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A SUBSCRIPTION RENEWAL FORM IS INCLUDED AT PAGES 111 AND 112

FFn DIARY

November 12-13 Salisbury Plain	BMFA Trimming Weekend. See FFn 1012. Must call Peter Tribe on Friday before 01225 862748.	February 19 Area Venues	BMFA 2nd Area event. C/P (White), F1A (KMAA/Plugge), F1G, Vintage R/P (Plugge), Vintage Glider, HLG-CLG(Plugge).
November 13 Hinkley	BMFA Free Flight Forum. Start at 10.00. Barcelo Hinckley Island Hotel, A5 Watling Street, Hinkley, LE10 3JA. Admission £9.00; pre-booking may be made to BMFA, Chacksfield House, 31, St. Andrew's Road, Leicester LE2 8RE	March 4 Area Venues	BMFA 3rd Area event. C/G, F1B (Duce/Plugge), F1J-2A, Mini Vintage (Plugge), P30 (Plugge).
November 19-20	BMFA Salisbury Plain. See Nov 12-13..	March 25 Area Venues	BMFA 4th Area event. C/R (Gamage), F1C (Halfax/Plugge), F1Q, F1H (Plugge), SLOP (Plugge).
November 26-27	BMFA Salisbury Plain. See Nov 12-13..	April 6 (Good Friday) Barkston Heath or Church Fenton, TBA.	BMFA Northern Gala. C/G (CMA), C/R (Caton), C/P (Hamley) - [Club Champs], SLOP (Falcons), F1H, F1J-1/2A, P30, Mini-vintage, E30, CO2, HLG-CLG. Contact: Denis Davitt 0113 2675433
November 26 Belgrade, Serbia	1st Fairy's Cities Cup. F1N . Contact: Nikola Borovac, Cara Dusana 57, 11000 Belgrade, Serbia, tel: +381 64 195 18 70, fax: +381 26 19 164, email: nborovac@eunet.rs	April 14-15 Near Sheffield.	BMFA 1st F1E (Team Selection). N.B. May be either day, check with contact before travelling. Contact: Ian Kaynes 01252 512538 or 0794 185 2144
December 4 Middle Wallop	Coupe Europa, F1G, Vintage Coupe d'Hiver. Start 10.00, F1G in rounds. See FFn 1108. Contact David Beales +44 (0)20 8858 2714 e-mail addickab@aol.com or phone or fax Martin Dilly on +44 (0)20 8777 5533 martindilly@compuserve.com.	April 28-29 Salisbury Plain	BMFA London Gala. 28th: C/R, C/G, C/P, Vintage R/P, P30, CO2, CLG, F1E. 29th: F1G, F1H, F1J-BMFA1/2A, Vintage Glider, Mini Vintage, SLOP, E30, HLG. Contact: T. Grey 01892 539221.
January 15 Werrington Leisure Centre, Peterborough	BMFA Indoor day. 10.00 to 17.00. See FFn 1107	May12-13 Salisbury Plain	Stonehenge Cup. F1A, F1B, F1C/P (Dick Johnson Memorial), F1Q. World Cup Event. Contact: Chris Chapman 01963 220741, email: Sandman@uwclub.net
February 12 Werrington Leisure Centre, Peterborough	BMFA Indoor day. 10.00 to 17.00. See FFn 1107	May 26-27 Near Sheffield.	BMFA 2nd F1E (Team Selection). N.B. May be either day, check before travelling. Contact: Ian Kaynes 01252 512538 or 0794 185 2144
January 29 Area Venues	BMFA 1st Area event. C/G (Plugge), C/R (Plugge), C/P (Plugge), Mini Vintage, SLOP.		

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 2012. Note that you can also order an NFFS Symposium Report 2011 at the same time.

As an alternative to the regular paper copy in the mail, I have decided to make FFn available in electronic format from the January 2012 issue. The magazine will be sent to E-subscribers by email at the same time as the paper magazine is posted. It will be a pdf file in the same visual format as the printed FFn. If you wish to change to an E-subscription you can send your payment via Paypal (no extra message or form required) or if you prefer you can complete the relevant part of the subscription form and mail that to me with your cheque.

THE SQUID AND ITS SONS BY ALAN JACK

My apologies are due to Alan Jack for omitting credit to him for his super article which was published in FFn last month. Having concentrated on the production with positioning of the figures and text, I lost sight of the most basic detail!

NEWS FROM BMFA FF TECH COMMITTEE

FFTC Meeting

The FFTC met on 21 September 2011 and the following are notes on items of interest:

Free Flight and Space Nationals 2011

The Nationals this year were a success in spite of the efforts of the weather to deter us all and broke even by a small margin.

A new charging structure is being developed for 2012 and this will be published along with the basis once agreed by the FFTC.

Radio D/T (RDT)

Please note that in future the use of radio to D/T a plane will be referred to as **RDT** and not RC D/T. This is to avoid confusion/linkage to RC and RC Assist.

Following full discussion and consideration of feedback received it was agreed that Radio D/T (RDT) will be permitted for all classes in 2012. The following detail was proposed and unanimously accepted:

"The use of RDT will be permitted in all classes. A flight of less than 20 seconds during which the DT has operated will be classed as an attempt in power and rubber but in glider classes (including under 10 seconds in HLG and CLG) such a flight will be a scoring flight"

The rule book will be amended to reflect this change.

Team Selection 2012 for 2013 teams

Following full discussion and consideration of feedback received it was proposed that team selection should be based upon two 2 day events with no nominated reserve.

Rule changes incorporating the following points are to be developed for approval of the FFTC:

- 7 flights with a fly-off at each event
- Results on a time basis
- Team selection to be on round times with any ties decided by fly-off scores
- Single entry for both events. Pre-entry only
- 0900 start time on Saturdays. Also allow for late finish when possible
- Event cancellation will be considered in very extreme conditions
- Revisions to the wind speed rule are to be agreed and included in the rules
- 3 rounds in total completed after two events will be sufficient for a result

- If 3 rounds are not achieved then consideration will be given to options for a later event

The rules will be finalized and published in good time for the 2012 events.

Rule Changes

P30 entry restrictions

No change.

Reason. Banning those with previous contest successes will leave too few to keep the class viable

Separate vintage Rubber and Power

No change

Reason. Performance of power and rubber is very similar and separation will create a further class for no good reason.

BMFA Electric

Now that sufficient experience has been gained the following will be adopted to define the class and restrain performance to a sensible level.

Battery weight limits

Nimh - 120 gm (all Ni based batteries permitted)

Lithium - 90 gm

Model specification

No camber changes, surface area changes or bunt permitted

Motor run

17 seconds for brushless motors, 22 seconds for brushed motors.

HLG/CLG

To prevent confusion and misunderstanding on the separation between trimming and competition flights_all flights made from the box will be recorded as official

Setting of maximums

Rule 3.1.4.1 (b) is to be clarified to make clear that at Centralised contests the CD may vary a maximum to suit conditions before the start of the contest but may not subsequently vary the maximum during the event.

CD Guidelines

The CD guidelines will be updated and will include guidance on the application of wind speed limits.

Radio Assist

The BMFA Technical Secretary has clarified that Radio Assist models are classified as Radio Controlled models and come under the responsibility of the appropriate Radio Technical Committee and as such are not administered by the FFTC.

Free Flight Equinox Cup 2011

It was reported that the event was run successfully with worthwhile entry numbers and will be included in the 2012 calendar.

Space Equinox Cup 2011

The weather was fair on day one and excellent on day two. However entry numbers were very low (6 only) and the decision has been taken not to run the event in 2012. The possibility of running the event biannually in future is being considered.

Free Flight Nationals 2012

In case you are planning your holidays please be aware that the spring bank holiday has moved back a week in 2012 due to the Queen's Diamond Jubilee and this means that the Free Flight and Space nationals will be on the **2nd, 3rd and 4th of June**. The Nationals will once again have the full programme of Free Flight, Space and SAM events so is not to be missed. Full details and entry forms will be in BMFA news nearer the time.

BMFA CALENDAR 2012

Notes:

The BMFA FFTC also includes Space events in their calendar, these have been removed from this listing.

Entry to F1A, F1B, F1C Team Selection events (parts 1 & 2) is by pre-entry only, to the shown contact, before 2nd June 2012.

Events not counting towards the BMFA FF Championship are the Stonehenge Cup, the Equinox Cup, and the following events at the Nationals: FF Scale, Cranfield Classic, Lulu/Golden Wings and SAM events.

