

# FREE FLIGHT news

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## FFn DIARY

July 16-19 Ulaanbaatar, Mongolia	Bat-Erdene's Memorial Cup. F1A F1B F1C. World Cup event. Contact: D. Batbold, tel: +976 11 992 099 23, email: <a href="mailto:masa.mongolia@yahoo.com">masa.mongolia@yahoo.com</a> <a href="http://www.masa.mn">www.masa.mn</a>	July 30-31 Prilep, Former Yugoslav Rep. of Macedonia	Prilep Cup - Trophy of Prilep. F1A F1B F1C F1P F1Q. World Cup event. Contact: Zdravko Todoroski, tel: +389 72 247 606 / +389 75 444 157, email: <a href="mailto:zdravkot@t.mk">zdravkot@t.mk</a> web: <a href="http://www.prilepcup.info">www.prilepcup.info</a>
July 19 Turda, Romania	Memorial Popa Cringu. F1E. World Cup event. Contact: Marius Conu, tel: +40 722598 573 <a href="mailto:conumarius@gmail.com">conumarius@gmail.com</a> <a href="http://www.frmd.ro">www.frmd.ro</a>	August 1-7 Prilep, Former Yugoslav Rep. of Macedonia	FAI Junior World Championships F1A F1B F1P. Contact: Zdravko Todoroski, as above. web: <a href="http://www.wjchamp2016.prilepcup.info">www.wjchamp2016.prilepcup.info</a>
July 18-24 Turda, Romania	FAI European Championships F1E.	August 4 St Jean de Sauves, France	Poitou Moncontour 2 min. F1G F1H F1J. Contact Benoit Jacquemin T+3360800 2780 <a href="mailto:benoit.jacquemin@vol-libre-moncontourois.fr">benoit.jacquemin@vol-libre-moncontourois.fr</a>
July 20-23 Ulaanbaatar, Mongolia	Asian Free Flight Cup. F1A F1B F1C F1P F1G F1H. World Cup event. Contact: D. Batbold see July 16-19 entry.	August 5-6 Noizé (Thouars), France	Poitou. F1A F1B F1C F1Q. World Cup event. Contact: Yves Bellet, tel: +33 549 665 699, email: <a href="mailto:bellet.y@orange.fr">bellet.y@orange.fr</a> web: <a href="http://poitou-aero.com">http://poitou-aero.com</a>
July 23-24 Szentes, Hungary	Budapest Cup. F1A F1B F1C F1H F1Q. World Cup event. Contact: László Patócs, tel: +3670 50 27 225, <a href="mailto:repulsor@t-online.hu">repulsor@t-online.hu</a> web: <a href="http://www.fai1abc.com">www.fai1abc.com</a>	August 6 Bosanski Petrovac, Bosnia and Herzegovina	34th Memorijal Izet Kurtalic 2016. F1A F1B F1C F1H. World Cup event. Contact: Sabrija Limo, tel: +387 61 972 977, email: <a href="mailto:info@aeroklub-izet-kurtalic.ba">info@aeroklub-izet-kurtalic.ba</a> web: <a href="http://www.aeroklub-izet-kurtalic.ba">www.aeroklub-izet-kurtalic.ba</a>
July 24 Turda, Romania	Turda Cup. F1E. World Cup event. Contact: Marius Conu, see July 19 event.	August 12-13 Aradac - Zrenjanin, Serbia	49th Memorial Djordje Zigic. F1A F1B F1C. World Cup event. Contact: Nikola Borovac, tel: +38 111 32 85 107, email: <a href="mailto:nborovac@eunet.rs">nborovac@eunet.rs</a> web: <a href="http://www.vss.rs">www.vss.rs</a>
July 24 Area Venues	BMFA 6th Area. F1A (KMAA/Plugge), P30, Vint' R/P, F1Q (Plugge), SLOP, Tailless (Plugge). Contact: Area Comp Secs.	August 13-20 Zrenjanin, Serbia	FAI European Championships F1A F1B F1C. Contact: Nikola Borovac, see above
July 30-31 <a href="http://www.sculthorpe.com">Sculthorpe</a>	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. Start 9am finish 6pm. Contact: Michael Marshal: 01223 246142 <a href="mailto:hiver666@aol.com">hiver666@aol.com</a>	August 13 Ontario, Canada	Huron Cup. F1A F1B F1C F1Q. World Cup event. Contact: Tony Mathews, tel +1 905 840 2268, email: <a href="mailto:tmathews180@gmail.com">tmathews180@gmail.com</a>
July 30-31 Beauvoir-sur- Niort, France	Azay Le Brule Inter. F1A F1B F1C F1G F1H F1J F1K F1P F1Q. Entry fee: €12. Contact: André Trachez, tel: +33 608 573 550, email: <a href="mailto:andre.trachez@laposte.net">andre.trachez@laposte.net</a>	August 14 Tottenham, Ontario, Canada	Canada Cup. F1A F1B F1C. World Cup event. Contact: Leslie Farkas, tel: +1 905 886 6959, email: <a href="mailto:aljolie@sympatico.ca">aljolie@sympatico.ca</a>

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

# 2016 BMFA FREE FLIGHT NATIONALS

## Saturday May 28

### BMFA Glider 48 ent 34 scs

1	R Jack	7.30	9.19
2	A Jack	7.30	8.53
3	G Stringer	7.30	7.45
4	J Carter	7.30	5.58
5	J Williams	7.30	4.57
6	G Peck	7.30	4.29
7	A Chamberlain	7.30	3.12
8	B Lavis	7.30	3.11
9	D Brawn	7.30	2.58
10	P Williams	7.30	2.02
11	D Hambley	7.30	2.01
12	P Ball	7.30	1.41
13	M Cook	7.15	
14	P Tribe	6.52	
15	N Parry	6.44	
16	I Wilkinson	6.41	
17	J Arnott	6.35	

### BMFA Power 24 ent 17 scs

1	N Allen	7.30	9.10
2	S Barnes	7.30	8.48
3	A Jack	7.30	8.35
4	P Watson	7.30	7.01
5	A Chilton	7.30	6.12
6	K Faux	7.30	5.04
7	M Lester	7.30	4.54
8	D Limbert	7.30	4.02
9	F Rushby	7.30	4.00
10	S Dixon	7.30	3.44
11	A Brown	7.30	
12	A Dean	6.49	

