

FREE FLIGHT

news

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FFn DIARY

November 8 CANCELLED	BMFA Experimental event. CANCELLED BECAUSE OF FORECAST BAD WEATHER. Contact: Phil Ball 01332 665361. e-mail: phil.ball@ntlworld.com	March 6 Area Venues	BMFA 2nd Area. F1H, P30 (Plugge), F1J (Plugge), BMFA 1/2A, CE (Plugge), HLG-CLG. Contact: Area Comp Secs.
November 15 Near Sheffield, or near Melton Mowbray	BMFA F1E event (Team selection). Contact: Ian Kaynes 01252 512538 or 0794 185 2144	March 17 Finland	Swedish Moose Cup. F1A B C Q. Details next month.
November 22 Hinkley Island Hotel, LE10 3JA	BMFA Free Flight Forum. Contact Martin Dilly martindilly20@gmail.com	March 19-20 Finland	Bear Cup. F1A B C Q. Details next month.
December 6 North Luffenham	Birmingham Le Grand Coupe Part Deux. See FFn 1506. F1G (Aeromodeller Trophy), Vintage Coupe (Boutillier Trophy). Contact Gavin Manion gavin.manion84@gmail.com or stuardarmonf1a@yahoo.com	March 25 (Good Friday) North Luffenham	BMFA Northern Gala. C/G (CMA), C/R (Caton), B/P (Hamley); [Club Champs], C/E, SLOP (Falcons), F1H, P30, BMFA 1/2A, Mini-Vintage, HLG-CLG. Contact: G Warburton 0113 2852947
December 6 St. Aidan's Parish Centre, Wigan WN3 6TB	Wigan Swap Meet See FFn 1510. 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	April 10 Area Venues	BMFA 3rd Area. Vint' G (Plugge), C/R (Gamage), F1C (Halfax/Plugge), F1Q, HLG-CLG (Plugge). Contact: Area Comp Secs.
December 11-12 Orim, Israel	Hanukkah Open. F1A F1B F1C. World Cup event. 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 http://www.aeroclub.org.il	April 11-16 Slanic Prahova, Romania	World Championships F1D
February 6-14 Lost Hills, USA	Kiwi Cup/Isaacson, Norther American Cup, Maxmen. Details next month.	April 19 Near Melton Mowbray	BMFA 1st F1E (Team Selection). F1E. Contact: Ian Kaynes 01252 512538, m: 0794 185 2144
February 14 Area Venues	BMFA 1st Area. F1A (SMAE), F1G (Plugge), C/P (White), E36 (Plugge), Mini Vintage (Plugge). Contact: Area Comp Secs.	April 23-24 Salisbury Plain	BMFA London Gala. 23rd: C/G, C/R, C/P, C/E, P30, CO2. 24th: F1H, F1G, F1J, BMFA1/2A, Mini Vintage, E30, HLG-CLG. Contact: T Grey 01892 539221.
		April 30 – May 1 Salisbury Plain	BMFA 1st Team Selection. F1A, F1B, F1C. N.B Pre-entry only, for 1st & 2nd Team Selection, prior to 16th April. Plus on May 1 (Sun) Classic Glider, SLOP, Mini Vintage. Contact: Phil Ball 01332 665361. e-mail: phil.ball@ntlworld.com

7 Ashley Road, Farnborough, Hants, England GU14 7EZ ffn@btinternet.com

Web site address: www.freeflightnews.org.uk

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

TIMERS FOR ELECTRIC DURATION

A full season's experience with electronic motor timers for electric duration classes, by Paul Masterman

The last Saturday in October sees the end of the Northern California Free Flight Council's season, which (almost) closes West Coast outdoor free flight activity for the year and provides an opportunity to look back on the season and appraise experience and results with equipment used for 'electric' classes F1Q and E-36 (now F1S, hurrah!). The first comment must be to congratulate the designers on the consistency and reliability of the units now available to provide motor timing for these classes. No failures; no 'glitches'; just push the button and launch.

With three domestic (ie: USA) units readily available to free flight flyers, you come to the conclusion that it's more a matter of personal choice, than any technical advantage of one timing unit over another. However, there are subtle variations in the various units that allow the flyer to come to a decision over which unit to use in particular circumstances – and when. Obviously, these comments are far from exhaustive; just a guide in the light of about three years' experience. The three units in contention are the 'Stone Age' timer from BMJR; Dick Iver's timer, which comes from Hank Nystrom's Texas Timer shop; and the C & T timer, from the mid-west's Central Indiana Aeromodellers flyer, Dick Covalt. It may be of special interest to European, and especially British flyers, that each circuit employs the PIC microprocessor, familiar to the 'Raspberry Pi' fraternity... While this factor has no particular relevance to model aircraft flying, many people have a peripheral interest in computers and microprocessors, robotics and associated high-tech paraphernalia. The Stone Age and C & T timers use the M8 series, while the Texas unit has the M16 series.

My experience with the BMJR unit is strictly limited and the reason for this is partly due to my experiences with the other two units! Since motor run time is critical – you launch the model, the timekeeper starts the stopwatch and notes when the motor closes down – any system which starts its 'count down' when you start the motor, and then you have to launch, means that the 'motor stop' time is going to be a little less precise than when the timer 'count down' starts when you release the button and the model. The BMJR unit is absolutely fine for sports models where the precise motor run time is less critical than free flight duration classes, especially given the flexibility of setting the duration of the motor run on the BMJR unit. There is another advantage with this unit – the speed of the motor can be varied from 'full bore' to a selected, reduced setting, which has significant benefits for, for example, scale designs where a cruise-style climb is preferred, rather than that of a high-climbing duration power model. The flexibility of setting the duration of the motor run, motor speed and DT time is a particular feature of the unit.

