cup II	CZE	March 14	15	5
OB	World Cup	GER	April 17	34	4
FB	Föhrberg Cup	GER	April 18	35	4
CP	5th Coppa Primavera	ITA	May 1	25	8
CS	30th Coppa Sisemol	ITA	May 2	22	5
LP	Liptov Cup	SVK	May 15	42	11
PC	Memorial Popa Crangu	ROU	Aug 22-23	66	18
TC	Turda Cup	ROU	Aug 27-28	54	11
TZ	5th Toszek Cup	POL	Sept 11	35	9
GC	11th Governor's cup	POL	Sept 12	32	6
PE	6th Poitou Charentes	FRA	Sept 25	35	7
PU	Poitou Moncontour	FRA	Sept 26	35	7
NM	Nosko Memorial Cup	SVK	Oct 2	25	4

THE DREAM, AND AMALGAM 6 IHLG BY JIM BUXTON

From NFFS Digest

The Beginning: 1987-1989

My first indoor contest was the 1987 U.S. Indoor Championships in Johnson City, Tennessee. It was the first contest held in the fabled ETSU Mini Dome. I was fourteen years old and had no idea what I was doing. I was familiar with outdoor gliders, but indoor was new to me. I built a 12.gram glider and although I could only use about 40 of the available 112 foot ceiling, I was able to win the junior class with flights of about 45 seconds. I was hooked.

I returned in 1988 with a stock Sweepette 19, and my time jumped to 52 seconds.

For 1989 my father suggested we build a couple of stockish Wittman "Supersweep" from the 1974 American Aircraft Modeler articles. I had a best flight of 60.1 seconds that year. I was on the verge of "arriving" on the glider scene.

The Birth of a Dream: 1990 to 1999

After breaking 60 seconds, I decided to get serious about indoor glider. More Supersweep-inspired gliders were built with input from my father. The gliders evolved and took on their own look. We flew just about every night the winds were calm that spring.

At the 1990 USIC I surprised both of us with a flight of 74 seconds, the highest time ever in that building to that date. I still vividly remember sitting up in the stands with dad watching indoor legend Bernie Boehm fly after I was in the lead. It was the proudest moment in my flying career to that point. After the

contest Bernie walked over and introduced himself for the first time. He asked to look over my gliders. I was thrilled. I had arrived. I was a “somebody” in the indoor glider community.

During the six-hour drive home the conversation focused on what we had done to pick up 14 seconds in one year. Quickly the topic changed to “How can we pick up that much again in 1991?” The quest for the Holy Grail of indoor glider, the 90-second flight, was born driving north out of Tennessee that year.

The following year, we found that seconds were getting harder to come by. I regressed a bit for the first time. Nothing worth doing is easy. Dad added director of R&D to his driving and timing duties. He started building test bed gliders with different airfoils and turbulators. Gliders and articles from the archives populated more and more of the house. We became fixated on the 90-second mark.

In 1993 I picked up the long-standing Category III national record at a golf dome in Michigan. We flew wherever we could. There was one place we were not flying though: blimp hangars. Although we got into the Akron blimp hangar a few times, the building was a literal junkyard back then. Lakehurst was no better. The big times from the past were all done in blimp hangars, and we were not flying in them. This was an excuse I could live with. Dad was less convinced that a blimp hangar was the only place to do it.

After a three year layoff in the late 90’s to start a career and get engaged I returned to USIC 2000 with new gliders and renewed energy. Another milestone would fall in the great building. After many years of flying in there I broke 80 seconds for the first time with a flight of 83.2 seconds. I was happy to be one of only about six guys to ever break 80 seconds indoors. It was quite an achievement to do it in a tightly-insulated modern building. I tried to equate it to being almost the same as doing 90 seconds in a blimp hangar. Dad was not buying it, and became more determined than ever that 90 was possible in Tennessee.