### Frog Junior 6 ent 6 scores

1	J Gibbs	7.30
2	M Dixon	6.33
3	S Heap	6.19

### Catapult Glider 35 ent 18 scs

1	B Kimball	6.57
2	B Colledge	6.45
3	M Benns	6.38
4	S Brewer	6.20
5	P Ball	6.06
6	M Peters	5.35
7	G Percival	5.33
8	P Tolhurst	5.02
9	C Parry	4.55

### SAM 4oz Wakefield

1	P Jackson	6.11
2	M Sanderson	5.42
3	C Rushby	5.01

### BMFA Rubber 41 e 20 sc

1	P Ball	7.30	7.19
2	G Stringer	7.30	5.35
3	M Doyle	7.30	5.32
4	M Marshall	7.30	5.10
5	M Stagg	7.30	5.08
6	A Beales	7.30	5.03
7	R Jack	7.30	4.56
8	P Woodhouse	7.30	4.53
9	D May	7.30	3.50
10	E Challis	7.30	3.48
11	G Ferer	7.30	2.49
12	A Moorhouse	7.30	2.09
13	J Leadbeater	7.30	
14	J Arnott	7.13	

### Womens Cup

1	M Dixon	5.20
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### E36 30 ent 22 scores

1	P Tolhurst	6.00	1.24
2	J Paton	6.00	1.15
3	T Grey	6.00	1.10
4	C Edge	6.00	1.05
5	S Philpott	6.00	0.48
6	P Watson	5.36	
7	M Benns	5.16	
8	R Marking	5.13	
9	M Cook	5.11	
10	F Chilton	4.52	
11	D Hambley	4.51	

### BMFA Electric 20e 9 sc

1	P Watson	7.30	10.33
2	C Strachan	7.30	7.59
3	R Marking	7.30	5.25
4	T Grey	7.30	1.34
5	A Shepherd	7.27	

### Tailless 19 ent 11 scs

1	P Woodhouse	7.30	10.37
2	S Willis	7.30	2.06
3	M Doyle	7.30	
4	C Foster	7.04	
5	E Challis	6.42	

### SAM Middleweight

1	P Jackson	7.30
2	M Sanderson	2.30

## Sunday May 29

### F1A 31 entries 21 scores

1	J Cooper	10.00	7.15
2	J Carter	10.00	5.38
3	P Williams	10.00	2.55
4	J Williams	10.00	2.37
5	J Arnott	10.00	1.32
6	M Gibbs	10.00	1.23
7	R Jack	9.54	
8	G Peck	9.31	
9	S Darmon	9.17	
10	N Parry	9.11	
11	K Best	8.52	

### F1B 13 ent 8 scores

1	B Peers	10.00	3.03
2	G Stringer	10.00	3.01
3	W Colledge	10.00	1.27
4	M Woolner	10.00	

### F1C 7 entries 4 scores

1	A Jack	10.00	8.34
2	K Faux	10.00	3.54
3	N Allen	10.00	2.23
4	S Dixon	3.02	

### F1Q 16 entries 4 scores

1	T Grey	10.00	7.12
2	C Strachan	10.00	6.44
3	I Kaynes	10.00	6.31
4	R Marking	6.00	

### Vintage R/P 36 ent 14 scs

1	F Rushby	6.00	6.12
2	D Cox	6.00	4.22
3	P Woodhouse	6.00	3.26
4	S Willis	6.00	3.20
5	E Challis	6.00	2.10
6	C Foster	6.00	1.54
7	D Beales	6.00	1.22

### P30 52 entries 25 scores

1	P Adams	6.00	1.10
2	B Jackson	6.00	
3	P Tolhurst	5.58	
4	M Page	5.48	
5	B Dennis	5.38	
6	P Ingham	5.30	
7	P Woodhouse	5.19	
8	P Watt	5.18	
9	A Powis	5.16	
10	P Jellis	5.14	
11	P Gibbons	5.00	
12	T Bailey	4.58	

## Monday May 30

### F1G 33 entries 14 scores

1	A Brocklehurst	9.04	
2	A Dennis	8.01	
3	G Stringer	8.00	
4	A Moorhouse	7.36	
5	S Willis	6.45	
6	A Crisp	6.35	
7	M Marshall	6.15	

### 1/2A Power 16 ent 3 scores

1	F Rushby	6.00
2	A Jack	5.50
3	A Chilton	1.37

### Mini Vintage 59 ent 15 scores

1	P Ball	6.00	0.58
2	T Rushby	6.00	
3	D Taylor	5.56	
4	W Hodgkinson	5.37	
5	J Arnott	5.30	
6	J Thatcher	5.06	
7	K Bates	4.04	

### Classic R/P 36 ent 2 scores

1	F Rushby	2.00
2	D May	1.32

### Classic Glider 29 ent 6 scs

1	K Best	5.45	2.09
2	P Ball	5.45	0.45
3	C Foster	5.13	

### Rubber Championship

1	G Stringer	16 pts
2	P Ball	9 pts
2	R Peers	9 pts
2	A Brocklehurst	9 pts
2	P Adams	9 pts

### Power Championship

1	F Rushby	12 pts
2	N Allen	11 pts
3	A Jack	10 pts

### HLG 19 ent 7 scores

1	I Clark	6.57
2	M Benns	6.05
3	M Page	5.58
4	S Brewer	5.04

### SLOP 28 entr 11 scores

1	F Rushby	6.00	8.12
2	A Beales	6.00	8.07
3	A Shepherd	6.00	7.52
4	M Quinn	6.00	5.20
5	C Foster	6.00	5.06
6	A Jack	6.00	1.52