The Nystrom timer brings the aforementioned 'timer start on launch' facility. Timing of the motor run and DT time are set by two rotary switches on the timer faceplate. Setting times for motor run and DT are pre-programmed each with ten steps; motor runs can be set from 2.5 to 30 seconds, with DT times from 1.7, 5, 15 and 30 seconds for test flying and 90, 120, 180 and 600 for contests. On motor cut-off, a signal to the servo moves the servo arm (or disc) in one direction – for VIT or auto-rudder, for instance, and in the opposite direction for DT. Since this unit is designed for contest duration models, there's no facility to vary the motor speed; given that every flyer I

know always tests their aircraft using the motor 'all out' on every launch, that's no problem for anyone. Given the ease of setting motor run time and DT time, I'm using this unit whenever I start to fly a new aircraft. The almost instant DT at the end of the motor run can be a life-saver when you've not spotted a critical fault on a design you've never flown before. And the ease of changing the motor and DT times with the rotary switches makes the flight testing process very rapid and straightforward.

The C & T timer has a software loading port on the circuit board, so it is feasible to program the unit to your own requirements should you so desire (and perhaps spend the rest of your life de-bugging the program?). However, since the unit comes pre-programmed, this is hardly necessary! Set-up is very straightforward; after 'powering up', there are three parameters to fix: first the motor run time in seconds; then the additional motor run time in tenths of a second; and finally the DT time. On powering down, the program remains in memory. When about to make a flight, turning on the power sets the established sequence in place; a push (and hold) button starts the motor and thus timing starts on launch, with release of the button. With the ESC programmed for instant motor cut-off there is no problem of over-runs and DT time follows at the appropriate moment. Changing the settings – motor run and DT time – can take place at any time after this sequence has been completed. Some C & T units can come with a potentiometer on the faceplate which allows the motor speed to be reduced. I dare say that for most users the 'pot' will be set for full bore; my latest unit has this component deleted – it saves half a gram! Incidentally, unit weights are very tiny; the Texas unit is 3.6 grams bare, the BMJR 4.6 grams; and the C & T is 5.1 grams with the 'pot'; 4.5 grams without.

For those who fly F1Q, the ability to fix a precise motor run has become a priority, since this can be anywhere from under ten seconds to well over half a minute (times in excess of 40 seconds signifying an over-run) depending on the choice of the flyer and the way the energy allowance is dissipated. It's therefore helpful to have the C & T unit programmed to cover the likely range the flyer will be using. I'm not certain if the Texas unit can be specially programmed to allow for these possible motor run variations at present.

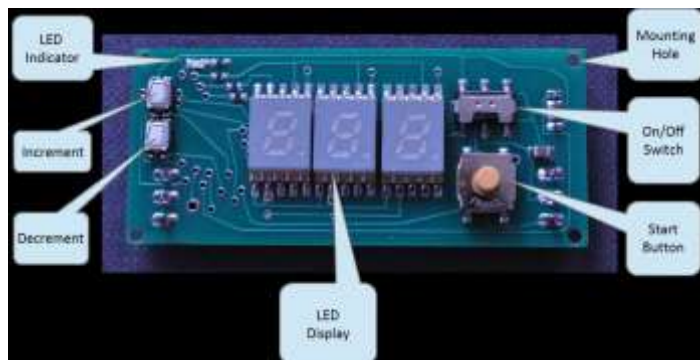
Unlike some of the prices quoted for ancillary equipment we employ nowadays, these units do not seem particularly expensive. The Stone Age timer is quoted at US\$ 35 (www.bmjrmmodels.com); the Texas unit is US\$65 (texastimers.com); and the C & T is US\$50 (rxcovalt@aol.com).

IK note|:

I have always used the more expensive Black Magic timers by Roger Morrell in my F1Qs and I have now got them linked with the energy limiter. I set the timer to stop the motor at 37.5 or 38 sec to observe the 40 sec limit. Usually the energy limiter stops the motor 0.5 or 1 sec before this and it tells the timer to go to the start of the transition settings just the same as if the timer had cut the motor, resulting in a smooth transition on either motor stop route.

Roger also makes a simpler timer for use in E36 and similar models. This is not externally programmed, but times are set via buttons on the timer. It is connected to the speed controller and also takes its power from the BEC and connects to a servo for DT operation. An RDT unit can also be connected to the timer. The faceplate and component layout is shown below.

Cost is \$65 plus \$10 for RDT cable. The timer website is as follows, but there are no details of the E36 timer there.
www.magictimers.com/index.php Contact Roger at magictimers@yahoo.com



BMFA FREE FLIGHT CALENDAR 2016

The full BMFA FF calendar is shown below. Note that some centralised events have changed dates since the list of dates published in FFn last month. This mainly involves F1E and the East Anglian Gala.