A Dream on Hold: 2001 to 2008

Not much changed after that year. 2001, 2002, 2003 all saw flights in the low 80’s. I had resigned to the fact that no blimp hangar meant no record. In 2005 I did add the Category II (under 15m ceiling) National Record to my list of achievements. However it was the Category IV record I really wanted. I think Dad wanted it more than I did. Unfortunately time was running out for him to witness it.

We made the trip from Ohio to the Kibbie Dome in Idaho for the “Battle in Seattle” in 2005. This was the first successful display for indoor tip launch glider by Mark Benns of the UK. I could see major changes on the horizon for the sport, and my life. Dad’s health was failing so I did not fly in 2006. Dad passed away in December of 2006. The latter part of the decade seemed hell-bent to make up for the lack of change at the beginning.

I started 2007 coping with the loss of both my father and javelin-launch supremacy. I built some wood-winged tip launch models for USIC and attended my first contest solo. It was very therapeutic to make scenic the six-hour drive back to the Mini Dome again. The new tip launch models showed promise, but I reverted to javelin launch to win the event. I did not know it at the time, but this was the curtain call for javelin glider in high ceiling indoor events.

In 2008 things really changed in my absence. Stan Buddenbohm upped my site record with a tip launch model, becoming only the second person in 20 years to break 80 seconds in the Mini Dome. I needed to get on board the tip launch train or get left behind.

I spent the latter part of 2008 learning how to build gliders again. I always wanted to build composite wings, and decided that with all the other changes happening now was the time to try it. By spring of 2009 my razor planes and paintbrushes were replaced with a hotwire system and a vacuum pump. The learning curve was steep, but I was determined to show up with a composite model at USIC 2009. The new glider was named Amalgam, which is defined as ‘a combination of diverse elements’.

I completed my first composite gliders three days before USIC 2009, made about six test flights and packed them in the box for the trip to Tennessee. My only goal was to not embarrass myself

against the formidable competition that Stan and Tim Batiuk represented. Both were now actively flying tip launch for indoor and making noise about going after the Category IV Holy Grail of 90 seconds.

Tip Launch takes Over: 2009

USIC 2009 would turn out to be the most competitive event in its twenty-two year history. For the first time ever the top three flyers had flights of over 80 seconds. It is no coincidence all three of us were also flying tip launch. We battled each other and the scoreboard (the large obstruction in the center of the dome) but at the end I pulled another victory out of the hat. This would be perhaps sweetest victory in the building, as it was the fiercest competition I ever faced. It would turn out to be a short-lived high

After the flying was done the glider dudes (as we call ourselves) headed to Wendy’s to discuss the state of the glider world. Ralph Ray and Stan revealed that they were trying hard to get into the Tustin Blimp Hangar where the Wittman record was set thirty-five years ago. There was hope for a record trial in the grand old building. We discussed what we might fly in there if given the chance. I was pretty optimistic that my USIC gliders would do well as is, since I was holding back a bit to keep them under the girders.

The Grail is Gone: Late 2009

I will never forget what happened next. I got a call while raking leaves on a cool Sunday autumn night. It was Ralph Ray. Stan had captured the Holy Grail with a two flight total of 194.4 (97.6 plus 96.8 seconds). They were finally able to access the Tustin hangar on short notice.

I was dumbfounded. The 90-second dream had become part of my daily routine over the past twenty years. I pondered it in traffic, on my way to work, cutting the grass. At some point in the day it was on my mind every single day. It was always there, taunting me. Now it was gone.

Gradually I realised the record was still there, but the number had changed. Again I was back in the mode of trying to get into the Tustin hangar, Category IV glider’s holy ground. More record trials were promised. The next one was set for Thanksgiving weekend, not the best weekend for travel. I had to pass. Stan pushed the record even further with flights of 103.8 and 101.0 seconds. I was on the wrong coast.