January 29 Area Venues	1st Area event. C/G (Plugge), C/R (Plugge), C/P (Plugge), Mini Vintage, SLOP.
February 19 Area Venues	2nd Area event. C/P (White), F1A (KMAA/Plugge), F1G, Vintage R/P (Plugge), Vintage Glider, HLG-CLG(Plugge).
March 4 Area Venues	3rd Area event. C/G, F1B (Duce/Plugge), F1J-/2A, Mini Vintage (Plugge), P30 (Plugge).
March 25 Area Venues	4th Area event. C/R (Gamage), F1C (Halfax/Plugge), F1Q, F1H (Plugge), SLOP (Plugge).
April 6 (Good Friday) Barkston Heath or Church Fenton, TBA.	Northern Gala. C/G (CMA), C/R (Caton), C/P (Hamley) - [Club Champs], SLOP (Falcons), F1H, F1J-1/2A, P30, Mini-vintage, E30, CO2, HLG-CLG. Contact: Denis Davitt 0113 2675433
April 14-15 Near Sheffield.	1st F1E (Team Selection). N.B. May be either day, check with contact before travelling. Contact: Ian Kaynes 01252 512538 or 0794 185 2144
April 28-29 Salisbury Plain	London Gala. 28th: C/R, C/G, C/P, Vintage R/P, P30, CO2, CLG, F1E. 29th: F1G, F1H, F1J-BMFA1/2A, Vintage Glider, Mini Vintage, SLOP, E30, HLG. Contact: T.Grey 01892 539221.
May12-13 Salisbury Plain	Stonehenge Cup. F1A, F1B, F1C/P (Dick Johnson Memorial), F1Q. World Cup Event. Contact: Chris Chapman 01963 220741, email: Sandman@uwclub.net
May 26-27 Near Sheffield.	2nd F1E (Team Selection). N.B. May be either day, check before travelling. Contact: Ian Kaynes 01252 512538 or 0794 185 2144
June 2-4 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 glider & junior kit rubber), Bowden, F1H (BA), F1G (308), F1J-BMFA1/2A (Hales), E30, Mini-Vintage (Weston), CO2 (Sparklets), Classic R/P, Classic G. Plus Junior and overall category championships. Also Non Championship: FF Scale, Cranfield Classic, Lulu/Golden Wings and SAM events. Contact: Mike Woodhouse 01603 457754.

June 16-17 Barkston Heath or Sculthorpe TBA.	Team Selection part 1. F1A, F1B, F1C. N.B Pre-entry only, for both parts 1 & 2, prior to 2nd June. Contact: J.Carter 01782 398816.
June 24 Area Venues.	5th Area event. C/P Team (Keil/Plugge), F1B(Gutteridge), P30, Classic Glider (Plugge), Tailless(Plugge).
June 30-July 1 Near Sheffield	3rd F1E (Team Selection). (SMC Trophy). N.B. May be either day, check before travelling. Contact: Ian Kaynes 01252 512538 or 0794 185 2144
July 21-22 Sculthorpe	East Anglian Gala. 21st C/R, C/G, Classic R/P, Tailless, SLOP, E30, HLG-CLG. 22nd C/P, Classic Glider, Mini Vintage, P30, CO2, Bowden. Contact: Mike Woodhouse 01603 457754.
July 28-29 Near Sheffield	4th F1E (Team Selection). N.B. May be either day, check before travelling. Contact: Ian Kaynes 01252 512538 or 0794 185 2144
August 5 Area Venues	6th Area event. Mini Vintage (Plugge), HLG-CLG, F1G(Plugge), F1H, P30, CO2 (Plugge).
September 1 (Saturday) Venue TBA	Southern Gala. C/G (Pilcher), C/R (Flight), C/P (Short), F1G, F1H (Ripmax), F1J-BMFA1/2A (Quickstart), SLOP, Mini-vintage, E30, CO2, HLG/CLG. Contact: Dave Greaves 01285 652730.
September 8-9 Sculthorpe	Team Selection part 2. F1A, F1B, F1C. Contact: J.Carter 01782 398816.
September 15 (Saturday) Near Sheffield	5th F1E (Team Selection). Contact: Ian Kaynes 01252 512538 or 0794 185 2144
September 16 Area venues	7th Area event. C/R Team (Farrow's/Plugge), F1A(SMAE), F1J-1/2A (Plugge), SLOP(Frog Senior), E30(Plugge).
September 29-30 Salisbury Plain	Equinox Cup. F1A, F1B, F1C/P, F1Q. World Cup Free Flight event. Contact: J.Carter 01782 398816.
October 6-7 Near Sheffield	6th F1E. N.B. May be either day, check before travelling. Contact: Ian Kaynes 01252 512538 or 0794 185 2144
October 14 Area Venues	8th Area event. CG Team (M'Engineer/Plugge), F1C(Buskell), F1Q(Plugge), F1G, Classic R/P (Plugge), Mini Vintage.
October 21 North Luffenham	Midland Gala. SLOP, Mini Vintage, F1G, F1H, F1J-1/2A, P30, CO2, E30, HLG/CLG. Contact: P.Ball 01332 665361.
October 27-28 Near Sheffield	7th F1E (Reserve Date). N.B. May be either day, check before travelling. Contact: Ian Kaynes 01252 512538 or 0794 185 2144
Nov 3-4 Venue: To be confirmed	Contest fall back. Contact: T.Grey 01892 539221.

BMFA TEAM SELECTION

Second meeting, Sculthorpe, Sept 10-11

F1A			F1B		
1	B Baines	600	1	R Peers	450 +352
2	J Carter	597	2	P Brown	450 +265
3	R Jack	524	3	P Martin	450 +177
4	P Williams	499	4	M Woodhouse	450 +162
5	P Ball	437	5	B Martin	150
6	K Best	364	F1C		
7	J Williams	363	1	A Jack	441
8	S Darmon	353	2	S Screen	300
9	C Edge	274	3	K Faux	6

Third meeting, Salisbury Plain, Oct 8-9

F1A			F1B		
1	P Ball	825	1	R Peers	900
2	J Carter	804	2	P Brown	900
3	K Best	765	3	P Martin	855
4	R Jack	757	4	M Woodhouse	638
5	B Baines	750	5	D Greaves	350
6	C Edge	734	F1C		
7	P Williams	732	1	N Allen	539
8	P Tribe	581	2	A Jack	450
9	J Williams	534	3	S Screen	300

Selection points

		meeting				
F1A		1st	2nd	3rd	Best 2	
1	J Carter	50	45	45	95	F/O
2	R Jack	40	40	35	80	+321
3	B Baines	16	50	30	80	+274
4	P Ball	18	30	50	80	+207
5	K Best	35	27	40	75	
6	P Williams	27	35	24	62	
7	M Dilly	45	16	16	61	
8	C Edge	30	18	27	57	
9	S Darmon	24	21		45	
10	J Williams	21	24	18	45	
11	P Tribe	14		21	35	
12	D Oldfield			14	14	

F1B

1	R Peers	50	50	45	100	
2	P Brown	30	45	45	90	+335
3	M Woodhouse	45	35	35	80	
3	P Martin	40	40	40	80	+291
5	R Cheesley	35		28	63	
6	B Martin		30	24	54	
7	G Stringer	27			45	
8	M Evatt	24		21	30	
9	M Woolner	21			27	
10	D Greaves			30	21	

F1C

1	A Jack	45	50	45	95	
1	K Faux	50	40		90	
1	S Screen	35	45	40	90	
4	N Allen	40		50	85	

Team Selected For European Championships 2012

Fly-offs to complete selection of the British Team for the European Free Flight Championships in Italy next year were held on 16th October.

The team is as follows:

F1A

John Carter, Richard Jack and Brian Baines – Reserve Phil Ball

F1B

Russell Peers, Peter Brown and Mike Woodhouse – Reserve Peter Martin

F1C

Alan Jack, Ken Faux and Neil Allen – Reserve Stafford Screen

FREE FLIGHT TIMERS – CARE AND OPERATION

by Jon Fletcher from FFDU

1 General

If there is one thing on a Free Flight model that has to operate without failure or erratic behaviour then it is the timer. This article describes cleaning and lubrication notes for operating clockwork mechanism timers. If well cared for a clockwork timer can last for decades and outlive many models. The following are processes I have developed over forty years of working with clockwork timers.

2 Tools and materials

Lanox aerosol from Super Cheap Auto. Singer Sewing Machine oil from Home Hardware. Methylated spirits or methyl alcohol (methanol) ½" bristle brush. Two 250 ml. glass jam jars with lids. Small instrument screw drivers for both slotted and Philips head screws. Hard surface to work on, I use a 6mm glass bench top. About 600mm square of fine cotton substantially lint free cloth. 3" focal length eye glass. 100 W task lamp. No. 11 bladed scalpel. Cocktail sticks. Roll of paper towel. Very small paint brush with the group of bristles about 1/16" dia. by about ¼" long. 5" long stainless steel tweezers from eBay, about \$6 delivered. Pack of 100mm x 125mm Zip lock polythene bags. Selleys Aquahere.

3 Seelig Timers

These fall into two basic family groups, large and small. The large ones are used for F1C and bigger open class models and are of four or five function. The smaller ones are used for F1A and F1H gliders and multi function ones in ½ A and F1J power and F1G and F1B rubber models. The escapements used are either an air vane on early timers or rattler mechanism on later ones.

