

FREE FLIGHT news



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FFn DIARY

October 4 Middle Wallop	Coupe Europa. F1G, Vint CdH. Start 10.00 , start. F1G in rounds. Contact David Beales maureenbeales@googlemail.com +44 (0)1795 530656 or Ray Elliott +44 (0) 20 8997 7745 ray.elliott8@btinternet.com.	October 31 - November 1 Mühlenthurnen, Switzerland	Eurofly. F1A F1B F1C F1Q F1G F1H. World Cup event. Contact: Walter Eggimann, tel: +41 31 819 17 84, email: info@wc-eurofly.ch wb http://wc-eurofly.ch
October 10-11 Near Sheffield, or near Melton Mowbray	BMFA 7th F1E team selection event. Events may be flown on either or both days. Contact: Ian Kaynes 01252 512538 or 0794 185 2144	November 8 North Luffenham	BMFA Experimental event. Contact: Phil Ball 01332 665361. e-mail: phil.ball@ntlworld.com
October 10-11 Padule di Bientina, Italy	9th Trofeo Città di Capannori. F1A F1B F1C F1P F1Q. World Cup event. Contact: Fabrizio Ceccarini, tel: +39 347 430 88 40, e: f.ceccarini@tin.it web: www.asdvoli.it	November 15 Near Sheffield, or near Melton Mowbray	BMFA F1E event (Team selection). Contact: Ian Kaynes 01252 512538 or 0794 185 2144
October 11-13 Lost Hills, California, USA	Sierra Cup. F1A F1B F1C. World Cup event. Contact: Mike McKeever, tel: +1 916 967 8475, email: vamckeever@aol.com	November 22 Hinkley Island Hotel, LE10 3JA	BMFA Free Flight Forum. See page 108 of this issue. Contact Martin Dilly martindilly20@gmail.com
October 16-18 Sentjernej, Novo mesto, Slovenia	Krka Cup. F1A F1B F1C. World Cup event. Contact: Dragan Stankovic, tel: +386 41 860 891, email: aeroklubkrka.fl@gmail.com web: http://www.aeromodelarstvo.si	December 6 North Luffenham	Birmingham Le Grand Coupe Part Deux. See page 108. F1G, Vintage Coupe. Contact Gavin Manion gavin.manion84@gmail.com or stuartdarmonfla@yahoo.com
October 18 Area Venues	BMFA 8th Area. CG Team (Model Engineer/Plugge), F1B (Duce/Plugge), SLOP (Frog Senior/Plugge), F1G, Mini Vintage, E30.	December 6 St. Aidan's Parish Centre, Wigan WN3 6TB	Wigan Swap Meet See FFn page 108. Setup from 11.30, open to public/buyers from 12.15 to 3.15 pm. Contact: John O'Donnell, 01942 211742, john@odonnell3737.co.uk
October 24 (Saturday) North Luffenham	BMFA Midland Gala. F1H, F1G, F1J, BMFA1/2A, E36, P30, SLOP, Mini Vintage, HLG-CLG. Contact: Phil Ball 01332 665361.	December 11-12 Orim, Israel	Hanukkah Open. F1A F1B F1C. World Cup event. Entry fee: €30. Contact: Aviad Levy, POB 26261, Tel Aviv 61263, Israel, tel: +972 3 517 50 38, fax: +972 3 517 72 80, email: office@aeroclub.org.il web: http://www.aeroclub.org.il

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Compiled and produced by Ian Kaynes, Paul Masterman and Michael Warren

JUNIOR EUROPEAN CHAMPIONSHIPS, SALONTA, ROMANIA, AUG 10-17

by Gerhard Wöbbeking

There is little to add to the excellent report by the British Team Manager Alan Jack in FFN 1509. Nevertheless, the photo with that article did not show the F1B Junior European Champion Pavel Lomov from Russia but his brother superstar Mikhail Lomov. He, 18 years old, not only changed his F1A in the last minutes of the fly-off to gain a clear win. In the F1B fly-off Mikhail destroyed as well half a dozen rubber motors. Then, whether content with the torque or aware of the 9th minute, he quickly stuffed his flapper and launched within the last seconds.

The flapper which won him Bronze had been waiting all the day for action. Instead a model of his brother got the license



Pavel Lomov RUS readies his six panel F1B for his winning flight. Assistance by his father.



Soslan Kupeev (RUS, 1. in F1P) during the heat of the day. Model design by Team Manager Alexander Vjazov with very small D-boxes and thin airfoils in wing and tail.

number changed and flew immaculately during the seven rounds. Pavel and Mikhail won two Gold, one Bronze, Gold with the F1A Team and the challenge trophy with all their teammates.

Russian Team Manager Alexander Vjazov, leading the World Cup 2015 in F1C, used for thermal detection an electronic device showing wind speed and temperature on a display of an handheld. He never intervened in any trimming or preparation of the models, but gave advice regarding the launching moment. He commanded as well his teenagers as a T-shirt flapping crew on demand.



F1A of Amit Kidron ISR (2.). All four F1A in the second fly-off had LDA airfoils!



Mark Gibbs GBR waiting with the F1A of Joe

POITOU F1E, TOURTENAY, SEPT 12-13

Report by Ian Kaynes

Last year the west facing slope at Tourtenay was not available because of crops, but this year we could use it. This good fortune resulted from the farmer's misfortune – the week before he had harvested his maize for use as silage, the weather having prevented it growing for any better use. The first day started almost calm but the kind two minute max proved very easy. A light wind had developed by round two and so the max was increased to three minutes. Soon after the start of the round it started raining. There were soon calls for the round to be stopped, a view for which I had little sympathy having just maxed in the rain with a nice flight hovering about 20 feet over

the hill and going about 100 yards. Visibility was completely adequate and there is no rule against to require flying to stop in rain. After some discussions the flying continued.

For round three the wind had swung to be almost southerly and so blowing across the slope, making soaring very difficult. A junior, Felix Primau, was the only person to make three minutes in this round. A contrast again for the final two rounds with the wind blowing straight on to the slope and easy soaring. Andre Trachez had won, by virtue of four maxes only a few seconds dropped in the difficult round three.

The prize-giving was held in the Pigeonerie before the usual pleasant Saturday night meal.

The Poitou-Moncontour contest on the Sunday started in the same style as the previous day, with round one quite easy to a two minute max. The wind then went to southerly and at times almost south-easterly so that round two, when the max had been increased to three minutes, was hard. The highest time in the round was 143 sec by Stanislav Kubit, but his 100% score was of little benefit to him when, on a later flight, he stalled down and then stopped flying and started the long drive home to Poland. He was particularly missing the model that had been incinerated on the power lines in Serbia.

The contest was held up after round two while the jury investigated the southern slope. They found that it would be flyable but the mud on the ploughed field was impossibly sticky for a starting area. Thus the contest was finished flying crosswind with the max slowly increasing 2 minutes, then 2 minutes 30 then 3 minutes. The weather had one more surprise for us – the rain that had been forecast for the afternoon didn't arrive. The winner was again a Trachez with four maxes and a flight dropped in the difficult round, but today it was Aurelie.