A Dream Reborn: February 2010

I got another call from Ralph in early February. This one was better. He and Stan had arranged for a three-day contest in early April. This date would work for me. After discussing the plan with my loving and understanding wife I was ready to commit. I planned on building six new models in the next eight weeks, no easy task for a man with a young family. My wife said “This is your life dream, we can manage”. The next week I had to get clearance from one more person, a podiatrist. I broke my big toe six weeks before the event. They cleared me to start throwing the week of the contest. I went ahead and booked my airline tickets.

The ensuing weeks building consumed me. I had new airfoils to develop and tool up for, new layup variations to try, and a years worth of thoughts to apply. Building sessions started after the kids were in bed at nine and went until two in the morning most nights. Some mornings started at five or six to get some work done before work. It was tiring to say the least. I kept reminding myself that this might be the only chance I get. I drew upon motivation from Dad at times.

Finally on the evening of April 8th the box was packed with seven wings and six fuselages. The prep work was done, and I could sleep on the plane. All that was left to do was convince the airline that my model box was a legal carry on, even though it was about ten inches too long. The box was designed to survive the baggage handlers but why take unnecessary risks? I made it to security and had to open the box for an especially interested security agent. He asked what they are, and I told him indoor gliders. He asked how long they would fly and I told him “About 100 seconds, hopefully”. He said “Is that all?” He went on to tell me he has

designed indoor gliders that fly much longer, and that I could buy them in Wal-Mart. I asked if he was done, closed the box, and headed for the gate.

The flight attendant was much easier to deal with. I promised to help clear trash from the cabin; she said the box looked like a legal carry on. At six that night I was on a plane headed to holy ground with my models stowed safely in the bin above. Life was good.

Six hours later Dick Peterson greeted me with a smile and a hand-shake at the Orange County Airport. We threw my stuff in his car and went to Denny's for dinner at 10:00 p.m. He put me up in his guest bedroom for the weekend and offered up a car to use while I was in town. Glider dudes are the best.

Holy Ground

It was hard to conceal my eagerness the morning we were headed to the hangar. The drive was memorable, but I always remember the instant I first set eyes on a big building. Tustin was no different. After twenty years of dreaming, we were entering the gate to the hangar. When you get close to something so large, it is hard to comprehend the scale. We drove another half mile from the gate to get to the base of the hangar.

We met the regular glider dudes outside, and shook hands. I tried to make the rounds of introductions, but I saw the door and just wanted to get in before I awoke to find this was all a dream. I made my way in through the small office area, and then into the open area of the hangar. It was amazing. I stood motionless in awe. I have been in hangars this big before, but never any this clean. It was a giant hangar with nothing in it. How can a space this large go completely unused? I walked the perimeter of the floor as the sun gradually moved up in the sky to light the hangar. It was hard to comprehend being there.

Eventually I decided I better get to work. I assembled one of my USIC models first. The first flight in any building is the hardest. Even the biggest buildings get pretty small when you are about to make your first launch. After some surveying I set up my launch location based on the trajectory from Johnson City, held my breath and launched. The glider missed the walls and settled into a glide. I survived the first launch. I gradually adjusted incidence out of the glider and brought the power up. Times were getting into the upper 80s range. When you get a glider working well it is like pulling on a favourite pair of shoes, you just feel comfortable with it.

I went over to consult with Dick Peterson who was timing for me. He said two words, "More beans!" I needed to lay into the model. I did as instructed, and the launch showed it. I walked over to him as he was timing, and he said that looked better. He clicked the watch as the model landed and got the signature Dick Petersen grin before telling me, "95 seconds. MORE BEANS!" I let out a joyous "Whoohoo!"

I had been in the hangar for just a few hours and already broke the magical 90-second barrier, with one of my USIC models. I was happy. Actually too happy. A wave of calmness and relaxation unlike anything I have felt with an indoor glider in my hand washed over me. The monkey was off my back. For the first time in my glider career I did not feel as though something was beckoning me to push harder. The problem was that I had not broken Stan's record, and I seemed to be okay with that. I had been focused on the 90-second barrier for so long that my mind was claiming victory. I took a walk outside and called my wife. I told her it was over, "I could retire from indoor glider happily today". I was not really comfortable with the message my brain was sending my body, as I had accomplished nothing yet. I spent the rest of the day enjoying being in the hangar, testing new models, and trying to convince my brain there was more to accomplish.