February 14 Area Venues	BMFA 1st Area. F1A (SMAE), F1G (Plugge), C/P (White), E36 (Plugge), Mini Vintage (Plugge). Contact: Area Comp Secs.
March 6 Area Venues	BMFA 2nd Area. F1H, P30 (Plugge), F1J (Plugge), BMFA 1/2A, CE (Plugge), HLG-CLG. Contact: Area Comp Secs.
March 25 (Good Friday) North Luffenham	BMFA Northern Gala. C/G (CMA), C/R (Caton), B/P (Hamley); [Club Champs], C/E, SLOP (Falcons), F1H, P30, BMFA 1/2A, Mini-Vintage, HLG-CLG. Contact: G Warburton 0113 2852947
April 10 Area Venues	BMFA 3rd Area. Vint' G (Plugge), C/R (Gamage), F1C (Halfax/Plugge), F1Q, HLG-CLG (Plugge). Contact: Area Comp Secs.
April 19 Near Melton Mowbray	BMFA 1st F1E (Team Selection). F1E. Contact: Ian Kaynes 01252 512538, m: 0794 185 2144
April 23-24 Salisbury Plain	BMFA London Gala. 23rd: C/G, C/R, C/P, C/E, P30, CO2. 24th: F1H, F1G, F1J, BMFA1/2A, Mini Vintage, E30, HLG-CLG. Contact: T Grey 01892 539221.
April 30 – May 1 Salisbury Plain	BMFA 1st Team Selection. F1A, F1B, F1C. N.B Pre-entry only, for 1st & 2nd Team Selection, prior to 16th April. Plus on May 1 (Sun) Classic Glider, SLOP, Mini Vintage. Contact: Phil Ball 01332 665361. e-mail: phil.ball@ntlworld.com
May 14 (Saturday) Near Sheffield, or, Near Melton Mowbray	BMFA 2nd F1E (Team Selection). F1E. Contact: Ian Kaynes 01252 512538. m: 0794 185 2144
May 15 Area Venues	BMFA 4th Area. C/G, F1B (Gutteridge), C/P Team (Keil/Plugge), Vint' R/P (Plugge), Mini Vintage, E30 (Plugge). Contact: Area Comp Secs.

May 28-30
Barkston Heath

BMFA National Championships. 28th: B/G (Thurston), B/R (Model Aircraft), B/P (Shelley), B/E, E36, Tailless (Lady Shelley), Women's BG/BR/BP (SAA), Junior BG/BR/BP (Frog Junior), CLG. 29th: F1A (Ronytube), F1B (Fred Boxall), F1C (Eddie Cosh), F1Q (Astral), Vintage R/P (Jubilee), SLOP (Peter Harris), HLG (Nats), P30, Novice Glider & Rubber (J) (junior kit glider & junior kit rubber), Bowden. 30th: F1H (BA), F1G (308), F1J (Quickstart), BMFA1/2A (Hales), Mini-Vintage (Weston), CO2 (Sparklets), E30, Vintage Glider, Classic R/P, Classic Glider. Plus Junior and overall category championships. Also Non Championship: FF Scale, Lulu/Golden Wings and SAM 35 events. Contact: Mike Woodhouse, phone: 01603 457754, e: mike@freeflightsupplies.co.uk

June 12
Near Sheffield, or,
Near Melton
Mowbray

BMFA 3rd F1E (Team Selection). F1E. SMC Trophy. Contact: Ian Kaynes 01252 512538 m :0794 185 2144

June 26
Area Venues

BMFA 5th Area. F1H (Plugge), F1G, F1J, E36, BMFA 1/2A Power (Plugge), CO2 (Plugge). Contact: Area Comp Secs.

July 24
Area Venues

BMFA 6th Area. F1A (KMAA/Plugge), P30, Vint' R/P, F1Q (Plugge), SLOP, Tailless (Plugge). Contact: Area Comp Secs.

July 30-31
Sculthorpe

BMFA East Anglian Gala. 30th: B/R, Vint' R/P, Classic Glider, E36, Tailless, HLG-CLG, P30. 31st: B/G, B/P, C/E, Vint' G, Classic R/P, Mini Vintage, CO2, Bowden. Contact: Michael Marshall: 01223 246142 e-mail hiver666@aol.com

August 14
Near Sheffield, or,
Near Melton
Mowbray

BMFA 4th F1E (Team Selection). F1E. Contact: Ian Kaynes 01252 512538. m: 0794 185 2144

August 20
(Saturday)
Salisbury Plain

BMFA Southern Gala. C/G (Pilcher), C/R (Flight), C/P (Short), B/E, F1H (Ripmax), F1G, F1J, BMFA1/2A, E30, HLG/CLG. Contact: Dave Greaves 01285 652730.

September 3-4
Sculthorpe

BMFA 2nd Team Selection. F1A, F1B, F1C. N.B Pre-entry only, for 1st & 2nd Team Selection prior to 16th April. Plus on Sept 4 (Sun) Vint' Glider, Classic R/P, P30. Contact: Phil Ball 01332 665361. e-mail: phil.ball@ntlworld.com

September 11
Area Venues

BMFA 7th Area. Classic Glider (Plugge), C/R Team (Farrow's/Plugge), F1C (Buskell), C/E, Classic R/P (Plugge), HLG-CLG. Contact: Area Comp Secs.