11th F1E Poitou Charentes, Tourtenay, Sept 12

F1E 29 flew

1	A Trachez	FRA	496.67
2	I Kaynes	GBR	489.44
3	C Trachez (J)	FRA	487.22
4	F Primau (J)	FRA	485.56
5	G Vaucelles	FRA	485.00
6	M Rigault	FRA	479.44
7	A Trachez	FRA	468.89
8	Y Bellet	FRA	461.67
9	J Chabot	FRA	436.66
10	R Masson	FRA	436.11

F1E-Junior 6 flew

1	C Trachez	FRA	487.22
2	F Primau	FRA	485.56
3	H Bazile	FRA	433.89

Poitou Moncontour September 13

F1E 30 flew

1	A Trachez	FRA	489.51
2	M Rigault	FRA	488.11
3	N Laura (J)	FRA	481.12
4	Y Jallet	FRA	476.28
5	C Trachez (J)	FRA	471.74
6	P Chaussebourg	FRA	471.44
7	J Drapeau	FRA	465.07
8	M Straffellini	ITA	460.24
9	A Trachez	FRA	454.84
10	R Masson	FRA	441.09

F1E-Junior 6 flew

1	N Laura	FRA	481.12
2	C Trachez	FRA	471.74
3	T Laura	FRA	409.97

POLAND F1E, SEPTEMBER 18 TO 20

Report by Ian Kaynes

This year the Polish F1E contests had reverted to the sensible combination of three events on consecutive days. A larger variety of foreign flyers attended this time, including those from Italy and France who had not recently come to the Polish events. However, I was disappointed to find that the wind was forecast to be from the north for the whole period and this is the most awkward direction for the Polish sites.

The first contest was the Friendship Cup, sponsored by Ukraine. The convoy was lead out to the track to Kubit Hill – which covers all directions from east, south, west and even north-west – and then continued past the hill further into the countryside. My deduction that this meant we were heading to another site and that would have a north-facing slope, was cast into doubt when we parked part way up a south-facing slope. Always hopeful, I thought it might mean that we would walk to the top and find a north-facing slope, but no – the top was a flat plateau and the site to be used was indeed south-facing and so downwind.

The contest was flown to a three minutes maxes – an excessively long max for these conditions. In the first round a couple of Polish flyers maxed, and in round two Alain Roux made the highest time at 159 sec. Round three showed the excess of the max: Zorin Valeanu maxed, having contacted a thermal. He came back to complain that his model, steering with the wind, had flown right into the town. However, his 100% was a massive result for him, only 4 flyers had managed to scrape up to 60% and most were under 50%. There were no more maxes and Zorin did indeed win the event.

It rained heavily overnight and when we gathered for the Toszek Cup it was very misty. After waiting for this to clear, today the convoy was taken up Kubit Hill. Flying on the very gentle east slope meant that the wind was only blowing across this slope, a marginal improvement over the previous day. The first two rounds were flown to 2 minute maxes and, even at this early stage, there were only three full scores on the board. For some reason they chose to increase the max to three minutes. The high time in the round was 148 sec, then in the final two rounds there was a single 180 in each round. The final round max by Marian Popsecu moved him up from 11th after round 4 to finish to 3rd. The prize-givings for the first two days were held in the grounds of the Toszek Castle, followed by a meal, which unusually consisted of coffee and cakes followed by soup but still a pleasant follow-up to the prize-giving and included within the entry fee.

The next day was time for the Governor's Cup for which we met at Raciborz. I was again confident that the site would be better – but while there was a slope facing north the strong wind was coming across a large hill just upwind of the slope. So the airflow was not very pleasant. Again there was a two minute max for the first two rounds followed by three flights to three minute max. There were three Poles with full scores after round 4 and they all dropped in round 5, and of them Stanislav Kubit made the longest time to win. Second place was taken by Wojtech Zima (CZE) who had dropped over a minute in round 4 and a further single second in round 5 but he still finished above the other two flyers who had been on full scores. At the prize-giving, this time in the courtyard of the Raciborz Castle, it was found that Jean Luc Drapeau had won the award for the best combined result over the three days by a foreign flyer, which went some way to make up for his difficult journey to Poland when the engine in his camper van had blown up in Germany.

Friendship Cup of Ukraine, Toszek, September 18

F1E-Junior 8 flew

1	J Kabacinski	POL	304.73
2	V Drmlava	SVK	258.71
3	I Chorny	UKR	244.43

F1E 46 flew

1	V Zorin	ROU	377.99
2	F Kanczok	POL	374.29
3	W Moj	POL	373.71
4	J Drapeau	FRA	363.99
5	J Zurowski	POL	358.35
6	J Wojtak	POL	350.29
7	M Popescu	ROU	349.30
8	M Drmla	SVK	344.19
9	J Orel	CZE	340.33
10	M Straffellini	ITA	324.83

Toszek Cup, Toszek, Poland, September 19**F1E 48 flew**

1	J Zurowski	POL	436.49
2	P Kildau	UKR	432.11
3	M Popescu	ROU	410.53
4	E Slomka	POL	401.51
5	J Drapeau	FRA	397.43
6	F Kanczok	POL	395.05
7	G Axinte	ROU	385.97
8	W Dziuba	POL	385.06
9	S Kopacz	POL	381.83
10	V Gorynin	UKR	378.62

F1E-Junior 11 flew

1	L Anca	ROU	348.29
2	J Kabacinski	POL	317.26
3	S Morcinek	POL	302.82

16th Governor's Cup, Raciborz, Poland, September 20**F1E 29 flew**

1	S Kubit	POL	477.78
2	V Zima	CZE	464.44
3	J Kabacinski (J)	POL	462.78
4	S Morcinek (J)	POL	441.67
5	A Roux	FRA	432.50
6	M Lysakowski	POL	398.61
7	J Drapeau	FRA	390.28
8	M Popescu	ROU	389.44
9	M Straffellini	ITA	384.17
10	J Orel	CZE	381.11

F1E-Junior 7 flew

1	J Kabacinski	POL	462.78
2	S Morcinek	POL	441.67
3	L Anca	ROU	290.55

BMFA SOUTHERN PLAIN, AUGUST 22**Comb Glider 11 flew**

1	J Carter	7.30
2	S Heap J	7.24
3	R Heap	7.21
4	P Williams	6.42
5	C Parry	6.41

British Electric 5 flew

1	P Watson	7.30 +5.00
2	T Shepherd	7.30
3	C Redrup	6.56

F1J 3 flew

1	S Dixon	6.37
2	P Rowledge	2.00

HLG/CAT 6 flew

1	J Pennington	5.25
2	P Ball	4.36
3	A Crisp	3.20

Club Championships

1	Biggles	240
2	Grantham	200
3	East Grinstead	100
4	Crookham	95
5	Bristol & West	83
6	Richmond	75

Comb Rubber 8 flew 5 FO

1	P Ball	7.30+8.20
2	C Strachan	7.30+4.20
3	C Redrup	7.30+4.08
4	M Marshall	7.30+3.58
5	T Tyson	7.30+3.05

Combined Power 5 flew

1	N Allen	7.30+5.29
2	A Jack	7.30+0.25
3	T Payne	7.30

F1G 4 flew

1	P Hall	10.00
2	P Seely	9.51

E30 5 flew

1	T Grey	6.00+3.12
2	T Shepherd	6.00
2	P Seely	6.00

F1H 7 flew

1	G Madelin	10.00
2	B Lavis	9.15
2	P Tribe	9.15

BMFA 7TH AREA MEETING, SEPTEMBER 13**Area Weather**

Western	Light rain, 5 mph inc to 15 mph
London	Bright 9 to 16 mph
South East	Very cold 10 to 15 mph
Southern	Dry 10 mph or less
Scotland	15 mph intermittent heavy rain