"Throw it Harder"

On the second day of the contest the weather still looked great, but the weather forecast said storms and a cold front were approaching for Sunday. The best air of the weekend would probably be today. My goal shifted from breaking the record to at least beating the current record holder at the event. The game plan was to put up a couple decent flights early, then wait to see what Stan would do. I wanted to fly in the air he flew in so that I did not get edged out by

better air. I knew Stan had flown enough in the building to know when "go-time" was.

Things were going according to plan for the most part. I blew the stabiliser up on my USIC model I had been flying. Luckily the new purpose-built Tustin models were showing promise. I had become equally comfortable with a larger flat-bottom (wing airfoil) model, Amalgam 6. Before lunch I decided to burn three officials. I ended up with a 93.x and a 97.x before we broke for some fantastic burritos at the local taco stand. "More beans" seemed to be a recurring theme.

Upon returning from lunch I noticed Ron Wittman was in the hangar. I had never met the man in person. I ended up shaking hands with him in the same spot that he had thrown the record flight over thirty five years prior. Most kids grew up idolizing some athlete they never get to meet. That day I got to meet the guy I always looked up to. Not only did I get to meet him, he ended playing a supporting role in the drama that would unfold.

I reviewed my strategy with Ron, he agreed it was a reasonable plan. At least win the battle if you cannot win the war. I flew a bit more after lunch in the early afternoon. Flights continued in the mid 90's. Stan was not flying hand launch at all, I figured the air must be off, so I put flying on the back burner, and spent some time socializing.

At about 4:30 p.m. I saw Stan pulling on his glider-throwing glove. He was finally going to throw. I was in the opposite corner with Ron harassing some of the F1D flyers. Ron was keeping a watch on Stan's flights. He said "If Stan gets in to the mid-90s you need to start flying with him." Not long after that he told me "Stan just did 97 seconds." The battle was about to begin.

The competitive drive came back as I walked across the hangar floor. I was content sitting atop the leader board, albeit below the record by several seconds. Stan was in the process of knocking me off the leader board, and I was well aware of it. Stan was providing exactly what I longed for, the feeling of intense competition that almost becomes anger. I had mentioned earlier in the event that in order to throw well I need to throw mad. I find it difficult to get angry at a record, but a fellow competitor nipping at my heels always does the trick. I now felt as though I had a job to do and I would not be satisfied until it was accomplished. I retrained my mind to the fact that the record would take a pair of 102.4's to tie.

I grabbed Amalgam 6 and joined Stan at floor center. I knew he had a flight of 99 seconds in his string. I called for an official flight with two timers. I helped my cause with a 96.5. The next flight was a 99.8 so close to triple digits, I hauled off on one, my best launch of the event. Some applause rang out as it touched down for a 103.0. All I needed now was a flight of 101.9 or better take the event and the national record. At this point Stan and I were the only ones on the floor. We were two warriors with an arena all to ourselves. We alternated flights, and could judge the other's progress by the response of the crowd. I knew that both of us were very close to the record. Amazingly everyone else in the hangar had stopped what they were doing. All of the rubber flyers and the European F1D guys had pulled their chairs to the sidelines and were watching a couple of glider guys duke it out. I was intent on staying focused on the task at hand, but I could not help but notice we were drawing in the crowd. I have never seen an entire building of serious indoorists stop flying to watch a couple of guys throw gliders. We were putting on a show.

I came very close to the record with a flight of 100.6 seconds, but I seemed to have lost the edge after my 103.x. I pulled a bad launch and almost destroyed the model, but it recovered just in time to graze the floor without damage. The adrenaline was getting to me and I found it difficult to focus on some launches. I even aborted a few run-ups. Eventually my nine-flight string was over. (in AMA HLG you are allowed nine attempts in which the two best flights count for the total score). I came up 1.3 seconds short, but my best flight was more than enough to claim the record it I could repeat it.