3.1 Cleaning

Immerse the whole timer in clean Shellite, use the ½" bristle brush to remove stubborn dirt. If contaminated with castor oil a 50/50 mixture of ethyl or methyl alcohol and acetone will dissolve this. Shake the mechanism dry and proceed immediately to the next step to avoid corrosion.

3.2 Inspection

Using the task lamp and eye glass check for missing screws and bearing bushes, worn parts and loose gear wheels and corrosion. If you find anything substantial you could try your local watch maker, or me if you don't mind the long wait. Rusting in gear and pinion teeth can usually be removed with the cocktail sticks.

3.3 Lubrication and Rust Prevention

Clean the glass and drop some Singer oil to one side. Using the scalpel blade tip pick up a little oil and oil every bearing bush. Also oil the release arm pivots. Do not oil the gears and pinions. Wipe up the oil with the paper towel and spray a little Lanox onto the glass. Pick some up with the brush and lightly brush all the ferrous parts, but not the gear or pinion teeth. Include the chemi blacked steel release arm hinges, outer ends of the stop pin, disc stack and main shafts.

3.4 Test

Fully wind and test run the timer multiple times to ensure that all of the scroll is always run off. Make sure there is no hang up of the stop pin and the timer always starts and stops. Make sure that the release arms always come free of the discs and scroll end. Immediately after applying lubrication and rust preventative to the timer, store in a clean, new zip lock polythene bag. When fitting to a model make sure the fuselage aperture is clean and dust free. If balsa, dope it to prevent dust ingress into the timer.

4 Tatone and KSB timers

4.1 Dismantling

Unlike the Seelig timers the KSB and Tatone timers are cased so the mechanism needs to be removed or at least the case back removed for cleaning and lubrication. First cautionary note is that the later KSB DT timers have a clear polystyrene "L"

shaped spacer between the face plate and the top movement plate. As both Shellite and acetone readily attack polystyrene the disc has to be removed and then the face plate. Before dismantling the main shaft nut and tiny face plate screws, lay the cloth down over the bench top and smooth it out. The main shaft dome nut is either hexagon or knurled. For the hexagon nut use a 4mm A/F nut runner, "C" spanner or a small adjustable wrench carefully snugged up on the hex flats. Nut unscrews counter clockwise. For the knurled type I started by using a pair of mini "linesman" type pliers matching the serrated jaws to the straight knurl. Now I use a "T" wrench tool I made with a delrin socket that is tapered and internally knurled which doesn't mar the nuts chrome plating.

After removing the disc place nut and disc in the jam jar lid. Early DT timers had a faceplate stop for the disc, later ones have an internal stop. You will see three small screws, early ones are slotted head, later ones are Philips.

Select a screw driver that fits the screw recesses exactly. Hold the screw driver at 90 degrees to the timer case back, push down fairly hard then apply counter clockwise torque. Immediately place the loose screws in the lid. Lift off the case back and watch for two tubular brass spacers that got fitted to the screws of early versions. You can use the tweezers to pick up the screws but remember tweezers are springy whilst finger tips are not so used inappropriately can cast a tiny part into the furthest recesses of the modelling room never to be seen again. So when using the tweezers apply just enough force to hold the part and no more. When you drop the screws they will not bounce on the cloth surface.

Unscrew the three face plate screws and lift off the faceplate to reveal the movement. The timer will start and run until the mainspring presses hard against the movements brass pillars unless it is a later type DT timer with internal stop. With great care tease the "L" shaped plastic spacer loose with the scalpel blade tip then lift off and place in the lid. When you break this part you can repair it by taping some siliconised baking paper to the bench top and then laying the broken halves down weighted with say two prop. nuts. Drop some pink Zap on the glass and pick up a pin head sized amount with the scalpel tip and apply to the break. Leave for some minutes to cure or fog some Zip Kicker over the top from say 1 ½ ft above. The solvents in Zip Kicker will attack the styrene if applied directly. Carefully lift the cured part off the baking paper and place in the lid.

The procedure for removing the engine timer mechanism is the same except that there is no "L" shaped styrene spacer. After removing the main shaft nut and faceplate the mainspring will run down until it presses hard against the movement pillars.

4.2 Cleaning

Immerse the whole movement in the jam jar in Shellite, brush the movement clean. Remove the movement and shake dry.

4.3 Inspection

Using the task lamp and eye glass check for worn pivot bearings and loose gear wheels and corrosion. If you find anything substantial you could try your local Watchmaker or me if you don't mind the long wait. Rusting in gear and pinion teeth can usually be removed with the cocktail sticks.

4.4 Lubrication

I find the following method gives me the best results. Using the second jam jar mix up a solution of 5% Singer oil in 95% Shellite, dip the whole movement in this solutions and shake dry. Leave the movement on the cleaned glass surface for the Shellite to evaporate. Fit the disc or squeeze off arm and nut temporarily and wind the mainspring fully. Then fit the case back with spacers if any. Tighten the screws carefully then apply a drop of the Aquahere to the glass and picking up a match head sized amount with the scalpel tip, apply to the screw heads and case back. This locks the screws but can be removed later for service. Place in a Zip lock bag left open

until the Aquahere dries and goes clear. Next fit the "L" shaped spacer on the DT timer then fit the face plate and three screws. Wind the timer fully then run off just enough to fit the disc or arm such that the main spring does no go coil bound before the maximum engine run point or DT duration point is reached then fit and fully tighten the main shaft nut. I chose not to lock these nuts but remember when tightening that the nut and shaft were brass on early timers and not as strong as the later steel ones.

4.5 Test

Test run the timer multiple times. Usually the engine timers are very reliable but the DT timers can sometimes stop during the run. I have worked on DT timers that were prone to stopping by very fine Arkansas stoning the faces of the escapement pawl and its meshing wheel and optimising the meshing centre distance. However I have to say that I have never found a definitive cause for DT timers prone to stop. If you have one you might like to give your local Watchmaker a challenge.

5 Ukrainian and Polish Timers

Treat these timers the same as for the Seelig timers. However pay special attention to the first and fourth gears in the train for loose wheels. In this movement design, which reputation has is made for Russian hand grenades, some gear wheels are just pressed on the tips of the pinion teeth. These can readily come loose and the timer runs down very fast (pretty disastrous for the grenade thrower and the forensic evidence would be blown up with him/her). I have repaired these timers by removing the gear wheel, machining down the pinion shaft and press fitting in a new piece with OD a press fit into the wheel but this is a tricky operation requiring great accuracy.

PRILEP CUP, MACEDONIA, OCTOBER 1-2

F1A 21 flew

1	R Koglot	SLO	1320	+300
2	S Savic (J)	SRB	1320	+205
3	N Nikolov	BUL	1320	+194
4	M Tica	SRB	1280	
5	Z Nikoloski	MKD	1251	
6	R Blagojevic	SRB	1230	
7	B Bardarov	BUL	1219	
8	G Josifovski	MKD	1195	

F1A-Junior 6 flew

1	S Savic	SRB	1320	+205
2	B Dimeski	MKD	1155	

F1B 6 flew

1	D Sokolic	CRO	1320	+195
2	V Tomljanovic	CRO	1320	+118
3	A Anastasov	MKD	1291	

F1B-Junior 1 flew

1	B Gostojic	SRB	1237	
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F1C 2 flew

1	K Stojanovski	MKD	1090	
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ANATOLIAN CUP, ANKARA, TURKEY, OCT 1-2

F1A 5 flew

1	C Kargin	TUR	1020	
2	I Keskin	TUR	929	
3	Y Olgun	TUR	911	

F1B 3 flew

1	I Yurtseven	TUR	1020	
2	I Sarioglu	TUR	413	

BISSONETTE CUP OF DENMARK, LOST HILLS, USA, OCT 11-12

F1E 7 flew

1	T Ioerger	USA	549.67	
2	P Brocks	USA	530.44	
3	D Saks	USA	511.54	

F1A 13 flew

1	B Van Nest	USA	1290	+300	+420
2	M McKeever	USA	1290	+300	+123
3	L Hines	USA	1274		
4	D Zink	USA	1253		
5	N Smith	USA	1248		

F1B 21 flew

1	B Jensen	USA	1320	+206	
2	A Burdov	RUS	1320	+183	
3	A Ribchenkov	GEO	1320	+172	+420 +347
4	S Malkhasyan (J)	USA	1320	+172	+420 +284
5	G Batiuk	USA	1320	+152	
6	A Andriukov	USA	1320	+124	
7	P Ruyter	USA	1320	+115	
8	R Felix	USA	1312		

F1B-Junior 1 flew

1	S Malkhasyan	USA	1320	+172	+420 +284
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F1C 13 flew 7 full scores

1	J Ellington	USA	1320	+300	+420
2	B Servaites	USA	1320	+300	+419
3	R Simpson	USA	1320	+300	+397
4	N Poti	USA	1320	+300	+383
5	M Roberts	USA	1320	+300	+365