Classic Glider 12 flew

1	C Foster	Morley	7.30	+4.50
2	P Seeley	Bristol & West	7.30	+3.45
3	N Parry	Biggles	7.30	+2.38
4	C Parry	Biggles	7.30	+2.31
4	S Darmon	Birmingham	7.30	+2.31
6	D Hambley	Scotia	6:45	

Team Rubber Farrow Shield 22 flew 11 full scores

1	P Ball	GDMAS A	7.30	+9.44
2	T Tyson	Crookham A	7.30	+5.19
3	P Woodhouse	Morley A	7.30	+4.41
4	S Willis	Croydon	7.30	+3.09
5	D Taylor	GDMAS A	7.30	+2.53
6	C Redrup	Crookham A	7.30	+2.42
7	M Stagg	Bristol & West (B)	7.30	+2.32
8	D Neil	Bristol & West (A)	7.30	+2.11
9	J Patton	Crookham A	7.30	+1.53
10	C Chapman	Bristol & West (A)	7.30	+1.27
11	P Hall	Crookham	7.30	+0.04

F1C Buskell Trophy 1 flew

1	A Jack	Midlands	11.56
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Combined Electric 7 flew

1	T Grey	Crookham	7.30	+7.41
2	P Watson	MFFC	7.30	+5.14
3	C Strachan	Biggles	7.30	+4.14
4	P Tolhurst	Crookham	7.30	+2.36
5	C Redrup	Crookham	7.29	
6	G Warburton	Morley	7.06	
7	David Hambley	Scotia	5.54	

Classic Rubber/Power 20 flew

1	T Tyson	Crookham	7.30	+6.09
2	A Moorhouse	Vikings	7.30	+5.00
3	D Dixon	Birmingham	7.30	+4.21
4	F Rushby	Cleemac	7.30	+4.12
5	S Willis	Croydon	7.30	+3.29
6	C Foster	Morley	7.30	+3.05
7	D Cox	Crookham	7.30	+2.37
8	P Seeley	Bristol & West	7.30	+2.06
9	P Ball	Grantham	7.30	
10	R Marking	CVA	7.08	

HLG/CAT 8 flew

1	P Ball	Grantham	6.17
2	M Page	PMFC	6.10
3	G Percival	Grantham	5.20
4	I Clark	Coventry	5.08

Plugge

	7th Area:-	TR	Clas G	Clas RP	Total
1	Bristol & West	141	142	100	2345
2	Crookham	172	75	170	2322
3	Morley	132	100	75	1169
4	Biggles	50	158	80	1156
5	CVA	23	17		1027
6	Grantham	182		60	1018
7	Croydon	100		80	909
8	Vikings	41		95	526
9	Birmingham		8	90	516
10	East Grinstead				435

BMFA FREE FLIGHT CHAMPIONSHIP

		East Anglia		SG	Scul	Area 7	Total
		day 1	day 2				
1	P Ball	10	9	15		18	163.5
2	T Grey	6	8	8		9	88
3	S Willis	10	6		2	5	77.5
4	A Shepherd		9	7.5			75.5
5	C Redrup		2	7		3	63
6	C Parry		9	7		3	59
7	P Watson	4	4	6		6	55.5
8	C Foster	15	4			10	54
9	C Strachan	5	10	7		4	54
10	D Davitt	15					53
11	P Seeley			7		6.5	39
12	T Tyson			2		15	38.5
13	A Moorhouse	2	9	1		6	38
15	S Dixon			3		4	37.5
15	F Rushby	3	9			3	37.5
17	P Tolhurst			4		3	36.5
18	I Davitt	4	9				36
19	R Heap	4	2	6			32
20	J Carter			9			31
21	A Jack			4		1	29.5
22	I Clarke	9				3	28
22	M Marshall			3			28
24	N Allen			10		1	27.5

BMFA 2ND TEAM SELECTION TRIALS, SCULTHORPE, SEPT 5-6

Report by David Brawn CD 2nd Trials

As the 1st Team Selection Trials was blown away by a high winds weather forecast a lot was riding on the 2nd Trials to be held at Sculthorpe airfield on 5/6 September. Being injured (ruptured Achilles Tendon) I volunteered my services as Contest Director having already booked my Kings Lynn hotel for the weekend. In the days before there was considerable email activity concerning the weather forecasts websites, many using XC Weather which was showing higher wind speeds than Wunderground (my choice) or the Met Office. After phone calls and emails it was decided to cancel the Saturday flights as XC Weather showed consistent windspeeds above the 15mph (23kmh) trials limit, while Wunderground showed lower speeds we could probably only have flown a couple of rounds based on the windspeed limitation.

In the week before the 2nd Trials I circulated a Sunday schedule for 6 rounds that created a lot of negative feedback, so I also produced a 4 rounds schedule; I also received FFTC 'Guidelines for Team Selection' which I took to be 'guidelines' for the contest director.

Arriving on Sculthorpe, via the combination locked gate, at 08.10 I found most of the competitors parked on the peri-track at the top of the long disused north runway, my chosen position for the launch line. Setting up my table (byo), flight cards, official clock and wind speed meter, four competitors of the FFTC argued that the 'Guidelines for Team Selection' are the rules – which they are not – and that we must fly to 2 hour rounds; meaning we could only fly four rounds before the official close at 17.34. Not wishing to upset either FFTC or those competitors (3) who wanted 2 hour rounds I agreed to use the 4 rounds schedule.

From the launch line to the downwind security fence gave us over 1.3 miles and while I had wanted to have an extended max 1st round I was advised that in the 20kmh wind this could take models over the fence, so I opted to for the 180 seconds max which we then used through the day.

A quick approval of non-BMFA timekeepers (1) and a mention that I would be check-timing flights, and should there be a

discrepancy I would discuss this with the competitor and timekeeper concerned, and we were ready to start on time with F1A at 09.00-09.30 under a bright sky with a pleasant breeze (15-20kmh).

Light lift was available for those who could find it with 6 of the 10 F1A fliers maxing, although Kris Best only made it by a single second, while Richard Jack (158), Marc Gibb (130), Stuart Darmon (120) and Martin Dilly, only 47 seconds from the model that had performed well at Poitou, looked like they would be chasing the pack for the rest of the day. All flights landing well within the airfield.

For F1B 10.00-10.30 the air had warmed and breeze reduced slightly (14-18kmh) for typical British thermally conditions which continued throughout the day. Only 6 competitors and of those 4 maxed in straight forward manner but Pete Martin (86) and William Beales (73) low scores gave them a hill to climb.