I took a break to decide what to do. Ron Wittman pulled me aside. He told me he was in the same position in 1973. He said "The

model can do it. the air is good enough. There is only one thing you can do: Throw it harder. You need to find the strength.”

I took a few minutes to drink some water and consider my options. Pack it in and rest for tomorrow, or give it another nine-flight go. Don DeLoach and Ron were both encouraging me to keep throwing. I needed to keep pushing, I had my doubts but I knew they were right.

I went back out on the floor and resumed throwing. I had two timers, so anything over 102 seconds would start a keeper string. After three tries I was back in the swing with a 102. My next four flights all were under 100. I was already considering the possibility of going back to Ohio with times good enough for the record on separate strings. That really made me mad. Ron came over and told me this was no time to hold anything back and that I should sacrifice the model if needed. I threw one in anger, and it looked good. I looked at the timers in earnest as it landed. The time was 102.7; I was one tenth of a second from Stan's record.

My mind raced with thoughts. I thought of the sacrifices I made to get here, my late father, my family, and the emotional toll of coming so close but not breaking the record. Stan walked over and held out his finger. On the tip of it was a piece of clay about half the size of a pea. He said “You have a slight stall at the top, this may be enough to pull you through it if you want to try.” A true sportsman. He was also one tenth of a second below his own record, but had given up for the day. I added the clay, and lined up on my mark knowing I had three more flights to do it. I focused and reached as far back for a launch as I have in my life.

Immediately after release I felt tingling in my finger tips. I also heard Don yell “That looks ten feet higher than your last!” My knees went weak; I doubled over and put my hands on them. Don walked over and told me I only needed to better my 102.7 by one tenth to tie the record. I questioned that I just needed to better the 102.0, he agreed. I looked up and could tell by the location of the circle it was a great flight. I scolded the glider to “keep gliding”. The glider was about five feet up when it passed the usual landing spot. The timers counted down, “One minute 42, 43, 44, 45, 46!!!!” and I heard the glider skim the hangar floor. I had done it. I was overtaken with emotion.

I looked up to the roof and collected myself as I walked over to pick up the model. All of my earlier thoughts rushed back again, I could not believe it. I was fighting back tears when it dawned on me I had two flights left. I rushed back to my launch mark, made sure the timers were ready and hurled flight eight of the string. This would end up being my second best, touching the floor at 103.5, improving my score almost another full second. With emotions taking over I put up the final flight for a mere 100.9. The flying was over, but the handshakes had just begun. Stan and Ron were two of the first. Stan told me “Your Dad would have been proud”, and I agreed 100%. I was told my money was useless that night. Tim Batiuk treated me to some great barbeque and better beer at Bad to the Bone with a great group of guys. Life was great.

A Dream Fulfilled

We decided to sleep in the next morning for a change, and make our way to the hangar at a leisurely hour after some breakfast at the local surfer hangout. I awoke early anyway after a fairly sleepless night. As I was lying in bed it dawned on me that Stan was probably going to be in the hangar at the crack of dawn trying to get the record back. I decided to get up and head to the hangar. When I tried to get up my entire body ached; my legs were like Jell-O. I went back to bed and decided that if Stan could throw this morning he deserved the record!

After some fine food at Pipes Cafe, Dick and John Kagan and myself made our way back to the hangar. The cold front arrived on schedule, and the wind was blowing. It did not prevent Ralph Ray from setting a Standard Catapult record, but Stan admitted he was pretty beat up as well. I spent the day trying to take it all in. Tustin is indeed Holy Ground, and I am glad to have finally made it there. The dream was fulfilled, and it had only taken twenty years.

It seems no major accomplishment comes without a lot of help. This one is no different. I could not have done this without the

support of many individuals. First and foremost is my father. He remains a constant source of motivation. Thanks to Stan Buddenbohm, the most gifted and sharing glider dude on the planet. Joe Mekina, for encouragement and airfoil consultation. My timing crew, that motivated me to one last string, Ron Wittman and Don DeLoach. Lastly a giant thank you to my wife Sharla and family, for not only putting up with but also encouraging me to chase the dream. I thank you all.