### Junior 55/35 Rubber

1	J Mosley	5.29
2	M Dixon	4.55
3	J Gibbs	4.33
4	T Rusby	1.25

### SAM 8 oz Wakefield

1	M Sanderson	6.00
2	P Jackson	5.16

### LuLu/Gold Wings

1	M Woodhouse	4.04
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### F1H 26 ent 12 scores

1	P Tribe	10.00
2	J Cooper	9.45
3	C Parry	8.56
4	C Edge	8.30
5	J Gibbs	8.02
6	S Heap	7.49

### C02 14 ent 4 scores

1	S Philpot	5.00
2	A Ingham	3.22
3	P Gibbons	3.16

### E30 18 ent 11 scores

1	R Brigginsshaw	6.00
1	P Tolhurst	6.00
3	A Powis	5.56
4	M Peters	5.31
5	A Shepherd	5.28
6	R Marking	5.09

### Vintage Glider 17e 3 sc

1	D Cox	6.00
2	C Foster	5.48

### F1J 10 ent 4 scores

1	P Watson	10.00
2	S Dixon	8.04

### Glider Championship

1	J Cooper	15 pts
2	K Best	9 pts
2	R Jack	9 pts
2	P Tribe	9 pts
2	J Carter	9 pts

### Electric Championship

1	P Tolhurst	16.5 pts
2	T Grey	11 pts
3	P Watson	10.00

### Junior Championship Heather Trophy

1	J Gibbs	29.29	5	M Dixon	6.33
2	S Heap	19.21	6	J Mosley	5.55
3	J Day	10.43	7	C Brewer	4.11
4	G Day	7.17			

### OXFORD MFC FF RALLY, PORT MEADOW, JUNE 11-12

Report by Andrew Crisp

The weather always makes or mars any model flying event. The week before the Oxford "do" was idyllic – high temperatures and little wind – the week after, unsettled conditions, wind, thunderstorms, you name it! We managed to run the comps without too much disturbance from the rain and the vast numbers of cattle which are on the Meadow this year. And the wind was never really an issue.

F1G proved to be the most popular event, probably due to the Southern League impetus, and was won by Gavin Manion. He flew a rear fin model which, I think, was a slightly enlarged version of the one featured in his article "Simple Coupes" in the 2014 Free Flight Forum.

The top F1H gliders were impressive, perhaps not getting the much-talked-about 100 metres on launch, but certainly making a significant height gain over those straight-tow models which were being flown. Port Meadow is notorious for unstable air which occurs if the wind comes over Wytham Woods in the west, and many flights came down quicker than intended irrespective of the launch!

One must mention the performance of Charlotte Brewer both on Saturday and Sunday in the HLG/Catapult. Charlotte twanged her elastic with greta authority and is only nine years old. Hope for the future.

#### Saturday

##### F1H 4 entries

1	G Madelin	4.30	+2.51
2	P Tribe	4.30	+2.02
3	S Darmon	4.10	

##### HLG/Catapult 6 entries

1	S Brewer	4.56
2	B Colledge	4.37
3	G Smith	3.56

##### F1G 2 entries

1	J Paton	3.55
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#### Sunday

##### F1H (A1) 6 entries 5x1.30

1	J Cooper	7.30
2	B Lavis	7.21
3	G Madelin	7.11

##### F1G (CdH) 11 ent 5x1.30

1	G Manion	7.30+2.09
2	P Tolhurst	7.30+0.49
3	J Paton	7.28

##### E30/P30/CO2 6 ent 3x1.30

1	T Grey (E30)	4.30	+2.11
2	C Redrup (P30)	4.30	+1.53
3	J Paton (P30)	3.33	

##### Tailless R/G 6 ent 3x1.30

1	E Challis	4.30
2	A Longhurst	4.14
3	R Elliott	2.55

##### HLG/Catapult 5 ent 7x1.00

1	K Taylor	3.25
2	S Brewer	3.21
3	C Brewer (J)	3.06

##### Hi-start Glider 1 entry

1	S Darmon	0.46
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##### Vint+Classic Glider 8 entries 3x1.30

1	R Kimber	4.15	Oreon
2	S Darmon	4.08	Meaderer
3	D Brawn	3.56	Shorty

##### Vintage Rubber 5 entries 3x1.30

1	D Taylor	4.30	+0.15	Senator
2	R Fryer	4.30		Senator
3	A Longhurst	2.58		Parham

#### Lady/Junior

1	C Brewer	3.06	HLG/Catapult
2	K Best	2.15	Classic G

**Gala Champion:** J Paton 12.23 events

### SOUTHERN COUPE LEAGUE

#### Oxford Rally

		maxes	score	time
1	G Manion	5	17	7.30 2.09
2	P Tolhurst	5	14	7.30 0.54
3	J Paton	4	12	7.28
4	A Brocklehurst	4	11	7.01
5	R Elliott	2	8	6.50
6	R Vaughn	2	7	5.54
7	J White	0	4	4.51
8	M Stagg	1	4	3.48
9	P Hall	2	4	3.00

#### League

			Brum	A.1	LG	Oxfrd	Total
1	G Manion	Birmingham	16	12	16	17	61
2	P Tolhurst	Crookham	10	7	10	14	41
3	R Vaughn	Crookham	12	17		7	36
4	A Moorhouse	Vikings	10	5	11		26
5	A Brocklehurst	B&W		11		11	22
6	S Willis	Vikings		5	13		18
7	M Marshall	Vikings	5	3	5		13
8	J Paton	Crookham				12	12
9	T Bailey	Coventry	2	8			10
9	P Hall	Crookham			6	4	10
11	P Ball	Grantham	8				8
11	M Stagg	B&W			4	4	8
11	R Elliott	Croydon				8	8
14	D Chevanard	Beaujolais	7				7
15	C Redrup	Crookham	6				6
16	J White	Croydon				4	4

### BRUMFLY 2016, NORTH LUFFENHAM, JUNE 19

By Stuart Darmon

From an organiser's perspective, the Brumfly was something of a curate's egg, insofar as "parts of it were quite good". Since its instigation in the eighties by the irreplaceable Stafford, Brumfly has tried to be 'a bit different', so in the current climate it seemed timely to try and demonstrate an alternative way of containing performance without restricting the models themselves. The exception to this ethos was the experiment of carrying 10g ballast in P30, more of which anon. It is probably true to say that this format produced a polar split in opinion. Those who turned up and flew –with a single exception- were lavish in their praise of both the concept and execution. Others clearly wouldn't have a bar of it and stayed at home.

#### The Contest

The forecast was favourable and accurate, raising hopes of a good turnout. The breeze of 6 MPH increased through the day to about twice that, but remained South-Westerly, perhaps the best direction at Luffenham. The grass was above knee height over the entire field, which made retrieving an effort, and in the case of CLG/ HLG, practically impossible, resulting in a flyover for Mark Benns' large DLG, which he sportingly demonstrated several times, impressively as always. With the first round finishing at midday, flying got off to the usual sluggish start, but once under way scores trickled in steadily. A buffet lunch was served in lieu of the traditional Brumfly prizegiving nibbles, to avoid too late a finish should the progressive flyoffs go to a second round. This was very well received and added to a pleasant and convivial atmosphere, which was distinctly laid-back despite - or maybe because of - the rounds. As it transpired, the max remained 2.30 and 2.00 for the 'big' and mini classes respectively all day; it would have been quite possible to set a first max of 3 or even 3.30 for everything had there been a need to minimise flyoffs, but CDs Bill Colledge and Kris Best chose not to push contestants too far, especially given the strenuous going through the grass.