F1C (10.00-10.30) with 5 seconds run should have excess performance for 180 maxes but climbs were lower than I expected from the 5 fliers – the longest engine run I clocked all day was 4.8 seconds – but only 2 cleared the max with Ken Faux (172), Alan Jack (162) and Simon Dixon (148) suffering while Neil Allen and Mick Lester had maxed.

After a 30 minute retrieving break we were back on the line for F1A (11.00-11.30) in a lighter breeze (10-16kmh) with classical Brit conditions as the temperature climbed with plenty of thermal activity. All 10 maxed.

F1B (12.00-12.30) was straightforward except for when Russel Peers decided to rdt to touch down with 177(!) while William Beales still had trim problems for 117; only 3 of the 6 still clear after two easy rounds.

F1C (12.00-12.30) saw five easy maxes from the 'noisy boys'.

At this time I should have been enjoying a Sunday lunch at Norfolk's top bistro pub/restaurant (The Crown, East Rudham) during my originally scheduled 'FAI style' lunch break but the '2 Hour' rounds mean we are back on the line for F1A at 13.00 and this was one round you wouldn't want to miss. In what looked and felt like easy thermal conditions there was some fallout as John Williams towed in and then maxed the second attempt, Brian Baines looking set after a high bunt was down in 97, Martin Dilly spinning on a wingtip 66, John Carter above Phil Ball and Marc Gibb (both maxed) caught a surprise downdraft to land at 113, while Peter Williams (didn't see that one) was down in 100. Kris Best and Stuart Darmon had been searching for Kris' 12 minute 2nd round flyaway to arrive back with five minutes left. Stuart maxed while Kris launched in the last minute for a low (20m) release which did 132, lifting her to 4th after the earlier fallout! F1B (14.00-14.30) saw five maxes and the surprise of Phil Ball down in 96 while F1C (14.00-14.30) was five maxes.

The fourth, and final, round started with F1A (15.00-15.30) with simple thermal picking for all except Kris Best 65 and Stuart Darmon 83, then thirty minutes later F1B and F1C (16.00-16.30) saw the top four max in each class with further drops by William Beales 98 and Simon Dixon 152.

So after eight hours we had completed four flights each by twenty one entrants all landing in the field except Kris Best's 12+ minute fly away. In the light breeze and easy conditions it seemed like only a small amount of competition flying separated by breaks for sunbathing, reading or catching a nap. After hobbling along the flight line eight times, 8x binos and Leonidas stopwatch slung round my neck, I had no reason whatsoever to question any of the timekeeping that had taken place; which for me was a good 'fair-play' result.

Response by Phil Ball, Trials Co-ordinator

I had spoken to DB during the week prior to the event and advised him that the Guide lines are there to avoid all the problems he would ultimately cause himself, he accepted that this was the way the FFTC who are ultimately responsible for

Team Selection wanted the Team Selection conducting, but unfortunately at the event attempted to do things his own way, a way that has proven not to work in the past.

Team Selection has a limited number of contestants, with F1A flyers timing for B&C and B&C flyers timing for A. This would not have been possible with Dave's attempted timetable.

After he conceded that the guide lines were to be followed., 4 trouble free rounds were completed and there was plenty of time for a 5th round with an extended max had Dave not decided to desert the field at 5pm when the sun was shining and the wind was calm to 5mph.

F1B 6 flew			F1A 10 flew		
1	M Woodhouse	720	1	J Williams	720
2	P Brown	720	2	P Ball	720
3	R Peers	717	3	R Jack	698
4	P Ball	636	4	M Gibb	670
5	P Martin	626	5	J Carter	653
F1C 5 flew			6	P Williams	640
1	N Allen	720	7	B Baines	637
2	M Lester	720			
3	K Faux	712			
4	A Jack	702			
5	S Dixon	660			

CROOKHAM GALA, SALISBURY PLAIN, SEPT 20

By Roy Vaughn

The menu of classes at the year's Crookham Gala was deliberately limited to one class for each type of model to try and get numbers up in each class. This worked in Coupe but not for the rest, combined glider and HLG/CLG were particularly disappointing.

E36 attracted six entries, surprisingly few given the general level of interest in the class. Despite the high performance available even on a 10 second run, a litany of troubles with the technology and the air intruded for most entrants. Tony Shepherd suffered from both the no-mousetrap problem which led to a 2.5 mile fly-away (recovered OK) and a competition flight on trimmer settings to DT at 20 seconds. Mr Electric, Trevor Grey, took the honours with a nice flyoff from a 5 second run assisted by some decent air and slope lift.

George Fuller power attracted 4 entrants. Andrew Chilton and Roy Vaughn flew standard Dixielanders with 2.5s, Peter Watson an E-Type Dixielander powered by a converted 21 car engine and John Thompson the Dixie's predecessor, the Zoot Suit, powered by a repro Elfin diesel. The latter lived up to expectations, prompting the question "have you taken up sport flying?" from a nearby wit. The Watson model is clearly a step too far, lacking consistency: the author glimpsed it powering upwind in a barrel-roll on its second flight. The result was a win for Roy Vaughn's AP 15 powered Dixie which reached heights where tactical use of RDT was invaluable in buoyant air.

E36 6 flew				
1	T Grey	Crookham	6:00	2:39
2	M Cook	Crawley	6:00	1:06
3	J Paton	Crookham	5:39	
George Fuller Power 4 flew				
1	R Vaughn	Crookham	7:30	
2	P Watson	MFFC	7:17	
3	A Chilton	Crookham	6:53	
Combined Glider 3 flew				
1	P Williams	Richmond	6:50	
2	P Seeley	Bristol & West	6:09	
Combined HLG/CLG 1 flew				
1	M Cook	Crawley	2:06	

SOUTHERN COUPE LEAGUE

Sixth Round: Crookham Gala, Salisbury Plain, Sept 20
By Peter Hall

After my grumpy last report complaining about a drought of Coupe flyers, I am able to celebrate a flood at the Crookham Gala. Thirteen flew, yes, thirteen, not in response to my complaint but because it was the only rubber event and we flew only three rounds instead of the usual five. This might be thought to give support to those in favour of more combined events to counter dwindling participation. A healthy turnout gives us the opportunity to derive some useful statistics from the results. Six flew what I shall in future call auto-Coupes (a.k.a. 'high tech', 'systems', 'bells and whistles') and seven flew Coupes, two of which were vintage. Chris Redrup won, flying an Etienvre and took home the Crookham Cup and two bottles of wine - one for top vintage model. Before you traditionalists start crowing the average placing of Coupe flyers is 7.1 whereas that of Auto-coupe flyers is 6.8. Only one new model was flown, Alan Brocklehurst's Coupe 4 - slightly bigger than its predecessors and with a tweaked aerofoil. Andrew Moorhouse' Coupe looked almost box-fresh and performed very well - an interesting design using a square-tipped, very low A.R. wing with a thin high camber profile, a long moment arm and ballast to bring it up to weight. I won't hazard a guess at the average age of the rest; one or two would need carbon-dating. Six out of the thirteen reached the fly-off; three Coupes and three auto Coupes.