TIMPERLEY GALA, BARKSTON HEATH, AUGUST 15

Combined Glider 9 flew 3 x 2.30

1	D Brawn	7.30 +5.10	Inchworm 75m line
2	J Carter	7.30 +4.17	F1A 50m
3	G Pec	7.08	F1A 50m
4	P Lynn	6.55	Classic 75m
5	R.Heap	6.40	Caprice 75m

Vintage 3 x 2.30 4 flew

1	R Wykes	7.26	Flying Pencil
2	R Heap	7.08	Nerd
3	S Willis	5.42	Scram

Combined Rubber 3 x 2.30 6 flew

1	G Ferer	7.30 +3.37	BMFA
2	J O'Donnell	7.30	BMFA
3	R Wykes	7.29 +1.59	BMFA
4	J Foster	7.29	Classic

Combined Power 9 flew 3 x 2.30

1	F Rushby	7.30 +6.42	Gloworm Classic
2	M Sibson	7.30 +2.02	SLOP glo
3	T Dobson	7.26	Beatnick Classic
4	D Clarkson	6.21	SLOP glo
5	D Limbert	6.17	SLOP diesel

Combined HLG & CLG 6 flew 7 x 1.00

1	M Page	5.26	HLG
2	D Brawn	4.19	HLG
3	K Bates	4.09	CLG
4	P Cowley	4.02	HLG

4OZ LEAGUE 2010

By John Minshull

Top of the 4oz pile in 2010 by a substantial margin was Mike Turner with his Lanzo Duplex, second place John Minshull with the Copland 36. Third place was John Wingate with the Northern Arrow, showing that that there is an alternative to the Lanzo and Copland 36.

The results are heavily influenced by the larger numbers who flew at the Nationals and particularly the SAM Championships. The scoring system currently being used awards points to all entrants to an event, in reverse order to their position. Thus the total number of points that are awarded is predominantly determined by the number of entries in these popular events. The option of awarding points to help iron out this problem exists, and any suggestions will be considered.

I no longer use the previously utilised bonus system as input to the results table. This is because on inspection it did not have any bearing on the table order but only changes the total number of points awarded.

The use of a bonus method is open to review. As discussed above the table order is heavily weighted towards major events. It may be that bonus points, if used, should be awarded on a sliding scale with events that attract fewer entries attracting a higher bonus rating. This conflicts with the view that success in events with a large entry has the greatest merit. Massaging the results with an unsuitable bonus system will only lead to general dissatisfaction and so opinions on this topic would be very helpful.

The number of events that combine the 4oz class with others (usually 8oz) has increased. This makes it difficult to isolate the 4oz results as it means, for example, that the model flown must be recorded on the results sheet and that spare models must be of the same class. The results must then be subsequently separated for league purposes. I thank the event organisers for sorting out these details and supplying the results which help to make the league more credible.

20 flew. There were no 4oz entries in the Timperley Gala

	Croydon 4oz	Nats	Odiham	SAM Ch.	Total
1	M Turner	6		13	19
2	J Minshull	3		11	14
3	J Wingate	5		8	13
4	C Chapman			12	12
5	J Knight			10	10
6	P Michel			9	9

SOUTHERN COUPE LEAGUE

Round 7 - 8th Area, by Roy Vaughn:

This round of the League combines the results from four area venues, Merryfield, Ashdown Forest, Beaulieu and Salisbury Plain. The relatively benign weather prevailing on the day could have been expected to lead to a big flyoff but in the event only one person, John Minshull, maxed out. The result had little impact on League placings, although points totals are starting to bunch together as lowest scores are dropped - only the five best scores from the eight qualifying events are counted. Three of the current top four are in contention for the title, which will be decided, probably by the weather if the recent past is anything to go by, at the Coupe Europa in December.