In the end there was only one full house apiece in Mini Vintage Rubber, P30, E36 (surprisingly) and F1H, the only flyoff required being a three- way tie- break in the UK's first 'Combined F1A' event. This not only attracted the joint largest entry, equalling E36, but produced a flyoff between each of the three eligible categories (Full F1A, non-bunting, and Pre-1961 classic), all fully legal F1A's and all flown on 50m. lines. Sadly, Kris Best's double Nats winning classic suffered a DT failure on its last max, so Gavin Manion (non-bunt) and Gary Peck (bunter) lined up to try for a four minute max. They launched almost simultaneously into helpful air, but Gavin's rough-winged (aerodynamically, that is) 'Czech Mate' seemed to centre better than Gary's more slippery d-box model, which glided out of sight just short (it later transpired into a tree). Gavin's model, on the other hand, had enough spare altitude to max despite D/T'ing nearly half a minute prematurely- whether supreme confidence or luck, this kept it safely in the much maligned but deceptively long airfield.

At the well-attended prizegiving the spoils included the familiar Brumfly Bricks, engraved glasses for each category in F1A, and bottles of craft beer instead of wine, winners being given a choice between Belgian Leffe and British Langton Ales, in the interests of neutrality given the then impending referendum. Thanks to everyone who supported us, including Bill Dennis' scale squadron and the several sport flyers, and particularly to those who gave us their feedback on the day and via email.

E36		Payload P30	
1	P Watson	8.00	1 M Page
2	P Tolhurst	7.51	2 P Gibbons
3	M Benns	7.36	3 B Dennis
SLOP		HLG/CLG	
1	D Ginns	9.04	1 M Benns
2	A Jack	6.54	
F1H		Mini Vintage Rubber	
1	G Madelin	8.00	1 P Ball
2	C Parry	7.53	2 T Rushby
3	M Chapman	6.33	3 K Bates
Combined F1A			
1	G Manion	8.00	+4.00 (1 Non- Bunt)
2	G Peck	8.00	+3.46
3	K Best	8.00	(1 Classic)

### Conclusions: what we know that we know

The Brumfly was a deliberate experiment, so a brief report is appropriate. It seems clear that:-

Four flights are too many for non-FAI minis. This point was made by Tony Rushby, who declined to make his last flight despite a full score, the only negative comment we received from anyone who attended. It is important to have classes which are not too physically exhausting to enable everybody who still has a will to compete.

Payload P30 was an experiment to see if the smallest significant handicap would make a difference to the performance of a rubber class, as opposed to drastic cuts such as half motors. The consensus was that P30 became much more like F1G, in that they would still max provided the air was right. Two entrants expressed surprise that despite misgivings, they thought it worked well. Another said that he found his model unattractive to watch on the glide (being a scale flyer perhaps he is more attuned to such things). Probably entries would have been better for the unaltered class.

Combined A2 worked faultlessly, was hard fought and enjoyed by all.

Rounds, even long ones, are a deterrent to flying multiple classes.

Any change to the status quo will probably put off somebody.

### What we know we don't know

Due to uncertainty about the venue, the Brumfly was announced at rather short notice. It also fell on Father's day, which surprisingly seems to have had an effect. Furthermore, we tend to be a bit 'flown out' by this stage in the season. The relative influence of these factors as opposed to the deterrent effect of the format is unclear.

### What we know we don't know if we know or not

This event was not intended as a template for all FF, nor was it a stalking horse for an FAI takeover. The idea was to kick a few ideas about and see what people thought, and hopefully have a good day out, which we did. As JO'D likes to say, "If you want ideas to improve the bus, ask the people who *don't* catch it", so input from the guys who stayed away would be very valuable.

## F1S/E36 EUROCHALLENGE

### Brumfly, North Luffenham, June 19

By Peter Tolhurst

The Birmingham club, organisers of Brumfly, decided to fly a competition of four rounds, plus a fly-off in the event that several people maxed out.. Competitors were required to make the first flight before 12.00 noon with the subsequent rounds being approximately 1hr 30 in length as this would allow people to fly a second class if they so wished. Although the wind strengthened during the day to approx 15 mph the max was kept at 2 minutes and all flights remained on the airfield – although walking through waist high grass kept us fit – and hid the models.

At the end, only Peter Watson returned a clean score, although at the start of the fourth round round, Mark Benns also had three maxes. Although the conditions weren't difficult, it was easy to fly out of lift as several found to their dismay.

Over the past few weeks on a free flight internet forum there has been much discussion on the best airframe configuration for E36, in response to a problem with a newcomer's shoulder wing model failing to turn on the climb. Most of those already flying the class, advocated the 'traditional' pylon layout. At the end of Brumfly, Peter Watson strolled over with model in hand, and said words to the effect that he wasn't sure what he could add to the 'benefits of a pylon' discussion. He then showed me his model - complete with shoulder wing! He did say that it wasn't quite as consistent as he would like, but given that he was the only competitor to max out, I suspect most of us would be happy with that inconsistency. Clearly, some model experimentation is in order.

1	Peter Watson	8.00	5	Simon Dixon	7.09
2	Peter Tolhurst	7.51	6	Peter Jellis	6.38
3	Mark Benns	7.36	7	Martin Dilly	4.23
4	Steve Philpott	7.14			

## BMFA 4TH AREA MEETING, MAY 15

Area	Weather
Scotland	dry 10mph
North West	
Northern	
Midland	Light wind and sunny but cold and 15mph at f/o
London	Sunny 8 to 10 mph
East Anglia	Light wind, sunny
Western	Warm 5 to8 mph, 10 to 12 at fly off
South East	Cold 10/15mph
Southern	10 to 15 cold

**Combined Team Power 19 flew**

1	R Vaughn	Crookham A	7.30	3.45
2	A Jack	Midland	7.30	2.35
3	P Chapman	Vikings	7.30	2.34
4	F Rushby	CLEEMAC	7.30	
4	S Barnes	Morley A	7.30	
4	D Limbert	Morley A	7.30	
4	T Payne	Biggles	7.30	
4	P Watson	Midlands	7.30	
9	J Eland	Scotia	7.26	
9	J Arnott	Scotia	7.26	