One authority has described Coupe flying as 'an exercise in air-picking' in contrast to power models, blasting through the low level unpredictables to the relative peace at altitude. The day was mostly overcast with a cool gradually increasing south-west breeze averaging ten m.p.h. at ground level. There was no significant temperature variation and the breeze lulls were very brief. Thermistors were of little use and streamers uncertain, so picking air was down to hyper-sensitivity and keen observation born of long experience or occult powers and hocus pocus generally. Chris Redrup zipped through his rounds with high maxes and flew off for 6.13 after a very high DT at the limit of his Tomy timer placing him well ahead of Mike Marshall, 3.28, Peter Hall, 3.08, Andrew Moorhouse, 2.34 and Alan Brocklehurst, 1.40. Chris spent no time launch-dithering, he simply walked out and chucked it straight away into good air every time. He is a glider-pilot and so may have developed instincts denied to the earth-bound. We have all experienced what I shall call the 'golden moment' - you have just finished winding and the air suddenly feels benign and welcoming, so quickly out and launch. It always works and if you miss it you will launch-dither for a very long time, your torque decaying, and finally, in desperation chuck it into sinking air. I have mentioned this before but you will have forgotten it so I will repeat. Andrew Longhurst, when he was flying rubber, was a master air-picker. He had a very rapid in-fuselage winding technique and no auto-systems to fiddle with so when he sensed a golden moment he could be winding and airborne in seconds. It takes me about five minutes. The most exotic systems and the extra bit of torque you can safely get by winding out of the model are worth nothing compared to the advantage of good air, so am I going to change my practice? No.

Coupe Europa at Middle Wallop on October 4th is the final round of this year's League. DT fly-offs are now the norm at this location unless there is special dispensation. As with any restriction there is a strong temptation to subvert it. It is easy in this case to fiddle with your DT to reduce the descent speed. At SAM events John Thompson counters this by asking us to 'behave like gentlemen'. When did gentlemen behave like gentlemen? We need regulation but drafting a watertight one in this case is not as easy as it looks.

Crookham Gala

			Maxes	Score
1	C Redrup	Crookham	3	15
2	M Marshall	Impington	3	12
3	P Hall	Crookham	3	11
4	A Moorhouse	Vikings	3	10
5	G Stringer	E.Grinstead	3	9
6	A Brocklehurst	Bristol & West	3	8
7	G Manion	Birmingham	2	6
8	D Greaves	Bristol & West	2	5
9	P Tolhurst	Crookham	0	2
10	J Paton	Crookham	1	2

League

			CG	total
1	P Hall	Crookham	11	54
2	A Brocklehurst	Bristol & West	8	42
3	P Tolhurst	Crookham	2	40
4	R Vaughn	Crookham		29
5	J Paton	Crookham	2	28
6	C Redrup	Crookham	15	26
7	M Stagg	Bristol & West		19
8	P Seeley	Bristol & West		18
8	A Moorhouse		10	18
8	M Marshall	Impington	12	18
11	D Greaves	Bristol & West	5	17
12	D Thomson	Croydon		14
13	P Lagan	N Zealand		13
14	G Stringer	E Grinstead	9	9
15	D Neil	Bristol & West		8
15	A Crisp	Biggles		8
17	C Chapman	Bristol & West		6
17	G Manion	Birmingham	6	6

STONEHENGE CUP / EQUINOX CUP, SALISBURY PLAIN, SEP 26-27

Report by Ian Kaynes, photos Martin Dilly

The British World Cup events, Stonehenge Cup and Equinox Cup, were held on consecutive days in September. This was the same pattern as last year, and once more the chosen weekend had very good flying weather. The very light wind in the morning slowly increased during the day but the downwind wind only became a hazard at flyoff time. In the second round the weather made Ken Faux rather too nonchalant about watching his model during the glide. When he did look up again it was nowhere to be seen, and to compound that his timekeeper had also not been concentrating on it. Ken spent the rest of the day with his tracker looking for it, unsuccessfully, but somebody else came across it later in the day. Maxes had been set at 3 minutes during the day but were increased to 4 min for the final round.



Geoff Stringer with Mike Cook's glider, before ill-fated Stonehenge flyoff

The F1A and B flyoffs included good representation by the large French contingent, but the home flyers won – John Williams very clearly in F1A and Woolner just beating Brown in F1B. The two French F1B flyers, Dider Barberis and junior Maxine Tisserond, shared third place. Neil Allen took F1C, while Trevor Grey won F1Q with the only full score in F1Q.

Equinox Cup on the Sunday had rather more wind than the Saturday. The first round was interrupted to move the line further upwind when models were landing in the wood. This gave useful extra distance to the wood, but during the day the wind shifted slightly so that models were landing near the road. Normally that would not have been acceptable, but the road was closed to through traffic by road works on the junction at Shrewton. We had thought this road closure was an inconvenience and indeed the contests had been started later than planned to allow for people having to detour to reach the site, but in fact it was a great benefit to the contest.

After the delay during round one, the contest was limited to four rounds and again the max was increased to 4 min for the last round. This time, only for F1ABC, since Q had already avoided a flyoff – Peter Watson had crashed soon after launch in the wind and Trevor Grey had dropped a flight with a VIT malfunction bringing the model down a little quickly on the glide.



Richard Jack's model into the air to complete full score at Equinox Cup

Again John Williams won the F1A flyoff, but Jean-Pierre Challine could not repeat his second place because he had to leave to catch his ferry. The F1B flyoff was a contrast to the Saturday – there were 6 French flyers and Peter Martin was the sole British flyer, the others all having dropped time at one or another stage of the rounds. In Russell Peers' case it was by RDTing a few seconds early to avoid landing in the trees. Alan Jack won F1C with a good flight but only a margin of 6 seconds over Mick Lester. Most of the F1B models in the flyoff landed in the woods, so the remaining French party split up, one group going home and three people staying overnight. All the models were safely recovered the following morning.

John Carter and his wife Dawn had carried most of the organisation load, with some help from the Tribes, and John had directed the contest superbly. However, he is now suggesting that after some years as organiser and CD it will be time for somebody else to take it on next year.

LOST BINOCULARS. At Stonehenge Cup on Saturday 26th Peter Martin lost his Black Nikon 8x40 Action Extreme (EX) Waterproof Binoculars. Finder please contact Peter Martin at peter_m7uk@yahoo.co.uk, or on 07773 793842. Many thanks!