Round 7 Scores

1	J.Minshull	Beaulieu	20
2	R.Vaughn	Beaulieu	16
3	N.Allen	Ashdown Forest	13
4	C.Chapman	Merryfield	11
5	E.Tyson	Salisbury Plain	10
6	P.Hall	Beaulieu	9
7	D.Thomson	Beaulieu	8

Southern Coupe League after 7th Round

1	R. Vaughn	Crookham	79
2	P. Brown	Grantham	71
3	C. Chapman	B&W	67
4	A. Longhurst	SAM35	66
5	P. Hall	Crookham	61
6	J. Minshull	Brighton	35
7	P. Tolhurst	Hayes	31
=	M. Marshall	Impington	31
9	D. Thomson	Croydon	24
10	G. Stringer	E.Grinstead	22

CHOBHAM TREE CHOP

John Thompson: The days for this season are November 22, January 17, and February 21. These are Mondays. Meet at Staple Hill car park at 10.00

FREE FLIGHT SHOWCASE

By Paul Fynn

I would like to thank everyone who lent planes, created the exhibition, and spent so long talking to an almost endless stream of intelligent visitors to our stand at the August Nationals at Barkston.

This has been our fourth year in attendance and we do seem to have become a "must see" spot with many of our visitors showing a genuine interest in competitive Free Flight. A wide range of positive enquiries were received about plans, kits, flying sites, retrieval, building techniques, in fact the whole Free Flight spectrum.

In order to keep our fixture "fresh" I intend to step aside as co-ordinator for next year because I feel that another person would bring some different models and attendants and thus continue the interest and the success that has already been achieved by your efforts. Please support your new leader, and thank you all again for your help to date.

CORRESPONDENCE

From Roy Vaughn

In his article on wing building Chris Edge mentioned the difficulty he had in creating CAD drawings of his tapered tip ribs. In fact this can be easily done using the Profili package obtainable from www.profil2.com/eng/default.htm. I think mine is the cheapest version which include a couple of slightly clunky functions ("Airfoils/Draw interpolated wing ribs" and "Print/Export as a DXF file") to create drawings of straight or tapered rib sets and to generate an output file to drive a laser cutter. There are more expensive versions which contain a "wizard" which apparently makes DXF export even easier.

Because the drawing from Profili contains the whole wing cross-section, there could be a lot of extraneous cutting and wasted wood if your design uses a many riblets. To avoid this I post-process the Profili output using a CAD package to produce bare rib and riblet outlines. The section itself can be taken from the built-in library, from modified versions thereof, or imported sections of your own. You can also have a lot of fun comparing theoretical aerofoil performance with Xfoil which is built into Profili.

INDOOR WORLD RECORDS

FAI has received the following claims for class F1M records:

F1M record 117-a (duration, ceiling less than 8m) time 17 min 39 s by Akihiro Danjo of Japan on October 8. The current record is 16 min 44 sec set by Akihiro on May 6.2001.

The details are provisional. When all evidence has been received and checked, the record will be ratified if appropriate.

FAI has ratified the following World record:

F1D record 125-b (duration, ceiling 8m - 15m): 34 min 6 s by Zoltán Sükösd of Hungary at Budapest, Hungary, on June 6 2010. The previous record was 33 min 42 sec set by Dezso Orsovai of Hungary) on July 9 2006.