**Team Scores (2 or 3 per team only)**

1	S Barnes	Morley A	7.30
	D Limbert	21.41	7.30
	P Woodhouse		6.41
2	P Chapman	Vikings	7.30
	A Morehouse	21.18	6.50
	K Faux		6.58
3	A Jack	Midland	7.30
	B Spooner	17.27	2.27
	P Watson		7.30
4	R Vaughn	Crookham A	7.30
	D Cox	16.35	7.13
	F Chilton		1.52
5	J Eland	Scotia	7.26
	J Arnott	14.56	7.26

**Mini Vintage 13 flew**

1	S Willis	Croydon	6.00	5.16
2	P Ball	Grantham	6.00	4.30
3	B Jackson	Sharston	6.00	
3	T Rushby	CLEEMAC	6.00	
3	C Foster	Morley	6.00	
6	D Taylor	Grantham	5.57	

**Combined Glider 20 flew**

1	G Peck	Grantham	7.30	5.01
2	J Cooper	Biggles	7.30	3.54
3	R Jack	Midland	7.30	3.47
4	D Truluck	Vikings	7.30	3.25
5	J Pennington	Bristol & West	7.30	1.12
6	T Knight	Crawley	7.30	
7	D Brawn	Biggles	7.14	
8	J Carter	Grantham	7.08	
9	G Hart	Vikings	7.01	

**F1B 3 flew**

1	R Peers	Grantham	12.15
2	A Cameron	Crawley	10.53

**E30 8 flew**

1	P Tolhurst	Crookham	6.00	2.32
2	M Peters	Crookham	6.00	1.49
3	P Adams	Peterborough	6.00	
3	R Briginshaw	Peterborough	6.00	

**Vintage Rubber/Power 14 flew**

1	S Willis	Croydon	7.30	10.13
2	P Woodhouse	Morley	7.30	5.34
3	D Cox	Crookham	7.30	3.55
4	P Hall	Crookham	7.30	
5	M Stagg	Bristol & West	7.28	
6	P Tolhurst	Crookham	6.37	

**Plugge**

	4th Area:-	C P	E30	Vint R	Total
1	Crookham	153	188	165	1728
2	Morley	168		107	778
3	Bristol & West	16	13	114	583
4	Vikings	126			531
5	Midland FFG	179			473
6	Biggles	84			348
7	Grantham			7	337
8	Croydon			150	326
9	Birmingham				296

**NEWS FROM BMFA FF TECH COMMITTEE**

All correspondence re this news to the FFTC Secretary: Chris Strachan, email: [chris.strachan@btinternet.com](mailto:chris.strachan@btinternet.com)

The FFTC met at the Leicester office on June 16.

**Future of free flight**

It was agreed that following the conference a programme for change should be developed starting with changes for 2017 which should be put out for discussion as soon as possible. The time scale for the discussion will be:-

First release	FTC News 78
First cut-off for comments	1st June–Now passed
Second release	FTC News 80–This issue
Cut-off for comments	1st August
Finalisation	1st September

The cut-off date for comments has now passed and feedback received had raised fears that the first proposals discussed are too radical -and would cause more loss of fliers than gain in site management. The meeting discussed all aspects and agreed as follows for the second release of proposals

**Objectives**

- To minimise excursions beyond the site boundaries.
- To have a truthful explanation of free flight that satisfies the requirements of site owners – which may/will differ from site to site.
- To be able to meet local risk analysis requirements.
- To accommodate the UK's variable weather.
- To control our flying to accommodate other site users (wildlife etc.).

**Proposed changes**

Encourage RDT for all classes but not make it compulsory.

All Fly-offs 5 minute period (preparation in advance permitted)

**Fly-offs for BMFA and Combined events:**

- Half motor runs for all power and electric classes (already in place for E36).
- Half towline lengths.
- Rubber models to be held with the prop running for a specified period before release and then launched immediately without stopping the prop. Times to be agreed but suggested are, BMFA rubber 20 seconds, Vintage, Classic and Mini Vintage 15 seconds

*Fly-offs for F1 events:* No change other than 5 minute period

**Centralised event:**

- Specify launch point by use of a downwind line specified by three poles. Flier to be on designated upwind side of the line at moment of launch. Move when necessary (CD's discretion)
- Specify the maximum at the start with due notice of weather forecasts

Area Centralised: Cut maxes to 2 minutes for all classes.

*Next action* Please send your comments on these proposals to reach Chris Strachan by 1 August.

**Flying from a line**

Centralised FAI contests are flown from a line of finite length– Rule 3.1.5 (d). The model must be launched from within 5m of the line. The outer cones or markers define the ends of the line.

This is featured here as a reminder but the proposed downwind line for Centralised events will require a completely new rule.

### Contest calendar

The venue for the remaining F1E events in 2016 will be "Peak District or near Melton Mowbray"

### Free flight nationals

The Free Flight Nationals took place on 28/29/30 May at RAF Barkston Heath. Thanks to everyone for complying with the various rules that were implemented to help us be seen by the RAF as responsible people when using the airfield. We hope to be back for the Nats again next year.

### Model rocketry

When model rockets are flown alongside other free flight events, as at the Nationals, please keep a good distance to fly your models from where the rocket flyers are set up. This is vitally important for safety reasons. At the Nationals there were some flyers that set up in front of where rockets were being launched. In future greater segregation will be implemented.

### Area results

Each Area CD must submit results to Phil Ball by email (preferred) or post, to arrive within eight days after the day of the contest. To avoid any misunderstanding please keep a proof of sending to confirm compliance, see rule 2.3.16 (1). Phil would also like to receive a nil return if no scores are recorded.