SIERRA CUP, LOST HILLS, USA, OCT 14-17**F1A 19 flew**

1	P Brun	USA	1290	+300	+175
2	H Diez	USA	1290	+300	+132
3	A Barron	USA	1290	+219	
4	B Van Nest	USA	1290	+182	
5	M McKeever	USA	1287		
5	I Shichman	ISR	1287		
7	J Parker	USA	1264		
8	K Bauer	USA	1257		
9	P Allnutt	CAN	1235		

F1B 38 flew 21 full scores

1	A Burdov	RUS	1320	+300	+420 +361
2	L Horak	CAN	1320	+300	+420 +340
3	M Schroedter	USA	1320	+300	+420 +334
4	M Seifert	USA	1320	+300	+420 +290
5	B Booth	USA	1320	+300	+420 +250
6	B Mcgarvey	NZL	1320	+300	+420 +228
7	G Batiuk	USA	1320	+300	+420 +184
8	J Emery	USA	1320	+300	+420 +128
9	E vanLandingham	USA	1320	+300	+420 +99
10	I Shichman	ISR	1320	+300	+420

F1B-Junior 2 flew 1 full scores

1	S Malkhasyan	USA	1320	+287	
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F1C 11 flew 8 full scores

1	E Verbitsky	UKR	1320	+300	+420 +545
2	D Chesson	USA	1320	+300	+420 +469
3	J Ellington	USA	1320	+300	+420 +269
4	K Happersett	USA	1320	+257	

F1P-Junior 1 flew

1	T Malkhasyan	USA	999		
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KRKA CUP, SENTJERNEJ, NOVO MESTO, SLOVENIA, OCT 21-23**F1A-Junior 11 flew**

1	N Lomov	RUS	1290	+124	
2	C Siftar	SLO	1285		

F1C 13 flew 11 full scores

1	R Truppe	AUT	1320	+420	
2	G Zsengeller	HUN	1320	+407	
3	F Gradi	ITA	1320	+348	
4	V Sychov	SLO	1320	+336	

F1Q 6 flew 4 full scores

1	H Salminen	FIN	1320	+420	+406
2	M Varadi	HUN	1320	+420	+137

F1B 21 flew 7 full scores

1	A Kutvonen	FIN	1320	+354	
2	R Blagojevic	SRB	1320	+312	
3	D Stankovic	SLO	1320	+305	
4	D Sokolic	CRO	1320	+273	
5	M Novy	CZE	1320	+263	
6	L Hribar	SLO	1320	+240	

F1A 47 flew 18 full scores

1	P Findahl	SWE	1290	+300	+420
2	R Koglot	SLO	1290	+300	+329
3	M Kosonozhkin	RUS	1290	+300	+318
4	R Blagojevic	SRB	1290	+300	+315
5	A Vrtovec	SLO	1290	+300	+303
6	T Slokar	SLO	1290	+300	+288
7	R Lesko	CRO	1290	+300	+282
8	M Gobbo	ITA	1290	+300	+268
9	M Lihtamo	FIN	1290	+300	+264
10	B Bagari	SLO	1290	+300	+236
11	B Moze	SLO	1290	+300	
12	H Salminen	FIN	1290	+294	
13	J Titan	SLO	1290	+292	
14	M Gruneis	AUT	1290	+287	

AUSTRALIAN FFS CHAMPS PART 2, NARRANDERA, OCT 29-30**F1A 6 flew**

1	P Mitchell	AUS	1260		
2	V Morgan	AUS	1249		
3	T Stowe	AUS	1033		

F1C 2 flew

1	T Bond	AUS	1260		
1	R Summersby	AUS	1260		

EUROFLY, MÜHLENTURNEN, SWITZERLAND, OCTOBER 29-30**F1A 88 flew 19 full scores**

1	M Kosonozhkin	RUS	930	+420	+548
2	R Assmuss	GER	930	+420	+537
3	S Rumpp	GER	930	+420	+508
4	F Aberlenc	FRA	930	+420	+448
5	E Ragot	FRA	930	+420	+414
6	C Thom	GER	930	+420	+392
7	N Lomov (J)	RUS	930	+420	+391
8	J Nyhegn	DEN	930	+420	+345
9	M Wachtler	GER	930	+420	+294
10	F Adametz	GER	930	+401	
11	R Koglot	SLO	930	+384	
12	M Grozdan	CRO	930	+324	
13	P Witkowski	GER	930	+273	
14	I Kreetz	NED	930	+253	
15	O Pshenychnyy	UKR	930	+226	
16	F Wilkening	GER	930	+175	
17	R Limberger	GER	930	+150	
18	M Van Dijk	NED	930	+129	

F1A-Junior 8 flew

1	N Lomov	RUS	930	+420	+391
2	T Bardon	FRA	907		
3	B Moreau	FRA	892		

F1B-Junior 6 flew 2 full scores

1	A Stefanchuk	UKR	960	+272	
2	B Bilewicz	POL	960	+253	

F1C 22 flew 16 full scores

1	Y Verbytskyy	UKR	960	+410	
2	G Aringer	AUT	960	+369	
3	F Gradi	ITA	960	+355	
4	R Truppe	AUT	960	+352	
5	D Stakhanov	UKR	960	+348	

F1Q 12 flew

1	R Assmuss	GER	900	+420	
2	A Lindner	GER	900	+269	
3	M Lihtamo	FIN	893		

F1B 76 flew 21 full scores

1	A Andriukov	USA	960	+420
2	B Silz	GER	960	+362
3	I Yurtseven	TUR	960	+354
4	S Stefanchuk	UKR	960	+334
5	M Wollner	GBR	960	+322
6	G Polla	SUI	960	+321
7	A Gey	GER	960	+310
7	I Zilberg	GER	960	+310
9	G Batiuk	USA	960	+307
10	V Rosonoks	LAT	960	+298
11	M Novy	CZE	960	+289
12	L Gorban	UKR	960	+288
13	O Kulakovskyy	UKR	960	+287
13	G Marquois	FRA	960	+287
15	J Cheneau	FRA	960	+284
16	A Stefanchuk (J)	UKR	960	+272

BMFA FREE FLIGHT CHAMPIONSHIP

		6th A	East Anglia	7th A	SG	Total
		Day 1	Day 2			
1	P Ball	13	13	11	9	8
2	C Strachan	15	8	3	2	13
3	C Foster		12	7	4	
4	A Shepherd				3	15
5	S Willis		12	4		3
6	J Cooper					18
7	T Grey	1	2	6		12
8	P Seeley	10			4	9
9	D Cox	3.5		10	3	9
10	C Chapman	9			7	4
11	J Foster		3	6		
12	F Rushby			3	3	
13	R Heap		10	6		2
13	P Watson					3
13	M Lester			4		3
13	P Tolhurst	1				6
17	J Odonnell				9	
18	A Gibbs	9				
18	P Woodhouse		4	2	2	
20	A Jack					

BMFA 8TH AREA MEETING, OCTOBER 16**Combined Glider For Team Model Engineer Trophy****Individual 43 flew**

1	A Cameron	Crawley	7.30	+4.45
2	B Bow	Bristol & West B	7.30	+4.38
3	CP Williams	Richmond	7.30	+4.20
4	J Pennington	Bristol & West-A	7.30	+3.34
5	J Williams	Birmingham	7.30	+3.33
6	G Peck	Cleemac	7.30	+1.43
7	C Foster	Morley	7.30	
8	P Seeley	Bristol & West-A	7.19	
9	P Fynn	Grantham	7.16	
9	D Thompson	Croydon B	7.16	
11	S Philpot	Birmingham A	7.12	
12	P Woodhouse	Morley	7.10	
13	K Taylor	East Grinstead	7.05	
14	D Brawn	Biggles A	7.04	
15	G Hart	Vikings A	7.03	
16	R Marking	CVA-A	6.57	
17	R Willes	Crawley	6.52	

Team Placings 15 teams

1	Bristol & West-A	20.34
2	Bristol & West B	20.29
3	Crawley	20.18
4	Vikings A	18.38
5	East Grinstead	18.33
6	Biggles A	18.18
7	Croydon B	16.39
8	Crookham A	16.17

F1G 10 flew

1	Neil Allen	East Grinstead	10.00	+2.13
2	R Marking	CVA	10.00	
3	A Moorehouse	Vikings	9.24	
4	J Patton	Oxford	9.17	

Classic Rubber/Power 20 flew

1	F Rushby	Cleemac	7.30	+7.31
2	J Deeming	Bristol & West	7.30	+7.06
3	C Chapman	Bristol & West	7.30	+5.21
4	M Croome	Bristol & West	7.30	+4.55
5	R J Foster	Morley	7.30	+4.46
6	S Dixon	Birmingham	7.30	+3.38
6	C Redrup	Crookham	7.30	+2.38
8	B Aslett	Bristol & West	7.30	+1.55
9	S Barnes	Morley	7.30	