Junior World Champion Clement David before Equinox Cup flyoff

Stonehenge Cup, September 26

F1A 24 flew

1	J Williams	GBR	960	+358
2	B Bernard	FRA	960	+202
3	J Challine	FRA	960	+161
4	M Cook	GBR	960	+11
5	J Cooper	GBR	960	
6	B Pouzet	FRA	957	
7	C Marquois	FRA	947	
8	G Bernard	FRA	945	
9	B Trachez	FRA	932	
10	J Carter	GBR	929	
11	C Edge	GBR	926	
12	T Canler	FRA	889	

F1A-Junior 2 flew

1	M Mongai	FRA	879	
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F1B 19 flew

1	M Woolner	GBR	960	+331
2	P Brown	GBR	960	+328
3	D Barberis	FRA	960	+310
3	M Tisserond (J)	FRA	960	+310
5	D Greaves	GBR	960	+252
6	P Ball	GBR	960	+210
7	M Woodhouse	GBR	956	
8	E Rigault	FRA	947	
9	P Martin	GBR	928	
10	B Colledge	GBR	920	

F1B-Junior 3 flew

1	M Tisserond	FRA	960	+310
2	J Tisserond	FRA	914	

F1C 6 flew 4 full scores

1	N Allen	GBR	960	+413
2	A Jack	GBR	960	+393
3	A Peters	GBR	960	+316

F1Q 3 flew

1	T Grey	GBR	960	
2	P Watson	GBR	905	

Equinox Cup, September 27

F1A 18 flew

1	J Williams	GBR	780	+328
2	B Trachez	FRA	780	+273
3	R Jack	GBR	780	+178
4	J Challine	FRA	780	
5	J Pennington	GBR	773	
6	B Pouzet	FRA	766	
7	G Bernard	FRA	752	
8	P Williams	GBR	700	

F1A-Junior 2 flew

1	M Mongai	FRA	633	
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F1B 16 flew 7 full scores

1	M Rigault	FRA	780	+347
2	J Cheneau	FRA	780	+339
3	R Nouvian	FRA	780	+334
4	M Tisserond (J)	FRA	780	+309
5	P Martin	GBR	780	+283
6	D Barberis	FRA	780	+281
7	C David (J)	FRA	780	+267

F1B-Junior 2 flew 2 full scores

1	M Tisserond	FRA	780	+309
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F1C 4 flew 3 full scores

1	A Jack	GBR	780	+363
2	M Lester	GBR	780	+357

F1Q 3 flew

1	I Kaynes	GBR	720	
2	T Grey	GBR	681	

WORLD CUP KIETRZ, KIETRZ, POLAND, AUGUST 22

F1A 61 flew

1	R Koglot	SLO	930	+379
2	R Holzleitner	AUT	930	+345
3	J Nyhegn	DEN	930	+308
4	T Weimer	GER	930	+292
5	M Pitlanic	SVK	930	+285
6	L Aringer (J)	AUT	930	+275 +331
7	A Kidron (J)	ISR	930	+275 +303
8	S Jensen	DEN	930	+273
9	D Fric	CZE	930	+271
10	V Rossler (J)	CZE	930	+222
11	K Kongstad	DEN	930	+217
12	J Melde	GER	930	+206
13	M Sliwinski	POL	930	+204
14	M Jezik (J)	SVK	930	+196
15	G Aringer	AUT	929	

F1A-Junior 12 flew 4 full scores

1	L Aringer	AUT	930	+275 +331
2	A Kidron	ISR	930	+275 +303
3	V Rossler	CZE	930	+222

F1B 30 flew

1	A Krawiec	POL	960	+347
2	V Ivancikas	LTU	960	+335
3	D Lipski (J)	POL	960	+329
4	R Mackus	LTU	960	+322
5	A Poczobut	POL	960	+321
6	J Cihak	CZE	960	+314
7	S Skibicki	POL	960	+285
8	B Bilewicz (J)	POL	960	+273
9	A Lukaszewicz	POL	960	+246
10	V Nereng	NOR	945	

F1B-Junior 5 flew 2 full scores

1	D Lipski	POL	960	+329
2	B Bilewicz	POL	960	+273

F1C 11 flew 7 full scores

1	Y Vasiliev	BLR	960	+397
2	J Włodarczyk	POL	960	+375
3	E Burek	POL	960	+339
4	P De Boer	NED	960	+319

F1Q 10 flew

1	A Jancso	HUN	900
2	M Pazdzior	POL	896
3	M Tietz	GER	892
4	A Pogonowski (J)	POL	885

F1P-Junior 1 flew

1	D Bogomaz	POL	685
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RACIBORZ CUP, KIETRZ, POLAND, AUGUST 23**F1A 59 flew**

1	R Koglot	SLO	900	+420
2	M Pitlanic	SVK	900	+374
3	D Halbmeier	GER	900	+317
4	R Holzleitner	AUT	900	+316
5	A Kidron (J)	ISR	900	+303
6	R Dvorak	CZE	900	+301
7	R Gadek (J)	POL	900	+280
8	T Weimer	GER	900	+259
9	L Jensen	DEN	900	+223
10	V Papez	CZE	900	+219
11	J Melde	GER	900	+217
12	J Jaraczewski	POL	900	+216
13	M Kopacz	POL	900	+205
14	M Urban	POL	900	+185
15	P Papez	CZE	900	+177
16	M Jezik (J)	SVK	900	+167

F1A-Junior 13 flew

1	A Kidron	ISR	900	+303
2	R Gadek	POL	900	+280
3	M Jezik	SVK	900	+167

F1B 28 flew

1	D Larsen	NOR	900	+420
2	A Gey	GER	900	+416
3	W Kochanczyk	POL	900	+360
4	M Varadi	HUN	900	+333
5	E Cofalik	POL	900	+332
6	E Gorban	UKR	900	+285
7	V Nereng	NOR	900	+283
8	M Novy	CZE	900	
9	D Lipski (J)	POL	898	+157
10	S Skibicki	POL	898	+147

F1B-Junior 5 flew

1	D Lipski	POL	898	+157
2	Z Zdanczewicz	POL	822	

F1C 10 flew 4 full scores

1	V Sychoy	SLO	900	+420
2	R Truppe	AUT	900	+318
3	E Burek	POL	900	+265
4	J Wlodarczyk	POL	900	+147

F1Q 10 flew 5 full scores

1	G Milak	HUN	900	+420
2	S Bolko	POL	900	+370
3	G Kertesz	HUN	900	+245
4	A Pogonowski (J)	POL	900	+164

F1P-Junior 1 flew

1	D Bogomaz	POL	803
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46TH EIFELPOKAL, ZÜLPICH, GERMANY, AUGUST 27-30**F1A-Junior 4 flew**

1	L Aringer	AUT	1223
2	A Gildas	FRA	1212

F1B-Junior 1 flew

1	V Dreier	LAT	1225
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F1A 65 flew 23 full scores

1	M Kosonozhkin	RUS	1290	+300	+420
2	M Van Dijk	NED	1290	+300	+411
3	E Ragot	FRA	1290	+300	+398
4	O Pshenichniy	UKR	1290	+300	+317
5	I Kreetz	NED	1290	+300	+311
6	C Thom	GER	1290	+300	+300
7	R Assmuss	GER	1290	+300	+298
8	B Trachez	FRA	1290	+300	+292
9	C Bachmann	SUI	1290	+300	+284
10	G Ravard	FRA	1290	+300	+280
11	B Pouzet	FRA	1290	+300	+273
12	B Hoenig	GER	1290	+300	+255
13	H Fuss	AUT	1290	+300	+216
14	A Van Eldik	NED	1290	+283	
15	W Bellen	NED	1290	+280	
16	F Moreau	FRA	1290	+270	

F1B 44 flew

1	M Seifert	GER	1320	+409
2	V Rosonoks	LAT	1320	+361
3	S Stefanchuk	UKR	1320	+356
4	P Monninghoff	GER	1320	+345
5	M Woolner	GBR	1320	+327
6	G Batiuk	USA	1320	+323
7	I Zilberg	GER	1320	+308
8	I Vivchar	UKR	1320	+306
9	K Leissner	GER	1320	+288
10	W Eggimann	SUI	1320	+254
11	D Siebenmann	SUI	1320	+234
12	S Tedeschi	FRA	1319	
13	G Buisson	FRA	1313	
14	I Yurtseven	TUR	1302	
15	L Bautista	NED	1291	
15	R Lucassen	NED	1291	