September 24
Salisbury Plain

BMFA Stonehenge Cup. F1A, F1B, F1C/P, F1Q. World Cup Free Flight events. Contact: John Carter 01782 398816. email: carterbuild@yahoo.co.uk

September 25
Salisbury Plain

BMFA Equinox Cup. F1A, F1B, F1C/P, F1Q. World Cup Free Flight events. Contact: John Carter 01782 398816. email: carterbuild@yahoo.co.uk

October 1 BMFA 5th F1E (Team Selection). F1E.
(Saturday) Contact: Ian Kaynes 01252 512538 m: 0794
Near Sheffield, or, 185 2144
Near Melton
Mowbray

October 2 BMFA 6th F1E (Team Selection). F1E.
Near Sheffield, or, Contact: Ian Kaynes 01252 512538, m: 0794
Near Melton 185 2144
Mowbray

October 8-9 BMFA Team Selection (Reserve Date).
Salisbury Plain F1A, F1B, F1C. N.B Pre-entry only, for 1st
& 2nd Team Selection, prior to 16th April.
Contact: Phil Ball 01332 665361. e-mail:
phil.ball@ntlworld.com

October 16 BMFA 8th Area. CG Team (Model
Area Venues Engineer/Plugge), F1B (Duce/Plugge),
SLOP (Frog Senior/Plugge), Mini Vintage,
E30. Contact: Area Comp Secs.

23-24 October BMFA 7th F1E (Team Selection Reserve
Near Sheffield, Date). F1E. (May be either or both days,
or, Near Melton ring contact before travelling.) (Non Team
Mowbray Selection if date not needed) Contact: Ian
Kaynes 01252 512538, m: 0794 185 2144

October 29 BMFA Midland Gala. F1H, F1G, F1J,
(Saturday) BMFA1/2A, E36, P30, SLOP, Mini
North Luffenham Vintage, HLG-CLG. Contact: Phil Ball
01332 665361. e: phil.ball@ntlworld.com

BMFA 8TH AREA MEETING, OCTOBER 18

Area	Weather
Midland	Light wind some rain
Western	Overcast calm am breeze at F/O
London	Part cloud, 6 to 8 mph
South East	Light breeze some sun
Southern	Cold 5mph
East Anglia	Overcast 5 to 10 mph

Team Combined Glider Model Engineer 47 flew

1	S White	Bristol & West Team C	7.30	+8.00
2	M Cook	Crawley A	7.30	+7.21
3	J Cooper	Biggles A	7.30	+4.13
4	G Oulds	Crawley A	7.30	+3.44
5	A Jack	Midlands	7.30	+3.37
6	P Woodhouse	Morley A	7.30	+3.25
7	R Marking	CVA Team A	7.30	+2.57
8	C Mackenzie	CVA Team A	7.30	+2.42
9	S Brewer	Biggles A	7.30	+2.40
10	A Cameron	Crawley A	7.30	+1.38
11	J Pennington	Bristol & West Team A	7.30	+1.20
12	P Tribe	Bristol & West Team A	7.30	
13	M Gibbs	Bristol & West Team A	7.28	
14	P Rovensky	Bristol & West Team B	7.26	
15	M Croome	Bristol & West Team C	7.24	
16	R Taylor	East Grinstead A	7.21	
17	B Baines	Grantham A	7.20	
18	J Northrop	Morley A	7.17	
19	C Foster	Morley A	7.10	
20	A Shepherd	Crookham A	7.00	
21	T Knight	Crawley A	6.41	
22	G Beal	Morley A	6.36	
23	P Seeley	Bristol & West Team B	6.34	
24	C Redrup	Crookham	6.31	
24	A Gibbs	Bristol & West Team C	6.31	

Model Engineer Team Scores 12 teams

1	Crawley A	Oulds, Cameron, Cook	22.30	+12.43
2	Bristol & West Team A	Tribe, Pennington, Gibbs	22.28	
3	Bristol & West Team C	White Croome, Gibbs	21.25	
4	Morley A	Northrop, Foster, Beal	21.03	
5	CVA Team A	Marking, Mackenzie, Powis	20.58	
6	Biggles A	Cooper, Brewer, Parry	20.46	

F1B Duce 13 flew

1	B R Peers	Grantham	12.30	+5.11
2	D Greaves	Bristol & West	12.30	+2.08
3	J Deeming	Bristol & West	12.21	
4	D Neil	Bristol & West	12.04	
5	T Grey	Crookham	12.02	
6	T Tyson	Crookham	11.47	
7	G Pink	Bristol & West	11.42	

SLOP Frog Senior 20 flew

1	A Shepherd	Crookham	7.30	+5.55
2	F Rushby	Cleemac	7.30	+4.17
3	P Watson	MFFC	7.30	+4.02
4	J Deeming	Bristol & West	7.30	+3.37
5	S Barnes	Morley	7.30	+3.30
6	R Marking	CVA	7.30	+1.53
7	C Foster	Morley	7.27	
8	P W Woodhouse	Morley	7.04	
9	D Neal	Bristol & West	7.02	
10	R Vaughan	Crookham	7.01	

F1G 13 flew

1	A Brocklehurst	Bristol & West	10.00	+1.46
2	M McHugh	Peterboro	9.54	
3	N Allen	East Grinstead	9.20	
4	S Willis	Croydon	9.12	
5	M Marshal	Impington	8.25	
6	J E Billam	Grantham	8.24	
7	M Staggs	Bristol & West	8.13	

Mini Vintage 23 flew

1	C Strachan	Biggles	6.00	+4.39
2	C Foster	Morley	6.00	+3.37
3	T Winter	CVA	6.00	+3.31
4	M Staggs	Bristol & West	6.00	+3.15
5	D S Taylor	Grantham	6.00	+3.06
6	B Jackson	Sharston	6.00	+3.04
7	C Redrup	Crookham	6.00	+2.53
8	J Leadbeater	NWFFG	6.00	+2.45
9	N Allen	East Grinstead	6.00	+2.37
10	S Willis	Croydon	6.00	+2.19
11	P Seeley	Bristol & West	6.00	+1.58
12	M Croome	Bristol & West	6.00	+0.09