Mini Vintage 15 flew, 11 F/O, 12 full scores

1	J Foster	Morley	6.00	+10.07
2	P Hall	Crookham	6.00	+8.37
3	C Foster	Morley	6.00	+7.39
4	T Rushby	Cleemac	6.00	+4.46
5	P Ball	Grantham	6.00	+4.06
6	M Stagg	M.F.F.G	6.00	+2.54

F1Q 5 flew, 3 F/O

1	P Tolhurst	Hayes	12.30	+6.15
2	A Shepherd	Crookham	12.30	+5.59
3	T Grey	Crookham	12.30	+4.03

F1C Pete Buskell Trophy 3 flew

1	A Jack	Grantham	12.30	+4.59
2	M Lester	Birmingham	11.35	

Plugge

		8th Area			Final
		CG	CRP	F1Q	Total
1	Bristol & West	191	185		3066
2	Grantham	121			1913
3	Crookham	107	90	140	1867
4	Birmingham	168	110		1846
5	Morley	160	140		1692
6	Biggles	138		20	1554
7	Vikings	102			1070
8	CVA	109	30		1037
9	Cleemac	88	100		800
10	Croydon	109	55		781
11	Timperley		5		720
12	Crawley	103	45		606
13	East Grinstead	116			570
14	Hayes			100	429
15	NWGGFG				423

GRANTHAM GRAND PRIX. BARKSTON HEATH, OCTOBER 2

Report by Phil Ball

This contest was originally scheduled for June 18th but a date clash with the First Team Selection meeting resulted in a move to the October date, this was a blessing in disguise as the original date had wind and rain but the new date was blessed with clear skies, and a warm light south westerly wind.

The favourable weather forecast resulted in a good turn out with around 70 entries in the 5 classes and a tremendous entry of 22 in Mini Vintage.

Although conditions were kind lift was not plentiful so the numbers in the fly offs was less than expected, as usual the fly offs were preceded by the usual Grantham buffet of cheese, savouries, cakes, wine and soft drinks.

The fly offs started at 5:15 and although the conditions seemed ideal scores were generally quite modest, Combined Glider was very close with John Carter's Low Drag model edging out Colin Foster's Classic Pelican by a single second!

Combined Rubber was also tight with just a few seconds separating Dennis Davitt and Peter Woodhouse, the winning time of 5 mins 35 seconds seems to be close to the expected lift free time a 50 gram model can expect to achieve.

The Combined Power fly off was notable for the tremendous climb of Frank Rushby's Creep and the resulting 5 min 59 sec gave him a clear win from Pete Watson's BMFA model on a 7 second run.

Mini Vintage had a clear winner with Jack Foster's Hep Cat scoring the only 6 minute plus flight of the contest. Jack has been in dominant form of late in Mini Vintage winning the Nationals and placing high in most events. He also won the 8th Area meeting with a tremendous 10+ minute flight.

Combined HLG/CAT was flown to my favourite format with the best 5 from 9 flights counting, the ever improving Paul Cowley came closest, but after starting with 3 maxes he could not quiet add the final 2 maxes finally ending just 8 seconds short for a clear win.

All in all a great day with a good cross section of models in top places. Although not every ones favourite format the Combined contests give all classes a chance.

Mini Vintage 22 entries, 6 /FO

1	J Foster	Morley	6.00	6.18
2	C Foster	Morley	6.00	3.47
3	E Challis	Crookham	6.00	3.31
4	R Dennis	CLEE	6.00	2.30
5	D Ginns	MHMCC	6.00	

Combined Glider 14 entries 5 /FO

1	J Carter	Grantham	7.30	3.05
2	C Foster	Morley	7.30	3.04
3	G Peck	CLEE	7.30	2.51
4	R Heap	Biggles	7.30	2.20
5	C Parry	Biggles	7.30	1.25

Combined Rubber 12 entries, 6 /FO

1	D Davitt	Morley	7.30	5.35
2	P Woodhouse	Morley	7.30	5.29
3	D Beals	Croydon	7.30	4.41
4	J O'Donnell	Timperley	7.30	4.14
5	A Morehouse	Vikings	7.30	3.57
6	C Strachan	Biggles	7.30	

Combined Power 14 entries 8 /FO

1	F Rushby	CLEE	7.30	5.59
2	P Watson	Birmingham	7.30	5.01
3	S Barnes	Morley	7.30	4.01
4	S Screen	Birmingham	7.30	3.31
5	C Strachan	Biggles	7.30	3.02
6	M Sibson	Grantham	7.30	2.36
7	A Jack	Grantham	7.30	2.23

Combined HLG/CAT best 5 from 9

1	P Cowley	Grantham	4.52
2	K Bates	CLEE	4.18
3	M Page	Peterborough	4.01
4	C Parry	Biggles	3.51
5	D Brawn	Biggles	3.49

BIGGLES LEAGUE

From Roger Heap

Glider: With three flyers having two wins each, the last round might have been tense, but John Cooper finished up with the win. If only Gary Madelin's vehicle hadn't broken down on the way to the Southern Gala (and had turned up at the Midland Gala,) and Chris Edge not been so far away!

Power: Mick Lester dominated the class, scoring in every round, he was only beaten once. Well done!

Seven of eight glider rounds had at least six entries, but in power only two of five rounds had full points awarded. Hopefully power will be more popular in 2012.

For the first time, two juniors gained points in the glider competition.

F1H 23 scored points

		Biggles points	London	Northern	Nationals	Oxford	Spring	Tynemouth	Southern	Midland
1	J. Cooper	37	6	4	2	9			9	9
2	G. Madelin	24	9		6		9			
3	C. Edge	22		9	9			4		
4	B. Lavis	16		6	1	1			2	6
5	P. Tribe	10			4	6				
6	C. Parry	9	3			2				4
7	J. Hook	8					4		4	
8	A. Cameron	6					6			
8	D. Hambley	6						6		
8	G. Oulds	6							6	
11	P. Seeley	4	4							
11	K. Best	4				4				

F1J- 1/2A 13 scored points

		Biggles points	London	Northern	Nationals	Southern	Midland
1	M. Lester	31	4	6	6	6	9
2	P. Watson	15	9				6
3	S. Dixon	13	3		3	4	3
4	B. Aslett	7	2			3	2
5	S. Screen	6	6				
6	A. Brown	4		4			
6	K. Faux	4			4		
6	P. Woodhouse	4					4
9	C. Foster	3		3			
10	A. Jack	2			2		

EURO CHALLENGE F1G

From Alessandro Manoni

We are glad to inform that the Euro Challenge F1G coupe d'hiver will be proposed again for the season 2011 / 2012 by the "Gruppo Aeromodellistico AGO TORINO". Unfortunately the events do not give the possibility to set the new season program many time before the start of the next one, as the calendar is very tight. So we would like to send out essential information to all of you in advance to the first event: the contest list and the remind of the rules with some modification to be taken into account. A more complete document will follow.

2011

9th October Coppa Fea Crivelle - Torino , Italy
30 th October Eurofly - Muelenthuren, Switzerland
December Coupe Europa - Middle Wallop, UK

2012

January Coupe d'Hiver des Alpes du Sud, Sisteron, France
February Coupe M.Bayet, Viabon, France
March Coppa Italia Due, Capannori, Italy
May F1G At Stonhenge, Salisbury Plan, UK
July Azay Le Brule International, Beauvoir S Niort, France
August Concours inter deux minutes, Moncontour, France
August Europe coup revival, Ilbesheim, Germany
September Coppa delle Rocche, Rocca di Mezzo, Italy.

For the final scoring the best FIVE results are taken into account, but in any case one competitor can count a maximum of THREE contests per country. These two limits are set as a

compromise to cope with the problem of travelling and to give more chance to the modellers of the countries in which few contests are flown.

Scoring system

For each event, a score is assigned based on the competitor position and the number of participants such as follows :

Number of participants is divided by two, if the total is odd is rounded by excess. That value represent the points assigned to the first placed.

One point less is assigned time by time to the others up to two points.

One point is then given to all the other competitors who have flown at least one round.

If there are 25 or more participants the maximum score given start from 13 to the first regardless the total number of competitors.

Examples :

With 11 participants, 6 points are given to the first, 5 to the second, 4 to the third, 3 to fourth, 2 to fifth, 1 to all others

With 30 participants, 13 points are given to the first, 12 to the second.....2 to the 12th and 1 to all the others.