F1C 7 flew

1	V Sychoy	SLO	1320
2	Y Vasilyev	BLR	1313
3	R Stabler	GER	1308

F1Q 2 flew

1	O Kilpelainen	FIN	1208
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CRO CUP ZAPRESIC, ZAGREB, CROATIA, SEPTEMBER 5**F1A 27 flew**

1	K Huber	SWE	930	+365
2	A Balassiano	ISR	930	+299
3	R Holzleitner	AUT	930	+294
4	R Lesko	CRO	930	+255
5	A Kidron (J)	ISR	930	+223
6	G Subic	SLO	930	+220
7	I Bombek	CRO	911	

F1A-Junior 5 flew

1	A Kidron	ISR	930	+223
2	J Jurhar	SLO	821	

F1B 13 flew

1	B Gostojic (J)	SRB	960	+136
2	S Gostojic	SRB	960	+78
3	I Vivchar	UKR	959	
4	M Varadi	HUN	944	

F1B-Junior 2 flew 1 full scores

1	B Gostojic	SRB	960	+136
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F1C 6 flew 2 full scores

1	R Truppe	AUT	960	+352
2	Y Vasilyev	BLR	960	+291

F1Q 1 flew

1	Z Grepl	CRO	756
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MURA CUP OF SLOVENIA, ZAGREB, CROATIA, SEPTEMBER 6

F1A 31 flew 10 full scores

1	A Vrtovec	SLO	1260	+152
1	R Holzleitner	AUT	1260	+152
3	L Biteznik	SLO	1260	+149
4	A Kidron (J)	ISR	1260	+148
5	M Moskoviz	ISR	1260	+139
6	I Bombek	CRO	1260	+138
7	B Bagari	SLO	1260	+137
7	R Koglot	SLO	1260	+137
9	E Sahinovic	BIH	1260	+130
10	E Kerkez	BIH	1260	+127

F1A-Junior 6 flew

1	A Kidron	ISR	1260	+148
2	M Pavichievaz	CRO	1072	
3	T Kiss	ROU	1058	

F1B 12 flew 4 full scores

1	L Hribar	SLO	1260	+163
2	B Gostojic (J)	SRB	1260	+151
3	I Vivchar	UKR	1260	+147
3	M Varadi	HUN	1260	+147

F1B-Junior 2 flew 1 full scores

1	B Gostojic	SRB	1260	+151
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F1C 6 flew

1	V Sychov	SLO	1260	+166
2	Y Vasilyev	BLR	1260	+146
3	R Truppe	AUT	1144	

F1Q 1 flew

1	Z Grepl	CRO	840	
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BULGARIA CUP, LEVSKI, BULGARIA, SEPTEMBER 18-20

F1A 34 flew

1	K Kulmakko	FIN	1290	+180	+180	+263
2	J Abad	ESP	1290	+180	+180	+204
3	R Blagojevic	SRB	1290	+180	+180	+183
4	M Yordanov	BUL	1254			
5	V Mandicheva (J)	BUL	1233			

F1A-Junior 16 flew

1	V Mandicheva	BUL	1233	
2	A Pesic	SRB	1205	
3	N Bardarov	BUL	1187	

F1B 14 flew 4 full scores

1	A Rybchenkov	RUS	1320	+180	+180	+410
2	Y Waltonen	FIN	1320	+180	+180	+395
3	V Savov	BUL	1320	+180	+180	+243
4	I Yurtseven	TUR	1320	+128		

F1B-Junior 4 flew

1	K Ivanova	BUL	960	
2	G Milanov	BUL	676	

F1C 7 flew

1	S Dobrev	BUL	1320	
2	O Grishkov	UKR	1292	
3	N Nikolov	BUL	1214	

NEWS FROM BMFA FF TECH COMMITTEE

2016 Contest Calendar Dates

Details of the events to be flown at each event will be published following approval at the next meeting.

14 February	1st Area Cen
6 March	2nd Area Cen
25 March (Good Friday)	Northern Gala (Club Champs)
10 April	3rd Area Cen
19 April	1st F1E
23-24 April	London Gala + Space
7-8 May	Team Selection 1

14 May (Sat)	2nd F1E
15 May	4th Area Cen
28-30 May	NATIONALS + Space Nats
19 June	3rd F1E
26 June	5th Area Cen
17 July	4th F1E
24 July	6th Area Cen
6-7 August	E. Anglian Gala + Space
14 August	5th F1E
20 August (Sat)	Southern Gala
3-4 September	Team Selection 2
11 September	7th Area Cen
24-25 September	S'henge/Equinox Cups + Space
2 October	6th F1E
8-9 October	Team Selection (Reserve)
16 October	8th Area Cen
23-24 October	7th F1E (Reserve)
29 October (Sat)	Midland Gala

FAI FREE FLIGHT RANKING

Ranking for September 1. Full details at www.freeflightnews.org.uk/ranking/latest.htm

	country	pts	change	pts	places	2 recent results
F1A						
1	J Danier	CAN	289	+11	+1	MG=56 CN=50
2	P Findahl	SWE	276	-9	-1	MG=0-10
3	M van Dijk	NED	251	+50	+9	PT=46 EF=46
4	R Koglot	SLO	250	+10	+1	KZ=56 RB=55
5	M Kosonozhkin	RUS	241	-11	-1	EF=56 MG=0-12
6	R Holzleitner	AUT	239	-7	+2	KZ=45
7	S Szijjarto	ROU	233	-6	-1	WC=37+1
8	A Gorsky	RUS	232	-31	-5	MG=0-7
9	A Balassiano	ISR	229	-7	-2	
10	D Yaremenko	UKR	209	-20	-1	AN=20-1
F1B						
1	A Andriukov	USA	318	0	0	
2	E Gorban	UKR	263	+5	+2	AN=41
3	A Ribchenkov	RUS	260	+1	0	EL=42
4	A Krawiec	POL	254	+6	+2	KZ=52 WC=0-8
5	I Vivchar	UKR	240	+2	+3	AN=51 RB=0-7
6	S Gostojic	SRB	237	-1	+2	WC=32
7	O Kulakovsky	UKR	234	+1	+3	WC=37+1
8	T Useynov	RUS	233	-24	-3	EL=0-5 WC=0-13
9	B Silz	GER	228	-41	-7	MG=0-13 EF=0-13
9	B Eimar	SWE	228	-15	-2	WC=0-8
F1C						
1	A Vyazov	RUS	302	+22	+2	MG=54
2	V Sychov	SLO	298	-9	-1	WC=0-9
3	V Aleksandrov	UKR	277	+13	3	WC=58+1
4	R Truppe	AUT	268	-8	+1	RB=41 KZ=0-1
5	J Roots	EST	262	-25	-3	
6	A Babenko	UKR	256	+8	+2	TV=54
7	D Jermol	CRO	254	+25	+2	IK=50 MS=40
8	N Rekhin	RUS	246	-32	-4	WC=0-10
9	D Stakhanov	UKR	241	-21	-2	
10	V Zosimenko	UKR	221	+38	+6	AN=41
F1E						
1	P Brocks	USA	226	+31	+3	TE=50 ZL=0-20
1	S Kubit	POL	226	+6	+1	
3	F Kanczok	POL	201	-26	-2	
4	F Winker	GER	187	-12	-1	ZL=11-5 JWC=0-4
5	A Anca	ROU	179	+18	+2	ZL=36 WC=0-7
6	A Draghici	ROU	171	0	0	
7	M Popescu	ROU	170	+24	+4	WC=43+2 ZL=0-6
8	J Orel	CZE	167	+12	+1	WC=53+1 ZL=0-9
9	M Drmla	SVK	163	+25	+5	ZL=24+1
10	J Blazek	CZE	162	-26	-5	JWC=0-7 ZL=0-17