E30 8 flew

1	M Page	Peterborough	6.00	+5.15
2	T Grey	Crookham	5.57	
3	C Strachan	Biggles	5.42	
4	P Gibbons	Peterborough	5.36	

Final Plugge 2015

	8th Area:-	TG	F1B	F1G	Total
1	Bristol & West	178	177	145	2845
2	Crookham	106	131	155	2721
3	Morley	152		150	1478
4	CVA	172		125	1404
5	Biggles	179			1255
6	Grantham	110	100		1228
7	Croydon				909
8	Vikings	58	69		653
9	Birmingham	14			530
10	East Grinstead	89			524
11	North Luffenham	91		90	483
12	Crawley	191			456
13	CLEEMAC			95	355
14	Impington				175
15	Scotia				138
16	Chichester				132
17	Richmond	39			127
18	Timperley			10	101

BMFA MIDLAND GALA, NORTH LUFFENHAM, OCTOBER 24

Mini Vintage 2 flew

1	D S Taylor	Grantham	5.39
2	S Willis	Croydon	1.30

F1G 5 flew

1	S Willis	Croydon	8.15
2	T Grey	Crookham	7.48
3	M Marshall	Impington	6.15

P30 8 flew

1	G Peck	Grantham	4.36
2	P Adams	Peterborough	4.21
3	S Willis	Croydon	4.09
4	W Dennis	Grantham	3.49

HLG/CLG 5 flew

1	I Clark	Country	4.14
2	G Percival	Grantham	3.52
3	P Ball	Grantham	3.20

F1H 5 flew

1	A Crisp	Biggles	9.40
2	R Heap	Biggles	7.35
3	T Milner	Morley	6.38

F1J 1 flew

1	T Payne	Biggles	9.15
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SLOP 1 flew

1	T Dobson	Timperley	3.12
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E36 2 flew

1	T Grey	Crookham	6.00
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BMFA 1/2A no entries

COUPE EUROPA, MIDDLE WALLOP, OCT 4

Report by Don Thomson, Photos by Martin Dilly

Croydon and DMAC again held the annual Coupe Europa competition for F1G and Vintage Coupe free-flight classes at Middle Wallop airfield. F1G was held in rounds, to the proper 5 flights format and Vintage was for 3 flights without rounds.

The day started cool with minimal drift, so the max was set at 120 seconds for both classes. In the afternoon, the breeze increased and some models left the field, so the max for the last 2 F1G rounds was reduced to 90 seconds. Early conditions gave some good lift, but later the conditions were trickier, so the number of maxes per round were the same with the 90 sec max as for the previous 120 max. Some strong lift was evident, including an unfortunate flyaway by Dave Greaves' model, and also some large downdrafts. Notably Alan Brocklehurst, flying his well-known, successful, No 3 F1G and aiming for his 5th max to make the flyoff, was hammered down to land at prop fold for only 71 sec. Other people had the usual gadget troubles, Peter Hall managing to have his prop start fail twice in the same round. However, Roy Vaughn demonstrated faultless operation of his high-tech model. By contrast Chris Redrup had a vintage Etienvre airframe with 2 bladed prop for F1G. This model was recognisable in the air by its unusual dutch rolling behaviour whilst on the climb.

The scores resulted in only 2 people in the flyoff for each class; Roy Vaughn and Chris Redrup in F1G and Ted Challis and Gerry Ferer in Vintage coupe. The flyoff was to the Middle Wallop D/T format, with a 60 sec D/T. First away was Ted Challis, who found a good piece of lift and DTed at exactly 60 sec, to give the best score. Roy Vaughn decided to add some drama, by breaking his prop blade whilst waiting to launch. He returned to his car, effected the repair, returned to his thermistor pole to pick his air, and flew with still 3 minutes of the flyoff to spare. Roy won F1G by 32 secs over Chris and Ted won Vintage by 10 secs over Gerry.



Alan Brocklehurst searches for the elusive thermal



Peter Hall launches his F1G

The Flitehook Trophy for teams of 3 flyers was won narrowly by Crookham, ahead of Bristol & West, neatly reversing last year's result.

The prize-giving followed, and Croydon made a special presentation to John Thompson and Roger Newman of SAM 1066, in appreciation of their continuing efforts to ensure smooth running of the events at Middle Wallop. It is not the biggest flying field, but it is certainly one of the most civilised. *(stop press – but our use now under threat)*

The Croydon club also thanks the BMFA London Area for their support for our events.

F1G 18 flew

1	R Vaughn	540	+86	6	M Stagg	517
2	C Redrup	540	+54	7	D Greaves	516
3	P Tolhurst	532		8	G Manion	501
4	A Brocklehurst	521		9	R Taylor	496
5	K Taylor	520		10	R Kimber	480

Vintage Coupe 10 flew

1	T Challis	M Etienvre	360	+77
2	G Ferer	Bagatelle	360	+67
3	R Oldridge		326	
4	T Stevens	Bagatelle	319	
5	P Michel	Dore	275	



Roy Vaughn's multi-function pylon

SOUTHERN COUPE LEAGUE

Final Round - Coupe Europa Oct 4 at Middle Wallop

By Peter Hall

Last year's event had perfect weather so it couldn't happen again; but it did. A dream of a day; the morning northeast drift veering light southeasterly in the afternoon. Thirteen of the eighteen coupe flyers maxed in round one and ten round two; the models landing no more than a couple of hundred yards away. After midday in round three, they were reaching the western perimeter and nine dropped as the air livened up. David Greaves caught a boomer, his D.T. failed and it was out of sight very high (retrieved later). The max. was reduced to 1.30 to keep the models in the field. In spite of this, eight dropped round four and nine round five. In these benign conditions we might have expected a mass fly-off but only Chris Redrup and Roy Vaughn maxed out.