In case of contests run in the "French" way and so with the registration of two models per participant, only the best one classified will be counted.

system (see Free Flight Forum 2011) he is picking the air with disturbing accuracy. Wind strength and temperature are elegantly combined on his display to show a single black trace, likely thermals are revealed by black blobs and size matters. Peter Brown also using an ETDS but with a moving pen readout dropped one flight to take second place. He confesses that his immaculately built Coupe is a fair bit overweight yet it climbs strongly. Chris Chapman, using the traditional nose method of air picking came third, Peter Hall found that his fridge thermometer stuck on a pole with fifty yards of cassette tape fluttering was unable to respond to the scarcely varying temperature and very brief lulls in the wind, and blames this for his fourth place. Geoff Stringer also had air picking trouble and came in fifth, while Ted Challis was let down by a fugitive prop and withdrew. As Chris Chapman remarked, 'never mind, you always learn something, the only trouble is you learned it forty years ago and forgot'.

And so to Middle Wallop for round eight held, courtesy of SAM1066, at Middle Wallop. Since the end of April every competition except Oxford Dreaming Spires has been windy or very. Surely Crookham Coupe Day would buck the trend? Metcheck, wildly optimistic as ever, was encouraging and thirteen entered. Early morning fog cleared, there was an acceptable southerly breeze and the maxes rolled in. At eleven o'clock the wind picked up and by lunchtime we had a nasty little squall. Models were being blown into the hanger and compound area and to avoid this the max was reset to ninety seconds for the afternoon and a DT fly off was decided. The weather, the proximity of crops and bird sanctuaries are making such flyoffs a more regular feature and no doubt highly accurate timing and ultra slow DT descents are being developed.

The turbulent conditions rapidly decimated the field. Chris Redrup had to drop out after his promising and beautifully built vintage Coupe was lost on a hanger roof, and Andrew Longhurst retired after the compound confiscated his model. Only Peter Brown maxed out to win, his Coupe seemed relatively untroubled by the conditions. Bad launches and wing wiggler failures dropped Peter Hall to second and Roy Vaughn to third. Ken Taylor battled through to fourth and Ted Challis decided to forgo a better placing by not taking his fifth flight.

Coupe Europa at Middle Wallop, the last event in this year's League is certain to be calm and lovely and we look forward to a nail-biting contest for third place, first and second being already in the bag for Mr Vaughn and Mr Brown or vice versa.

League round 7 & 8 results (time, number of maxes, total points)

Southern Gala					Crookham Coupe Day				
1	R Vaughn	10:00	5	20	1	P Brown	8:30	5	20
2	P Brown	9:32	4	16	2	P Hall	8:03	3	15
3	C Chapman	9:29	2	11	3	R Vaughn	7:33	3	12
4	P Hall	9:17	3	10	4	K Taylor	6:25	1	8
5	G Stringer	8:12	2	8	5	E Challis	5:54	3	9
6	E Challis	3:08	0	5	6	P Michel	3:41	0	5
					7	R Kimber	3:25	1	5
					8	D Thomson	2:36	0	3

SOUTHERN COUPE LEAGUE Rounds 7 & 8

The Southern Gala at Salisbury Plain was round seven of the Southern Coupe League. We started with a heavy overcast and a SSW breeze rolling down from the airstrip ridge into Death Valley. At lunchtime the sun briefly appeared, stirred up some troublesome air and disappeared again for the rest of the day leaving a strengthening wind.

Only six flew. Roy Vaughn mastered the conditions and maxed out to take first place. Using his electronic thermal detection

League table

1	R Vaughn	72	10	M Marshall	17
2	P Hall	55	11	M Richardson	16
3	P Brown	52	11	R Elliott	16
4	P Tolhurst	41	11	E Tyson	16
5	D Greaves	36	14	P Gibbons	14
6	C Chapman	35	15	B Owston	11
7	G Stringer	19	16	M Stagg	10
8	A Longhurst	18	16	M McHugh	10
	D Neil	18	18	A Crisp	9

NOTICEBOARD

F1A WANTED FOR NEWCOMER. Phil Ball requires a sturdy F1A, either straight tow or basic circle tow, to introduce a newcomer to glider flying. Contact Phil Ball on 01332 665361, or by email to phil.ball@ntlworld.com

FAI FREE FLIGHT WORLD CUP

This year there was a total of more than 4500 entries in the Free Flight World Cup competitions. This is the largest number ever and resulted from an increased number of competitions: an increase of about 10 F1A F1B F1C competitions to 50 and 4 more F1E competitions – with the average number flying in each competition remaining constant.

The F1A World Cup was won by Mikhail Kosonozhkin of Russia, winning by a bonus point margin of 2 points ahead of the Slovenian Roland Koglot, who had also been second in 2010. Mikhail earned bonus points by winning two large events including the final event Eurofly, along with winning three other events. Roland had started the year on good form, winning both events in California in February then the competition in Argentina before the World Championships and finally accumulating seven wins. Yuri Titov (Russia) was third.

In F1A-Junior Daniel Rossler (Czech Republic) won by virtue of 6 bonus points on this three wins. Nikolay Lomov (Russia) was second and Willi Herwig (Germany) third. It was notable that all the top 6 juniors had won at least three competitions each.

The F1B World Cup was won by Alex Andriukov (USA) with the highest number of bonus points of the top 5 flyers who had all won 3 events. The winner had been in doubt until the last event of 2011, Eurofly in Switzerland, and this had the largest number of F1B flyers of the whole year, making a good climax to the year and rewarding the winner Alex with his sixth World cup win. Anatoli Ribchenkov (Georgia) was second and this year the 2009 and 2010 winner Bernd Silz (Germany) dropped to third place.

The F1B Junior World Cup was retained by the 2010 winner Bartolomiej Skibicki (Poland) and second place was again taken by Slavko Savio (Serbia). Andriy Stefanchuk (Ukraine) was third. Like F1A Junior all the top 6 had at least three wins each.

F1C was won by Eugene Verbitsky (Ukraine), again by winning the Eurofly competition. This was Eugene's sixth World Cup win, with a close parallel to Andriukov in F1B that both of them had won their first World Cup in 1990 when both were flying for USSR. The winner in 2009 and 2010, Reinhard Truppe (Austria) was in second place this year, with the same number of points as Laszlo Patocs (Hungary) but beating him when their fourth event was counted. Gabor Zsengeller, also of Hungary, took fourth place with the only other set of 3 wins.

The F1Q winner was Andreas Lindner (Germany) who was the 2009 winner. Second place was taken by Matti Lihtamo of Finland, the winner last year. Third place went to Ron Assmuss from Germany.

Ukrainian Alexander Ponomarev won F1P Junior in front of Taron Malkhasyan (USA) by the margin of the only bonus point awarded in the class.

F1E was a remarkable double victory for Romanian Andrei Anca, winning both F1E and, since he is a junior, also the F1E Junior World Cup. Andrei completed his win by scoring an unassailable bonus point lead when he won the Luxor Cup in Serbia before the World Championships. Three points behind the second place was taken by Alain Roux (France) and in third place was Peter Brocks (USA) winning each of the three events in USA.

Total number of participants in all competitions: **4566**

	A	AJ	B	BJ	C	Q	PJ	E	EJ
No. contests	52	41	53	42	48	18	9	19	15
Total of entries	1784	299	1164	123	489	77	23	574	116
No. competitors									
scoring points:									
in 1 event	192	34	113	6	39	17	5	39	12
in 2 events	60	11	54	9	29	6	1	30	6
in 3 events	47	7	18	4	12	0	1	12	2
in 4 events	24	3	24	4	12	2	1	5	2
in 5 events	19	2	8	0	5	0	0	7	2
in 6 events	7	5	10	0	4	0	0	3	1
in 7 events	3	3	6	2	1	1	0	4	1
in 8 events	4	1	0	1	1	0	0	1	0
in 9 events	1	0	3	0	0	0	0	4	0
in 10 events	2	0	2	0	0	0	0	1	0
in 11 events	0	0	0	0	0	0	0	0	0
in 12 events	0	0	0	0	0	0	0	0	0
in 13 events	0	0	1	0	0	0	0	0	0
in 14 events	1	0	0	0	0	0	0	0	0
in 15 events	0	0	0	0	0	0	0	0	0
in 16 events	1	0	0	0	1	0	0	0	0
Total number of competitors									
scoring World Cup points	361	66	239	26	104	26	8	106	26