Final positions for the 2015 F1E World Cup

F1E-Junior

Contests included in the results

Latest World Cup positions in other classes

F1A-Junior

F1B-Junior

F1C

F1Q

F1P-Junior

F1A/B/C contests still to count

- 107-

Sierra Cup	USA	Oct 11	F1ABC
Krka Cup	SLO	Oct 16	F1ABC
Eurofly	SUI	Oct 31	F1ABCQ
Hanukkah Open	ISR	Dec 11	F1ABC

SPORT ON THE RADIO

On September 22 BBC Radio 4 PM programme included a piece about sport recognition of lesser known activities. Martin Dilly gave a very good explanation of the sporting aspects of model flying. The programme will be on the BBC I-player for 28 days from the date of broadcast, the relevant piece is towards the end of the hour-long programme. The link is

<http://www.bbc.co.uk/programmes/b06bnq1d>

INDOOR WORLD RECORDS

The FAI has ratified records claims for two F1D indoor world records. These were for the single flight of 28 min 11 sec by Zoltan Sukosd (Hungary) on :March 31 2015 in the European Championships at Slanic Prahova, Romania. The records are in category 125-d duration (ceiling over 30m) and category 119 F1D duration for one flight in a competition.

No records had previously set in these categories, since the old F1D records had been retired when the model specifications changed on January 1 2015

UK COMPETITION NEWS

LE GRAND COUPÉ DE BIRMINGHAM (PART DEUX) will be held at MOD North Luffenham on December 6th starting at 10:00. Events are:

F1G for the Aeromodeller Trophy by kind agreement of Croydon DMAC. Two rounds between 10:00 & 12:00 then 3 rounds to timetable; finish at 14:45

Pre '58 Vintage Coupe for the Bernard Boutillier Trophy. 3 flights (no rounds) start 10:00, finish at 14:45

A qualifying event for the "Euro Challenge F1G" 2015/2016.

Special prizes – Bottle of fizz for the best aggregate score in both events + Bottle of fizz for the top Etienne flown in vintage coupe to the Aeromodeller free plan. Entry Fee £10 covers both events. Fly-offs (Not DT!) and maxes as determined by conditions on the day. Prize giving and hot drinks/nibbles in the Golf Club on the flying site (hot food available for purchase at the club bar). For further information contact Gavin Manion at gavin.manion84@gmail.com tel 01543 422509 or Stuart Darmon at stuardarmonf1a@yahoo.com tel 01858 882057.

WIGAN SWAP MEET

This will be on Sunday December 6th at St. Aidan's Parish Centre, Highfield Grange Ave, Winstanley, Wigan, WN3 6TB - only 1.5 miles from Junction 25 on M6. Admission £2, ladies and kids FREE. Tables: small @£2, large @£3 Ample free parking on doorstep, flat loading, quality function room, licenced bar, tea and coffee. Limit of one complete airframe per large table. Show more in car park. Setup from 11.30, open to public/buyers from 12.15 to 3.15 pm

For more details, directions, bookings, etc. contact: John O'Donnell, 20 Manderville Close, Winstanley, Wigan, WN3 6HL, tel 01942 211742, john@odonnell3737.co.uk

Directions : Unless you are local, or know the area, it is best to start from the M6. This avoids going through the centre of

Wigan. If travelling from the South leave at junction 25. This is the one after 23. From the North leave at junction 24, loop over the motorway back onto the M6 heading North, and leave (after a mile or so) at junction 25. At the end of the slip road there is a roundabout with a large sculpture. Turn LEFT (first exit) onto A49 (signed Wigan). This is dual-carriageway, soon with a 30 mph limit, then a McDonalds at traffic lights (continue straight on), then a garage prior to crossroads. This was a roundabout and may still be undergoing road works. Turn LEFT (first exit) into Highfield Grange Avenue (signed Winstanley). After about ¾ mile this ends in a mini-roundabout and T junction. JUST before this, on the Right are St. Aidan's Parish Centre and Church. The (only) entrance to the car park is in front of the Parish Centre.

NOTICEBOARD

FOR SALE: Fuzeev chart recording thermistor. In full working order with instructions and complete with carrying case. Offers over £200. Will send anywhere in the world. Peter Brown +44 (0)7871459291 fifiuk@hotmail.com

STRIPPER WANTED! The guys that stripped my rubber down for indoor use has retired from the game. I need another to do the job. I will supply rubber and tools what I need is a person to do the job. I will pay in cash or discounted supplies from my stock of stuff. Contact: Michael Woodhouse, mike@freeflightsupplies.co.uk

TWO FREE FLIGHT MODELS FOR SALE by Tony Rogers. The first is the famous Rapier, vintage power model. 4ft wing, the engine is a Cox 1.45cc, very reliable, Sale price only £200. The other model is a large A2 glide, wing 4ft "width" 7in, £100. Please phone Tony on 01793 722859.

FREE FLIGHT FORUM

The thirty-first BMFA Free-Flight Forum will start at 10 a.m. on Nov. 22rd, the day after the AGM, at the Hinckley Island Hotel, A5 Watling Street, Hinckley, LE10 3JA. Once more we have found speakers to make it an interesting day so you can catch up on the developments, techniques and aerodynamics of today's free-flight.

Among the topics and speakers will be:

Andy Sephton on Indoor Scale Free Flight Gliders and on Basic Propeller Theory,

Mick Lester on New Ideas for Carbon F1C Wing Structures,

Stuart Darmon on Making Textreme Wing Skins in Foam/Composite Female Moulds,

Mark Gibbs on Juniors in Free Flight and also on Weather Forecasts - How Good Are They and How to Interpret Them,

Alan Brocklehurst on Computations at Low Reynolds Number and a New Aerofoil for F1G (Coupe d'Hiver) Models, as well as A Quick-Look at LDA Performance,

Peter Brown on The Making and Testing of F1B Rubber Motors,

Phil Ball on Simple Tooling for Moulded Propellers.

Lunch will be available and the finish will be at around 5 p.m. The cost for the session will be just £9, with proceeds going towards the expenses of the teams that represent us at World and European F/F Championships.

Pre-booking will ensure that you get a seat, so send your cheque, payable to 'BMFA F/F Team Support', to the BMFA office at 31, St. Andrews Road, Leicester LE2 8RE.