### SREM CUP, ZRENJANIN, SERBIA, MAY 28-29

#### F1A 62 flew 15 full scores

1	B Bardarov	BUL	900	+600
2	A Pesic	SRB	900	+504
3	V Brossulo	ITA	900	+448
4	M Hrast	SLO	900	+388
5	J Nyhegn	DEN	900	+350
6	M Budmicic	BIH	900	+346
7	L Aringer (J)	AUT	900	+337
8	D Fric	CZE	900	+326
9	I Mascovszky	ROU	900	+312
10	O Pshenichniy	UKR	900	+302
11	A Barron	USA	900	+268
12	A Branzoi	ROU	900	+245
13	M Tica	SRB	900	+165
14	M Borkovic	BIH	900	+150
15	M Bordoski	SRB	900	+32

#### F1A-Junior 13 flew

1	L Aringer	AUT	900	+337
2	R Borza	ROU	880	
3	D Grigorescu	ROU	874	

#### F1B 17 flew 10 full scores

1	A Krawiec	POL	900	+463
2	S Stefanchuk	UKR	900	+423
3	E Hajdarevic	BIH	900	+403
4	S Gostojic	SRB	900	+399
5	M Varadi	HUN	900	+342
6	B Surany	ROU	900	+323
7	B Gostojic (J)	SRB	900	+315

#### F1B-Junior 3 flew

1	B Gostojic	SRB	900	+315
2	U Zoric	SRB	831	

#### F1C 11 flew

1	V Sychoy	SLO	900	+368
2	G Venuti	ITA	900	+205
3	Z Kovacki	SRB	839	
4	D Lakic	SRB	818	
5	B Fiegl	ITA	734	

#### F1Q 3 flew

1	G Milak	HUN	671	
2	A Milak	HUN	658	

### ISTANBUL FREE FLIGHT CUP, VIZE - KIRKLARELI, TURKEY, JUNE 3-5

#### F1A 13 flew 5 full scores

1	B Bardarov	BUL	960	+378
2	M Mandichev	BUL	960	+362
3	C Kargin	TUR	960	+309
4	T Weimer	GER	960	+286
5	T Bonchev	BUL	960	+270

#### F1A-Junior 1 flew

1	K Ivanova	BUL	258	
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#### F1B 8 flew

1	I Yurtseven	TUR	960	+268
2	V Savov	BUL	960	+240
3	N Bitik	TUR	934	

#### F1B-Junior 1 flew

1	K Ivanova	BUL	253	
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### JUTLAND HEATH CUP, VIBORG, DENMARK, JUNE 4

#### F1A 10 flew

1	J Nyhegn	DEN	900	+292
2	R Holzleitner	AUT	900	+240
3	P Rasmussen	DEN	900	+184
4	S Jensen	DEN	838	
5	K Kongstad	DEN	834	

#### F1B 5 flew

1	D Larsen	NOR	900	+360
2	J Korsgaard	DEN	900	+308
3	C Schwarzbach	DEN	754	

#### F1Q 2 flew

1	P Grunnet	DEN	656	
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### LATVIA CUP, BLAGODATNOE, KHARKOV, UKRAINE, JUNE 10-12

#### F1A 11 flew

1	V Chigir	UKR	870	+289
2	N Sadchikov	UKR	870	+205
3	T Strobel	GER	870	+190
4	R Lavrinov	UKR	863	

#### F1B 15 flew 9 full scores

1	O Kulakovsky	UKR	840	+425
2	S Stefanchuk	UKR	840	+377
2	A Rybchenkov	RUS	840	+377
4	E Gorban	UKR	840	+314
5	O Ishchenko	UKR	840	+302

#### F1C 12 flew

1	O Grishkov	UKR	840	+182
2	S Katyba	UKR	840	+121
3	V Pecherytsya	UKR	823	
4	V Aleksandrov	UKR	820	

#### F1Q 3 flew

1	P Zolototrubov	UKR	766	
2	V Chmovzh	UKR	593	

### WORLD CUP EVENTS AT RINKABY, JUNE 30 - JULY 4

Notes by Ian Kaynes

Four days of flying at Rinkaby had very variable weather. The wind was never very strong but sometimes a direction towards woods played a part in determining the maxes which could be used. And there was some rain on most days.

The Swedish Cup was on the first day and it was to prove to have the best weather. The max was dropped to 150 seconds on round 3 but then returned to 180 for the last two rounds. This had not been a difficult test so the flyoffs had 14 in F1A, 14 in



F1B, 3 in F1C and 8 in F1Q (F1Q had 14 flyers compared to 5 in F1C). A six minute max was set. First to fly was F1A and there was little obvious lift, winner Jan Vosejpka making a good launch and then gently gliding down in front of the woods. F1B probably had a little more lift and four made the maximum, The final flyoff of F1C and F1Q started at 9.40pm and the light was still good. And the air was helpful at the start of the round but those who flew later came down quicker. A second flyoff would be needed for F1B and F1Q with 4 maxes in each and this would have to wait for another day.

The second day had the Danish Cup. Wind was from a slightly different direction and by the time the round started it was raining. Half-way through the round it became lighter and a clearance was coming from upwind. I was one of those who flew in the later stages of the rain and stalled down with an inadequately dried tailplane. When the rain stopped there were a few minutes of beautiful conditions before it became windier. This prompted reducing the max to 150 for the next 2 rounds and then down to 120 for the final two rounds. These short maxes were quite easy but some people dropped out as they concentrated on retrieving models from the trees. The small flyoffs were quickly decided in a single flight for all classes.

The Small Swedish Cup was on next day and it rained for a large part of the day. However, in the evening it became pleasantly dry and with only a light breeze. This was ideal for completing the Swedish Cup flyoffs. A ten minute max was set. F1B was won by German junior Sebastian Jackel. Peter Buchwald won F1Q with a max with a flight that went well beyond the first wood.

The final day was the Norwegian Cup. It dawned a very pleasant morning but the wind was soon building up. I eliminated myself quickly by launching too steeply, going off pattern and landing at 28 seconds after RDT (and to make it worse I had already made the same mistake on first attempt in the Swedish Cup flyoff). The max was dropped to 150 and the contest stopped after 4 rounds when there was some rain and a storm approaching. It was planned to return in the evening for the final round and flyoff, but rain delayed the final round until it was dropped and the contest was taken straight to the flyoff. F1A and B were decided well within the 8 minute max, Walt Ghio winning F1B, but 2 flyers scored the max in F1Q – Tom Oxager with his neat medium size model and Karl Heinz Haase with his model with an old F1A wing. Tom's flight of 2.4km was easily found with the GPS. With the wind having turned somewhat it was decided to make flights with DT at 3 minutes. Tom was higher than Karl at DT time and Tom won by 6 seconds (by my memory it was 208 against 202 sec, but the detailed results are not yet available).



Walt Ghio launching to win the Norwegian Cup flyoff

The F1Q event had been notable for having 14 flyers and demonstrating an excess performance. Although it is desirable to keep F1Q rules stable and unchanged while the numbers increase, the flights seen at Rinkaby (climbs to about 130 or 140m) show that an energy reduction from 4J down to 3J must be considered.