Chris was flying his very successful Etienne with a twin-bladed prop for FIG use. This flies like a duck walks, rolling and yawing; maybe it's that prop. Roy in contrast flew his auto-coupe with V.I.T., W. W., I.P.R. and electronic timer. This was a D.T. fly-off and Chris knew that no matter how carefully he set his Tomy timer he couldn't match Roy's electronics, and unless he got the air right he couldn't match the auto-coupe's performance. So the heavy betting was on Roy as he prepared to launch. Breaths were bated, the paparazzi jostled for position, and then..... ping! A prop. blade flew off. Chris couldn't fail now could he? He launched, badly, into poor air, no matter. He stalled on the glide, no matter. He DTed eight seconds late (that's a sixteen second penalty) no matter. The bookies were removing their shirts. Meanwhile, back in the pits, consternation and confusion and then, step forward Ken Taylor with cyano and kicker, but surely such a repair would fail? The tension was unbearable, several onlookers fainted, and then..... a perfect burst, transition, climb and glide and then DT at exactly sixty seconds (the timer was set for fifty - nine leaving one for reaction time!) It was all over, the bookies replaced their shirts. Peter Tolhurst took third place giving Crookham One team a narrow victory over Bristol and West.

In our youth, we had a kitchen table, a razor blade, sandpaper and a pair of pliers. This rudimentary toolkit developed into the shed or garage workshop with lathes and milling machines. Hubs and control systems once fashioned out of bent wire are now turned and milled from aluminium, proper engineering guaranteeing reliable and efficient operation. Many of us still have a touching faith in bent wire and can't get a lathe or milling machine onto the kitchen table so it's still in wide use. But bent wire as we all know to our cost can misbehave in a thousand subtle ways leading to catastrophic failure. Roy Vaughn's prop was a nice example. The hub is properly engineered but the I.P.R. line is held by a bent wire prong. Over time this has straightened slightly under the line tension. The time would come when the line would slip off

prematurely. That time was 4.33 pm October 4th 2015. The failure of bent wire devices has accounted for many of my dropped flights. My auto-coups bristle with them. Two tiny wire hooks hold the prop blades in position prior to release. In round four these failed and the blades jammed under the wing. They failed again for attempt two. I then forgot that a second non-scoring attempt gives you a zero, overrode the I.P.R. and maxed; nice but futile. For items made from scraps of plastic and costing pennies Tomy timers are remarkably reliable and accurate to within a second or two. Chris Redrup has investigated his eight second overrun. He found a toothpick and a spare aluminium rear peg rattling about in the fuselage. I haven't the time and certainly not the space to tell you how they got there, but he concludes that the toothpick temporarily jammed the Tomy's bent wire governor, and the stray peg shifted the C.G. causing the stall.

Despite his fourth round shambles, Peter Hall won the Southern League Cup. Alan Brocklehurst, last year's winner, took second place one point ahead of Peter Tolhurst in third. The drama and excitement at the end of the day got the better of our team working out the final scores and Peter T was awarded second place by mistake. The correct order is now restored with apologies to both. At first glance participation in the League looks quite strong. Like all others there's a good cluster at the top which dwindles away rapidly as you go down the list. Forty-two took part but only nine flew three or more events and the average number of events flown per person is only 1.6. In future, free-flight looks like it will be increasingly constrained by small field limitations and health and safety requirements. Coupes are clean, green, very economical to run, and easily adaptable to field limits. They are future proof. Not only that, their design, construction and operation are challenging and open to development and innovation. It is a long wait to the start of next year's first S.C.L. event so if you haven't built one, try one and join the League.

Coupe Europa scores

			Maxes	Score
1	R Vaughn	Crookham	5	17
2	C Redrup	Crookham	5	14
3	P Tolhurst	Crookham	3	11
4	K Taylor	East Grinstead	3	10
5	M Stagg	Bristol & West	4	10
6	D Greaves	Bristol & West	3	8
7	A Brocklehurst	Bristol & West	4	8
8	G Manion	Birmingham	4	7
9	R Taylor	East Grinstead	3	5
10	R Kimber	SAM35	3	4
11	P Hall	Crookham	4	4

League 32 flew

		Ist Area	London G	Oxford R	Odiham	Southern G	Crookham G	Cpe Europa	Total
1	P Hall		11		15	17	11	4	58
2	A Brocklehurst	10	16		8		8	8	50
3	P Tolhurst		13	8	9	8	2	11	49
4	R Vaughn			17	12			17	46
5	C Redrup			11			15	14	40
6	J Paton		6	9	11		2	3	31
7	M Stagg	15	4					10	29
8	D Greaves	12					5	8	25
9	P Seeley	5				13			18
9	A Moorhouse		8				10		18
9	M Marshall		6				12		18
12	D Thomson	3		5	6				14
13	K Taylor	3						10	13
13	P Lagan			13					13
13	G Manion						6	7	13

The Next Southern League

The Southern Coupe League is expanding northwards to embrace events at North Luffenham. Gavin Manion has proposed that Le Grand Coupe de Birmingham be included and that North Luffenham becomes a venue (together with Ashdown Forest, Beaulieu, Merryfield, and Salisbury Plain) for the qualifying Area event. SLOG, the Southern League Organising Group, has welcomed the proposals and so Le Grand Coupe de Birmingham on December 6th 2015 will be the first of the next league's eight qualifying events, climaxing with Coupe Europa in autumn next year. The results of five of these will count for the final score. Here are the events; dates will be published as soon as available.