NOTICEBOARD

FFn FOR SALE. Malcolm Wood has a complete set of FFns from the first issue until December 1988 for disposal - all in good condition. Most have had their staples removed and holes punched to go in a 2-ring binder. The total thickness of paper is ca 6inches! Martin Dilly can deliver them as they make up quite a heavy parcel for posting. Offers invited, all receipts will be donated to the FF team travel fund. Contact Malcolm on 01689 862046, Mobile: 07702 316735, email malbabs@aol.com

FOR SALE from Phil Ball:

2 Seelig F1C TIMERS final design,(rattler with brass fly wheel) still in original wrappers offers.

1 M&K F1A timer as new list £73 will accept £40

KB21 Sportstser new in box £50

2 Cox Specials (2.5cc) £30 each

OPS21 £30

Irvine 21R complete with tuned pipe £50

0.1mm (.004 ins!) Titanium sheet 1mtr x 77mm £5 each (or any length over 1m)

Contact Phil Ball 01332665361 phil.ball@ntlworld.com

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The FFN subscription renewal form is printed overleaf. In connection with this form, the following is a list of all those readers whose subscriptions expire later than December 2010, including payments received by November 1st. The expiry date is given as year (last 2 digits) + month (eg 1106 is June 2011). Subscriptions that expire during 2011 can be extended to the end of 2011 by payment of a pro-rata fraction of the rate for the full year, with the possible addition of a full year subscription to continue to the end of 2012 if you prefer. Alternatively, you may pay the standard annual subscription to cover 12 issues from your current expiry month.

1112	B W C Aslett	1306	D Dolzinski	1112	G Madelin	1206	S Rumpp
1102	J H Bailey	1111	E P Drew	1112	B G Martin	1112	A C Schlosberg
1112	R Bailey	1210	C H Edge	1112	P Martin	1109	P Seren
1112	B Baines	1112	J R Eland	1202	G Maynard	1212	C E J Sharman
1102	P Ball	1106	R Elliott	1205	W H Mcgarvey	1101	F G Sharp
1112	Didier Barberis	1112	M Evatt	1101	J Melde	1112	A Shepherd
1202	L G Barr	1103	P Fairman	1212	S Milan	1111	D Siebenmann
1106	P J Barrett	1112	Pedro Moreno Fanlo	1103	J F Minshull	1112	R Sifleet
1103	D K Bartle	1112	K A Faux	1112	A J Moorhouse	1212	R A J Smith
1109	Carlos Bastos	1106	S Firth	1204	V Morgan	1104	G W Smith
1108	K Bauer	1112	J Flynn	1109	N Murray	1112	J B P M Somers
1106	R D Beckford	1112	P Fynn	1110	W Nimptsch	1107	M Stagg
1104	Claudio Bognolo	1112	W Gerlach	1108	H Nyhegn	1103	C Stoddart
1101	A Borchia	1202	W Ghio	1112	J O'donnell	1112	G M Stringer
1106	J Boxall	1203	Cesare Gianni	1106	T Oxager	1102	R Sutton
1101	C N A Breeman	1108	D Ginns	1112	T Page	1112	D S Taylor
1112	A Brocklehurst	1108	J Godwin	1112	T F Payne	1101	I Taylor
1103	P Brocks	1107	V Greimel	1112	G Peck	1203	J D Thompson
1104	P Brown	1212	T Grey	1112	R Peers	1101	M Tomazzoni
1204	J Calefato	1107	R Hebron	1111	Francesco Perbellini	1205	O Torgersen
1112	A D Chamberlain	1112	S Hinds	1212	N Persson	1103	D J Truluck
1112	T B Chambers	1112	E W Hopgood	1105	C F Peters	1101	P Uden
1102	M Chapman	1112	T G Iorger	1101	J Pettersson	1102	G Ulm
1112	P R Chapman	1109	A Jack	1112	K A Phair	1112	P Watson
1104	P Chaussebourg	1104	W Kamp	1109	S R Philpott	1112	J H White
1106	R Cheshire	1102	P King	1103	T Procter	1201	F Wilkening
1103	M Chudoba	1110	A Klungrehaug	1112	E Purcell	1112	C P Williams
1102	R Clark	1105	D E Larsen	1112	S Richardson	1109	J R Williams
1102	W E Colledge	1110	P Lawson	1201	M Rocca	1201	M J Woodhouse
1112	M Cook	1101	A J Longhurst	1112	J N Rogerson	1112	R Woodruffe
1204	T Dahlstrom	1102	R Mackus	1104	P Rovensky		

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