Norwegian Cup F1Q flyoff: Above Tom Oxager in first flyoff

Below Karl Heinz Haase waiting for second flyoff



#### Swedish Cup, Rinkaby, Sweden, June 30

##### F1A 40 flew

1	J Vosejpka	CZE	870	+336
2	S Reuss	GER	870	+322
3	P Kuikka	FIN	870	+320
4	A Van Wallene	NED	870	+309
5	K Huber	SWE	870	+305
6	P Findahl	SWE	870	+299
7	J Nyhegn	DEN	870	+285
8	R Assmuss	GER	870	+280
9	P Rasmussen	DEN	870	+261
10	D Halbmeier	GER	870	+257
11	K Van Der Ven	NED	870	+256
12	R Hellgren	SWE	870	+234
13	S Limberger	GER	870	+194
14	M Kosonozhkin	RUS	870	+110
15	F Wilkening	GER	847	
16	M Van Dijk	NED	844	
17	A Persson	SWE	839	
18	D Klink	GER	834	

**F1A-Junior 1 flew**

1	S Richter	GER	676
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**F1B 29 flew**

1	S Jackel (J)	GER	870	+360	+400
2	B Silz	GER	870	+360	+360
3	H Broberg	SWE	870	+360	+332
4	A Krawiec	POL	870	+360	+317
5	R Peers	GBR	870	+341	
6	A Gey	GER	870	+333	
7	T Bortne	NOR	870	+332	
8	D Larsen	NOR	870	+321	
9	S Tedeschi	FRA	870	+299	
10	B Schwendemann	GER	870	+290	
11	M Woolner	GBR	870	+286	
12	O Findahl	SWE	870	+282	
13	O Grigals	LAT	870	+273	
14	V Rosonoks	LAT	870	+161	
15	P Monninghoff	GER	869		

**F1B-Junior 3 flew**

1	S Jackel	GER	870	+360	+400
2	V Dreiers	LAT	814		

**F1C 5 flew 3 full scores**

1	M Voits	LAT	870	+360
2	J Roots	EST	870	+324
3	M Larsson	SWE	870	+296

**F1Q 14 flew 8 full scores**

1	P Buchwald	DEN	870	+360	+600
2	M Amthor	GER	870	+360	+468
3	K Haase	GER	870	+360	+380
4	M Amthor	GER	870	+360	+138
5	R Assmuss	GER	870	+333	
6	I Kaynes	GBR	870	+290	
7	T Oxager	DEN	870	+284	

**Danish Cup, Rinkaby, Sweden, July 1****F1A 27 flew**

1	J Nyhegn	DEN	720	+338
2	D Halbmeier	GER	720	+329
3	K Huber	SWE	720	+244
4	P Findahl	SWE	713	
5	L Nielsen	DEN	702	
6	A van Wallene	NED	700	
7	M Van Dijk	NED	695	
8	R Hellgren	SWE	684	
9	J Valo	FIN	673	
10	P Johansson	SWE	612	
11	P Rasmussen	DEN	595	
12	L Jensen	DEN	544	
13	M Kosonozhkin	RUS	480	
14	Maxim Donner	GER	479	

**F1B 22 flew**

1	D Larsen	NOR	720	+344
2	H Broberg	SWE	720	+322
3	W Ghio	USA	720	+288
4	D Chevenard	FRA	720	+267
5	A Krawiec	POL	720	+204
6	A Seifert	GER	720	
7	S Tedeschi	FRA	686	
8	B Schwendemann	GER	600	
9	T Matsuo	JPN	480	
9	B Eimar	SWE	480	
11	B Silz	GER	450	

**F1C 1 flew**

1	J Roots	EST	600
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**F1Q 8 flew**

1	M Amthor	GER	720	+356
2	A Lindner	GER	720	+259
3	P Grunnet	DEN	706	
4	I Kaynes	GBR	673	

*2 more contrasting F1Q in Rinkaby:**Above: Peter Buchwald (Denmark) winner of Swedish Cup**Below: Right Marcel Amthor (Germany)***F1E ITALY, MOUNT LESSINI, JUNE 11-12**

Report by Ian Kaynes.

The event had good attendance from a good number of countries, with Paul Fynn and myself from UK.

The first day started with pleasant weather for the first round, flown to a four minute max. I checked with my timekeeper that he had seen my flight (a max and DT down on to the top of another hill) and he agreed OK. I was somewhat annoyed later to have the score shown 211 and not 240. Under interrogation he said it had gone behind the hill – which was certainly not my model.

The first group had launched in the second round, but by the time they had landed mist and low cloud was enveloping the launch site. The round was halted for a while and then restarted when it was clearer but now much windier. After a short while the visibility disappeared again. The next restart was very temporary, now terminated by rain and mist. It was brighter and drier at 15.30 but the CD did not want to restart then



“because it would be better at 16.00”. In fact it was raining again by 16.00 and, although the contest had not been officially stopped, most competitors went down from the wet, cold hill. Then the CD accepted people had left and it was time to stop for the day.

Before the evening meal there was a discussion of what to do. I suggested abandoning the round – which had very different conditions for each period which had been flow – but it was not popular at that time. Later it became adopted and the following morning anew round was started flying from lower down the hill, level with the road. A three minute max was flown. I arrived back for the second round after it had started and flew a nice flight DTing down from a comfortable height at 3 minutes. The timekeeper was surprised I had DTed early – the max had been increased to 4 minutes unannounced and without a notice being displayed. After much complaint I got a reflight but by that time the wind was blowing across the slope and the model landed below 4 minutes.

The first contest finished after round 3 and then a 3 round second contest was flown with the wind mainly blowing down the slope. After round 3 Dominic Andrist was pleased to have a full score, until he saw the scoreboard showing 136 for his first flight. Investigation showed it was the same timekeeper who had messed up on my flight the day before. This time it denied Dominic a win and gifted the victory to Alexander Winker who had dropped a few seconds on one flight.

The flyoff for the first competition was then flown. Conditions were still poor with wind blowing diagonally down the slope. Most flights were rather dismal, until Marian Popescu flew last and was the only one to clear the next ridge and fly for other a minute. All was not over, because the Andrist brothers had tied for second place. Another flyoff was flown and Dominic won.