Coupe de Birmingham	Dec 2015	North Luffenham
Area Meeting	TBA	Beaulieu/Ashdown/Merryfield/Luffenham
London Gala	April	Salisbury Plain
Oxford Gala	June	Port Meadow
Odiham	July	RAF Odiham
Southern Gala	August	Salisbury Plain
Crookham Gala	Sepr	Salisbury Plain
Coupe Europa	October	Middle Wallop

BIGGLES LEAGUE

For complete details see:

<http://www.bigglesleague.hightsociety.org/results.html>

F1H 22 recorded scores

		Total	2nd Area	Northern G	London G	Nationals.	Oxford G	5th Area	Southern A	Southern G	Midland G
1	C Parry	34	4	(2)	9	(2)	(2)	9	9	3	(2)
2	R Heap	22		3	6	3	6			(2)	4
3	G Madelin	21.5		6	2	0.5			4	9	
4	P Tribe	18.5				0.5	9	4		5	
5	J Cooper	15		1	4	6	4				
6	C Edge	9				9					
6	A Cameron	9						6	3		
6	B. Lavis	9		4						5	
9	J Oulds	6	6								
9	P Cameron	6							6		
9	M Gibbs	6					3	2		1	
9	A Crisp	6									6
13	S Brewer	5			3				2		
14	R Jack	4				4					
14	D Thomson	4						3	1		

F1J 10 recorded scores

		Total	2nd Area	London G	Nationals#	5th Area	Southern G#	at Equinox	Midland G
1	P Watson	18		6		6		6	
2	S Dixon	18		4		4	6	4	
3	P Tribe	11	6	3		1	1		
3	T Payne	11			3	2			6
5	P Rowledge	7					4	3	
6	M Lester	6			6				
7	R Vaughn	5		2		3			
8	A Jack	4			4				

F1J EURO CHALLENGE

Simon Dixon reports that the F1J Euro Challenge was poorly supported this year in general. Simon Dixon topping the table with Peter Watson coming in second. <http://f1jeurochallenge.jimdo.com/> has the details. 12 flew

		London G	Nats	Moncontour	Southern G	Equinox 6	Midland G	Total
1	S Dixon	9			10	9		28
2	P Watson	10				10		20
3	T Payne		8				10	18
4	A Jack		9	8				17
5	P Rowledge				9	8		17
6	P Tribe	8			8			16
7	T Oxager			10				10
8	M Lester		10					10
9	P Buchwald			9				9

HOGO CUP, ZABOKREKY NAD NITROU, SLOVAKIA, SEPTEMBER 19

F1A 22 flew 6 full scores

1	L Biteznik	SLO	750	+240
2	M Hrast	SLO	750	+194
3	I Bezak	SVK	750	+186
4	I Treger	SVK	750	+147
5	L Halicki	POL	750	+131
6	S Zachara (J)	SVK	750	+128

F1A-Junior 6 flew

1	S Zachara	SVK	750	+128
2	M Bucko	SVK	716	

F1B 8 flew

1	A Krawiec	POL	750	+220
2	P Pietrzak	POL	750	+180
3	D Lipski (J)	POL	750	+116

F1B-Junior 3 flew

1	D Lipski	POL	750	+116
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F1C 1 flew

1	J Wlodarczyk	POL	150	
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F1P-Junior 1 flew

1	D Bogomaz	POL	117	
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PRILEP CUP, MACEDONIA, SEPT 26

F1A 27 flew 8 full scores

1	J Nyhegn	DEN	1290	+420
2	P Findahl	SWE	1290	+415
3	R Lopez	ARG	1290	+380
4	R Lesko	CRO	1290	+375
5	R Bjelajac	BIH	1290	+318
6	K Kongstad	DEN	1290	+272

F1A-Junior 2 flew

1	B Dimeski	MKD	1287	
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F1B 13 flew 5 full scores

1	S Gostojic	SRB	1320	+420
2	B Gostojic (J)	SRB	1320	+370
3	I Yurtseven	TUR	1320	+305
4	A Shelepov	MNE	1320	+219
5	G Gregory	RUS	1320	+203

F1B-Junior 3 flew

1	B Gostojic	SRB	1320	+370
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F1C 8 flew 4 full scores

1	R Truppe	AUT	1320	+420
2	N Rekhin	RUS	1320	+370
3	O Grishkov	UKR	1320	+338

WORLD CUP, PRILEP, MACEDONIA, SEPT 27**F1A 25 flew 15 full scores**

1	D Aleksov	MKD	900	+300	+540	+227
2	R Lopez	ARG	900	+300	+540	
2	R Koglot	SLO	900	+300	+540	
2	S Jensen	DEN	900	+300	+540	
2	P Findahl	SWE	900	+300	+540	
6	A Persson	SWE	900	+300	+450	
7	R Lesko	CRO	900	+300	+417	