Contests included in the results

Key to contests and numbers flying in each class

			A	AJ	B	BJ	C	Q	PJ
AZ	Anselmo Zeri	NED	30	0	45	1	17	5	1
MM	Maxmen	USA	34	2	48	2	18	0	1
PL	Philippe Lepage	FRA	0	0	16	1	0	0	0
MR	Mura Cup	SLO	47	12	8	3	1	0	0
HL	Holiday on Ice	NOR	43	4	23	1	2	2	0
MV	Matfors VT	SWE	13	4	17	1	1	0	0
BC	Bear Cup	FIN	51	5	24	2	6	3	0
IC	Istanbul Cup	TUR	8	4	12	4	0	0	0
LC	Lucenec Cup	SVK	41	6	20	5	11	0	0
EM	Embalse	ARG	82	1	67	1	23	0	0
SH	Stonehenge	GBR	19	0	21	0	4	5	0
VS	South Bohemian	CZE	88	19	52	12	22	0	0
SM	28th Srem Cup	SRB	36	10	23	4	12	1	0
SC	Southern Cross	AUS	8	0	10	0	3	0	0
AB	Australian FFS	AUS	0	0	10	0	0	0	0
SF	Sofia Cup	BUL	14	3	7	3	5	0	0
DZ	Dorde Zigic	SRB	24	8	7	1	6	0	0
NY	New York F1Q	USA	0	0	0	0	0	1	0
NL	Naloev Cup	RUS	40	8	37	4	20	0	0
CR	FF CRO Cup	CRO	31	10	11	1	4	0	0
AN	Antonov Cup	UKR	24	5	21	1	14	0	0
VJ	Vörös Jenő	HUN	79	12	30	7	21	6	0
WS	White Stork	LAT	16	4	14	3	12	0	0
HC	Huron Cup	CAN	6	0	4	0	3	0	0
IK	Izet Kurtalic	BIH	24	8	16	2	6	0	0
BL	Baltic Cup	LTU	29	7	19	6	12	1	0
MG	Mongolia Cup	MGL	29	1	12	0	8	0	0
HA	Harghita Cup	ROU	35	10	15	3	8	0	0
PT	34th Poitou	FRA	70	5	40	2	13	0	0
SL	Salonta Cup	ROU	52	14	10	0	9	0	0
SU	Summer Cup	POL	39	16	14	6	9	0	0
ZM	Zmiev Cup	UKR	27	6	26	1	17	0	2
CC	Canada Cup	CAN	6	0	7	0	3	0	0

			A	AJ	B	BJ	C	Q	PJ	BD	Bissonette Cup	DEN	13	0	21	1	13	0	0
MS	Mostar Cup	BIH	32	8	7	2	5	0	0	SR	Sierra Cup	USA	19	0	38	2	11	0	1
ER	Ikarus Cup	GER	65	5	37	5	0	9	0	KC	Krka Cup	SLO	47	11	21	0	13	6	0
KZ	Kietrz Cup	POL	22	7	9	4	7	3	0	EU	Eurofly	SUI	88	8	76	6	22	12	0
CL	Capannori	ITA	13	0	9	0	8	0	0	AC	Australian FFS p2	AUS	6	0	0	0	2	0	0
ED	Dadalus Cup	SUI	67	6	42	5	0	9	0										
EF	Eifel Pokal	GER	41	4	31	2	13	1	2										
MK	Mikhail Knyazev	RUS	19	3	20	1	13	0	1										
SA	Siscia Cup	CRO	36	11	10	3	3	6	0										
SE	Swedish Cup	SWE	38	8	17	3	8	2	0										
DK	Nordic Cup	DEN	38	8	15	3	5	2	0										
LA	FFH- Latvia	LAT	52	10	37	2	23	0	5										
BS	Black Sea Cup	EST	44	7	33	2	23	0	6										
LU	FFH-Lithuania	LTU	36	6	26	1	18	0	4										
BU	Bulgaria Cup	BUL	25	7	8	3	6	0	0										
EQ	Equinox Cup	GBR	12	0	12	0	4	3	0										
AL	Anatolian Cup	TUR	5	0	3	0	0	0	0										
PR	Prilep Cup	MKD	21	6	6	1	2	0	0										

F1A

1	Mikhail Kosonozhkin	RUS	160	EU-1	ER-1	VJ-1	BC-1	HL-1	VS-3	KC-3	SM-3	PT-5	MV-6	BS-8	EM-13	+2			
2	Roland Koglot	SLO	158	EM-1	LC-1	SL-1	MM-1	MS-1	AZ-1	PR-1	ED-2	KC-2	CR-2	VJ-4	SM-7	+4			
3	Yuri Titov	RUS	147	LA-1	NL-1	EM-2	BS-2	AN-2	LU-13	MK-4	WS-2								
4	Nikolay Lomov (J)	RUS	145	BS-1	ZM-1	LA-2	EU-7	MK-8	KC-17										
5	Per Findahl	SWE	144	KC-1	MV-1	BC-2	AZ-2	HL-5	SL-6	DK-6	EM-10	HA-18	SE-5						
6	Phil Mitchell	AUS	131	SC-1	AC-1	MM-3	AZ-7	EM-14											
7	Radoje Blagojevic	SRB	128	IK-1	SF-1	KC-4	SM-6	PR-6	SA-8	BU-2	MS-7								
8	Allard van Wallene	NED	125	ED-1	VS-2	PT-4	ER-4	MM-4											
9	Rudolf Holzleitner	AUT	125	CR-1	VJ-2	LC-3	CL-4	MR-17	SM-17	SL-18	KC-24	SA-5							
10	Daniel Rossler (J)	CZE	118	SE-1	SU-2	DZ-4	VJ-13	VS-18											
11	Victor Stamov	UKR	112	LU-1	ZM-3	WS-3	AZ-4	ED-5	MM-6	EU-23	AN-3								
12	Brian Van Nest	USA	107	BD-1	AZ-3	SE-4	SR-4	ED-8	LU-8	ER-18	LA-21	EF-20	DK-5						
13	Rene Limberger	GER	105	SM-1	ER-2	EU-17													
14	Sergey Makarov	RUS	105	HL-2	EM-3	MK-3	NL-13												
15	William Colledge	GBR	103	DK-2	SE-2	PT-7	EQ-6												
16	Nikolay Y Nikolov	BUL	100	BU-1	PR-3	CL-6	MR-9	SF-6											
17	Kamil Halicki	POL	100	SU-1	MR-4	VJ-6													
18	Nikolay Bardarov (J)	BUL	97	IC-2	DZ-3	BU-4	CR-8	SA-18											
19	Pavel Khoroshev	RUS	96	WS-1	AN-4	MK-5	NL-15	ZM-11											
20	Maarten van Dijk	NED	94	PT-1	EF-3	EU-18													
21	Danijel Terlep	SLO	93	SA-1	MR-2														
22	Bojan Moze	SLO	92	DZ-1	EM-7	IK-5	KC-11	SA-14											
23	Massimiliano Gobbo	ITA	92	MR-1	CL-2	KC-8													
24	Slavko Savic (J)	SRB	91	PR-2	MR-3	SA-7	IK-6	BU-7	DZ-10	MS-11									
25	Shlomi Rosenzweig	CAN	90	HC-1	CC-2														

F1B

1	Alexander Andriukov	USA	163	EU-1	AZ-1	HL-1	EF-4	MM-5	BD-6	SR-12									
2	Anatoli Ribchenkov	GEO	158	MM-1	LA-1	IC-1	BD-3	ZM-4	SM-4	LU-5	EM-8	AZ-14							
3	Bernd Silz	GER	156	ER-1	VJ-1	LC-1	EU-2	VS-24	EF-6										
4	Andrey Burdov	RUS	156	SR-1	LU-1	MK-1	EM-2	BD-2	LA-16	NL-10									
5	Danko Sokolic	CRO	154	ED-1	DZ-1	PR-1	MS-2	KC-4	IK-4										
6	Radoje Blagojevic	SRB	141	SA-1	BU-1	KC-2	DZ-2	IK-3	EM-14	MS-3	SM-12	MR-4	SF-3						
7	Ismet Yurtseven	TUR	140	MR-1	AL-1	SF-2	EU-3	AN-5	SL-5	WS-6	BS-9	LU-11	ER-15	LA-14	ED-18	IC-2			
8	Walt Ghio	USA	139	BC-1	AZ-2	BS-2	MV-2	LU-6	MM-11	SR-11									
9	Oleg Kulakovsky	UKR	138	AN-1	MM-2	EF-2	LU-2	EU-13	AZ-13	BS-12	LA-18	ZM-2							
10	Bror Eimar	SWE	138	EM-1	DK-1	MV-3	HL-9	SE-9											
11	Stepan Stefanchuk	UKR	130	VS-2	ER-2	VJ-2	SM-2	EU-4	MM-4	AZ-4	LC-4	ED-6	EF-5						
12	Tony Mathews	CAN	124	HC-1	CC-1	AZ-5	MM-7												
13	Tonu Luman	EST	115	HL-2	BC-2	DK-3	MV-4	VS-6	SE-6										
14	Victor Starostenko	UKR	115	WS-1	BS-3	AN-3	LA-10												
15	Vladislav Urban	CZE	113	SL-1	VJ-3	EM-4	SM-6	VS-23	HA-4										
16	Adam Krawiec	POL	111	KZ-1	HA-2	VJ-7	LC-7	VS-11	SU-4										
17	Ladislav Horak	CAN	108	SR-2	HC-2	CC-4	EM-16	MM-19	AZ-21										
18	Gerard Marquis	FRA	107	EF-1	VS-3	PL-6	ED-8	EU-13	ER-6										
19	Michael Woolner	GBR	106	PT-2	BC-3	SH-3	HL-4	EM-9	EQ-3	PL-4									
20	Viktor Rosonoks	LAT	101	DK-2	ER-3	BC-4	VS-5	ED-5	HL-6	MV-7	BL-9	EU-10							
21	Blake Jensen	USA	100	BD-1	MM-3	SR-13	AZ-19												
22	Tomaz Hribar	SLO	98	IK-1	CR-3	KC-9	SA-5												
23	Paul Rossiter	AUS	96	SC-2	EM-3	AB-5	MM-17												
24	Mickael Rigault	FRA	93	ED-2	ER-4	PT-7	PL-7												
25	Dag Edvard Larsen	NOR	92	PL-1	SE-5	BL-6	EU-24												

1	Eugene Verbitsky	UKR	159	EU-1	MM-1	SR-1	BS-3	LA-4	AZ-4											
2	Reinhard Truppe	AUT	156	BS-1	KC-1	MS-1	CR-1	VS-2	AZ-2	LU-2	MM-2	CL-1	EF-3	EU-4	LC-4	+4				
3	Laszlo Patocs	HUN	156	VJ-1	DZ-1	SL-1	LC-2	CR-2	VS-7	HA-4										
4	Gabor Zsengeller	HUN	154	SM-1	HA-1	SE-1	KC-2	DK-2	VJ-3	EU-9	SL-4									
5	Artem Babenko	UKR	148	AZ-1	WS-1	ZM-2	BS-4	LA-7									23	M Kharitonov	RUS	98
6	Vladimir Sychov	SLO	146	EM-1	SA-1	SM-2	WS-4	KC-4									24	G Aringer	AUT	96
7	Pieter De Boer	NED	133	DK-1	PT-2	SE-2	EF-5	SM-5									25	T Bond	AUS	95
8	Roy Summersby	AUS	129	AC-1	EM-2	SC-2	MM-4	LU-9	BS-11								26	B Ivanov	UKR	87
9	Dmitriy Stakhanov	UKR	129	LA-1	AN-1	BS-5	EU-5	LU-6	WS-6								27	G Venuti	ITA	82
10	V Aleksandrov	UKR	128	BS-2	AN-2	WS-2	ZM-7										28	N Allen	GBR	82
11	Artur Kaitchuk	RUS	125	MG-1	MK-2	AN-3	WS-3	EM-6	NL-6								29	F Schlachta	CAN	80
12	Yury Shvedenkov	CAN	122	HC-1	CC-1	MM-5											30	D Lakic	SRB	77
13	Pavel Matocha	CZE	121	VS-1	KZ-2	SM-4	VJ-6										31	Vr Timoshenko	UKR	76
14	Juri Roots	EST	120	MV-1	BC-2	DK-3	BL-4										32	K Kuukka	FIN	75
15	Edward Burek	POL	116	LC-1	VS-3	SL-3	KZ-4	HA-3									33	P Plachetka	POL	74
16	Jeff Ellington	USA	116	BD-1	MM-3	SR-3	AZ-5										34	A Talanov	RUS	73
17	Jerzy Wlodarczyk	POL	114	BL-1	SU-2	EU-7											35	A Drozdov	RUS	72
18	Pierre Marrot	FRA	110	PT-1	EF-2	EU-11											36	J Blatny	CZE	66
19	Oleg Grishkov	UKR	104	SF-1	LU-3	WS-5	AN-7										37	A Banci	ITA	65
20	Balazs Bauer	HUN	104	VJ-2	SL-2	KC-6	HA-2										38	Y Vasiliev	BLR	65
21	Mariusz Gasiorowski	POL	101	SU-1	VS-4	EU-6	BL-5										39	F Gradil	ITA	65
22	Claus Gretter	GER	99	CL-1	IK-2	EM-9											40	N Ploskih	UKR	61

1	Andrei Anca (J)	ROU	161	OB-1	LX-1	PC-1	NM-9	MC-9	TC-9	ZB-10										
2	Alain Roux	FRA	158	RA-1	NM-1	CS-1	PC-2	PE-4	ZB-7	OB-7	FB-13	PM-5	TC-14							
3	Peter Brocks	USA	140	ZE-1	CA-1	BE-2														
4	Stanislaw Kubit	POL	125	ZB-1	GC-2	OB-4	RB-4	TC-4	RA-13	FB-21	TZ-9	LX-10								
5	Mara Straffelini	ITA	124	RB-1	NM-2	PM-4	OB-8	CS-7	LX-16	PE-16	MC-15	RA-15								
6	Pierre Chaussebourg	FRA	110	CP-1	MC-2	PM-11	TC-15	LX-18	RA-17	PC-16	NM-15	CS-5								
7	Fritz Mang	AUT	107	RB-2	TC-3	GC-3	FB-8	RA-16												
8	Jean-Luc Drapeau	FRA	96	CS-2	NM-3	PC-6	ZB-8	RA-10	PM-10	RB-10	LX-15	TC-7								
9	Jaromir Orel	CZE	95	RA-2	TZ-3	NM-8	FB-10	OB-20	MC-19	GC-4										
10	Ivan Treger	SVK	93	TZ-2	NM-4	LX-6	MC-13	GC-8												
11	Tom Ioerger	USA	90	BE-1	ZE-2															
12	Jean-Marie Chabot	FRA	87	PE-2	ZB-4	RB-12	LX-21	PM-16												
13	Ian Kaynes	GBR	86	CA-2	ZE-3	RA-11	MC-11	PE-11	LX-13											
14	Ivan Crha	CZE	83	RA-3	MC-3	FB-11	NM-6	RB-8									24	D Petcu	ROU	61
15	Vojtech Zima	CZE	82	OB-2	NM-7	GC-9	RB-11	TC-12	ZB-20	PC-18							25	D Bildea	ROU	60
16	Maurizio Tomazzoni	ITA	80	PM-3	LX-5	NM-5	FB-7	RB-16	MC-10	ZB-19	PE-14						26	W Dziuba	POL	60
17	Konrad Zurowski (J)	POL	80	TZ-1	NM-13	LX-14	GC-1										27	E Mang	AUT	58
18	Mihnea Niculescu	ROU	77	FB-1	MC-5	OB-3											28	F Kanczok	POL	58
19	Antonio Borchia	ITA	73	LX-3	RB-6	CP-8	ZB-16										29	F Doupovec	CZE	56
20	Michele Delfabro	ITA	72	CP-2	PE-5	FB-19	CS-11										30	A Frieser	GER	56
21	Jiri Blazek	CZE	71	ZB-3	RA-4	OB-16											31	M Mravec	SVK	54
22	Marian Popescu	ROU	69	TC-1	NM-11	PC-7											32	N Heiss	AUT	54
23	Jan Smeringaj	SVK	62	MC-4	PC-9	FB-12	LX-23	TC-16	NM-16								33	D Chevenard	FRA	53
																	34	R Champion	FRA	53

ZE	Anselmo Zeri Memorial	NED
CA	California Cup Maxmen	USA
OB	World Cup	GER
FB	Föhrberg Cup	GER
RA	Rana Spring Cup I	CZE
RB	Rana Spring Cup II	CZE
CP	6th Coppa Primavera	ITA
PC	Memorial Popa Cringu	ROU
TC	Turda Cup	ROU
CS	31st Coppa Sismol	ITA
MC	Martin Cup	SVK
NM	Memorial of Peter Nosko	SVK
LX	Luxor Cup FIE	SRB
ZB	Zlatibor Cup	SRB
GC	Governor's Cup	POL
TZ	Toszek Cup	POL
PE	7th Poitou Charentes	FRA
PM	Poitou - Montcour FIE	FRA
BE	Bissonette Cup of Denmark	DEN

6	0
4	0
48	6
48	6
34	1
32	0
19	2
36	7
35	7
21	2
37	11
39	11
46	12
51	14
19	6
23	8
35	12
34	11
7	0

1	A Anca	ROU	155	NM-1	LX-1	PC-1	OB-1
2	M Niculescu	ROU	133	MC-1	FB-1	PC-3	LX-6
3	K Szymanska	POL	114	LX-2	TZ-2	NM-3	
4	K Zurowski	POL	103	GC-1	NM-4	LX-4	ZB-6
5	A Trachez	FRA	94	ZB-1	PE-2	PM-4	LX-5
6	M Stryja	POL	81	NM-2	GC-2		
7	Z Valeanu	ROU	75	FB-3	TC-4	MC-6	ZB-7
8	V Drmlova	SVK	71	RA-1	MC-5		
9	F Primeau	FRA	57	LX-3	PE-4	PM-6	
10	J Matisek	SVK	57	TZ-3	MC-4	NM-5	GC-3
11	A Lefebvre	FRA	52	PM-1	PE-1		
12	A Sartori	ITA	50	CP-1	CS-1		
13	C Trachez	FRA	41	PM-2	PE-3		

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