F1A-Junior 2 flew 1 full scores

1	B Dimeski	MKD	900	+300	+188
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F1B 11 flew 4 full scores

1	A Shelepov	MNE	900	+300	
2	R Blagojevic	SRB	900	+289	
3	G Gregory	RUS	900	+278	
4	I Yurtseven	TUR	900	+173	

F1B-Junior 2 flew

1	K Ivanova	BUL	532		
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F1C 4 flew 3 full scores

1	N Rekhin	RUS	900	+300	+400
2	O Grishkov	UKR	900	+300	+305

F1P-Junior 1 flew

1	E Klimakova	RUS	900		
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JIHOČESKÝ POHAR, SEZIMOVO USTÍ, CZECH REP, OCT 3**F1A 62 flew 10 full scores**

1	D Fric	CZE	1260	+300	
2	S Limberger	GER	1260	+275	
3	O Heyer	GER	1260	+272	
4	R Assmuss	GER	1260	+266	
5	J Vosejpka	CZE	1260	+260	
6	R Uwe	GER	1260	+257	
7	D Simek	CZE	1260	+256	
8	M Rossen	NED	1260	+197	
9	P Papez	CZE	1260	+189	
10	I Bezak	SVK	1260	+180	

F1A-Junior 8 flew

1	L Aringer	AUT	1230		
2	S Zachara	SVK	1205		

F1B 33 flew 9 full scores

1	B Silz	GER	1260	+300	+343
2	M Seifert	GER	1260	+300	+325
3	A Krawiec	POL	1260	+300	+307
4	M Hartl	CZE	1260	+290	
5	D Lipski (J)	POL	1260	+287	
6	E Gorban	UKR	1260	+281	
7	M Novy	CZE	1260	+272	
8	V Hlozek	CZE	1260	+270	

F1B-Junior 4 flew

1	D Lipski	POL	1260	+287	
2	J Sebastian	GER	1251		

F1C 9 flew

1	M Sondhauss	GER	1260		
2	C Wachtler	GER	1257		
3	B Bauer	HUN	1249		

ANATOLIAN, ANKARA, TURKEY, OCT 3**F1A 11 flew**

1	Y Olgun	TUR	1290		
2	O Gurer	TUR	1240		
3	N Savaci	TUR	1228		
4	B Dimeski (J)	MKD	1193		

F1A-Junior 1 flew

1	B Dimeski	MKD	1193		
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F1B 7 flew

1	I Yurtseven	TUR	1320		
2	A Rybchenkov	RUS	1306		
3	I Sarioglu	TUR	1077		

SIERRA CUP, LOST HILLS, USA, OCT 11-13**F1A 13 flew**

1	E Pecenkovic,	BIH	1290	+300	+420
2	S Rosenzweig,	USA	1290	+300	+211
3	K Bauer,	USA	1290	+203	
4	R Limberger,	USA	1256		
5	B Van Nest,	USA	1255		
6	J Pencenkovic,	BIH	1230		
7	P Brocks,	USA	1223		

F1A-Junior 2 flew

1	A Puhakka,	USA	819		
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F1B 23 flew 15 full scores

1	G Simon,	USA	1320	+300	+420	+373
2	T Davis, (J)	USA	1320	+300	+420	+351
3	B Piserchio,	USA	1320	+300	+420	+23
4	M Achterberg,	USA	1320	+300	+378	
4	J Emery,	USA	1320	+300	+378	
6	T Vaccarro,	USA	1320	+300	+362	
7	M Schroedter,	USA	1320	+300	+322	
8	F Gharibyan,	ARM	1320	+300	+286	
9	W Ghio,	USA	1320	+300	+279	
10	A Andriukov,	USA	1320	+300	+269	
11	B Jensen,	USA	1320	+300	+263	
12	P Crowley,	USA	1320	+300	+258	

F1B-Junior 1 flew

1	T Davis,	USA	1320	+300	+420	+351
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F1C 9 flew 5 full scores

1	H Nygehn,	DEN	1320	+300	+420
2	R Secor,	USA	1320	+300	+416
3	R Mccburnett	USA	1320	+280	
4	J Ellington,	USA	1320		
4	M Roberts,	USA	1320		

NOTICEBOARD

D-BOXES WANTED. Does anyone have a set of Volodymyr Sychoy F1A moulded D-box assemblies they would be prepared to sell on? I'm looking for either/ both the long and short type. Also, does anyone know if Volodymyr is still making them and how he can be contacted, as the email address he gave me no longer works. Many thanks, Stuart Darmon. stuardarmonf1a@yahoo.com, Tel. 01858882057

F1As FOR SALE.:

1 Long M&K Mechanical Model. Good condition, price £475.00 or €640 plus packing and postage.

1 Extra Long Single Servo Normal Hook Model, including spare timer batteries with Palm Pilot and lead, very little use, very good condition £975.00 or €1280 plus packing and postage

Both models are for sale as surplus to requirements, both are trimmed and ready to fly. Contact John Carter at nordicf1a@gmail.com or +447725164372 or +441782398816

FOUND ON SALISBURY PLAIN. A streamer pole has been found on Salisbury Plain, contact, Peter Watson, tel. 01926 421028

FREE FLIGHT FORUM

Stuart Darmon's paper on Making Textreme Wing Skins in Foam/Composite Female Moulds has been postponed to next year's Free Flight Forum, but the remaining nine papers listed in the October FFn will still cover a wide range of free-flight topics.

FFn

A subscription form follows. Please note that the next issue will appear in the second week of December after the CIAM Bureau meeting and will include the 2016 FAI Calendar.

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