The weather had not been ideal and some of the organisation and timekeeping left something to be desired. But it is in a nice location and a pleasant Italian town to visit: as Paul said, it might be an idea go there not to bother taking the models.

#### 11th Coppa Primavera, Monti Lessini, Italy, June 11

##### F1E 51 flew

1	M Popescu	ROU	300.00	+88
2	D Andrist	SUI	300.00	+55 +110
3	C Andrist	SUI	300.00	+55 +74
4	A Trachez	FRA	300.00	+48
5	F Winker (J)	GER	300.00	+29
6	A Winker	GER	290.83	
7	F Brumat	ITA	289.58	
8	J Drapeau	FRA	288.33	
9	R Lucchini	ITA	286.25	
10	A Roux	FRA	283.75	
11	V Zima	CZE	282.22	
12	I Kaynes	GBR	276.67	
13	N Laura (J)	FRA	275.42	
14	M Straffelini	ITA	274.17	
15	L Kozuchova (J)	SVK	270.42	
16	C Winker	GER	268.33	
17	F Draghici	ROU	267.92	
18	W Gerlach	GER	265.42	
19	F Wankerl	GER	263.47	
20	F Kanczok	POL	256.25	
21	A Andrist	SUI	253.33	
22	A Popa	ROU	249.72	

##### F1E-Junior 9 flew

1	F Winker	GER	300.00	+29
2	N Laura	FRA	275.42	
3	L Kozuchova	SVK	270.42	
4	C Trachez	FRA	241.11	

#### 6th Volare Lessini, Monti Lessini, Italy, June 12

##### F1E 45 flew

1	A Winker	GER	296.67
2	F Winker (J)	GER	292.50
3	D Andrist	SUI	256.67
4	J Blazek	CZE	250.42
5	M Straffelini	ITA	240.42
6	A Trachez	FRA	238.75
7	A Popa	ROU	231.25
8	F Doupovec	CZE	223.75
9	J Drapeau	FRA	215.83
10	G Berto	ITA	213.75
11	C Winker	GER	206.67
12	A Andrist	SUI	199.17
13	N Laura (J)	FRA	195.42
14	A Sartori (J)	ITA	193.34
15	M Tomazzoni	ITA	190.00
16	O Holubec (J)	CZE	189.16
17	F Draghici	ROU	185.42
18	C Andrist	SUI	184.17

##### F1E-Junior 9 flew

1	F Winker	GER	292.50
2	N Laura	FRA	195.42
3	A Sartori	ITA	193.34

#### FAI WORLD CUP

##### F1A

1	B Bardarov	BUL	215	SM-1	KS-1	HG-1	IC-1
2	J Nyhegn	DEN	208	SZ-1	DK-1	JT-1	SL-2
3	P Findahl	SWE	198	SL-1	HL-1	KW-2	SZ-2
4	M Kosonozhkin	RUS	187	EA-1	SW-1	HL-2	NL-3
5	P Mitchell	AUS	170	DA-1	AC-1	SC-1	NA-9
6	R Koglot	SLO	140	MM-1	NA-2	KW-3	KS-23
7	S Makarov	RUS	136	MM-2	NA-3	KW-4	NL-5
8	B Van Nest	USA	132	DA-2	SC-2	AC-3	MM-8
9	I Bezak	SVK	125	NA-1	KS-5	MM-7	KW-7
10	M Kochkarev	RUS	104	EA-2	MM-5	NA-8	NL-18

##### F1A-Junior

1	L Aringer	AUT	103	SM-1	SL-1		
2	V Rossler	CZE	103	SZ-1	SM-4	SL-4	
3	T Tahka	FIN	100	BC-1	SW-1		
4	M Lomov	RUS	95	NL-1	EA-2		
5	S Lipcsei	HUN	92	HG-1	SZ-2	SL-3	

##### F1B

1	O Kulakovsky	UKR	214	NA-1	SL-1	SZ-1	LV-1
2	D E Larsen	NOR	189	DK-1	HL-1	JT-1	HG-2
3	A Andriukov	USA	178	KW-1	AC-1	SC-1	MM-7
4	A Rybchenkov	RUS	170	EA-2	NL-2	SZ-2	LV-2
5	S Stefanchuk	UKR	153	HG-1	SM-2	LV-2	MM-5
6	A Krawiec	POL	150	SM-1	KS-1	SE-4	DK-5a
7	W Ghio	USA	149	MM-1	NA-3	DK-3	KW-4
8	V Morgan	AUS	126	AC-2	SC-2	DA-3	KW-13
9	A Bulatov	RUS	110	EA-1	NL-1		
10	B Eimar	SWE	109	HL-2	SW-3	BC-5	DK-9

##### F1B-Junior

1	B Gostojic	SRB	150	SL-1	HG-1	SM-1	SZ-0
2	J Sebastian	GER	142	SE-1	SZ-1	SL-2	
3	K Kreis	EST	100	SW-1	BC-1		
4	P Lomov	RUS	83	EA-1	NL-3		
5	D Lipski	POL	70	SZ-2	SL-3		

##### F1P-Junior

1	S Malkhasyan	USA	100	KW-1	MM-1		
2	I Trapeznikov	RUS	94	NL-1	EA-2		
3	M Poliakov	RUS	62	EA-3	NL-3		
4	E Klimakova	RUS	61	NL-2	EA-6		

## F1C

1	R Summersby	AUS	198	MM-1	NA-1	KW-1	AC-2
2	J Roots	EST	180	SW-1	DK-1	SE-2	BC-2
3	A Babenko	UKR	160	MM-2	NA-2	KW-2	EA-4
4	V Sychoy	SLO	147	SZ-1	SM-1	SL-2	
5	L Savukhina	RUS	99	KW-3	MM-4	NL-11	NA-6
6	A Vyazov	RUS	95	EA-2	NL-2		
7	F Gradi	ITA	92	SL-1	SZ-7	SM-6	
8	H Lu	CHN	92	AC-1	SC-2		
9	A Kaitchuk	RUS	74	EA-1	NL-14		
10	L Chuchukalov	RUS	73	NL-1	EA-15		

## F1Q

1	I Kaynes	GBR	181	KW-1	HL-1	MM-2	NA-2
2	G Milak	HUN	141	KS-1	SM-1	SL-2	
3	R Assmuss	GER	113	SL-1	SZ-2	SE-5	
4	J Murphy	USA	105	NA-1	MM-3	KW-4	
5	J Juslin	FIN	100	SW-1	BC-1		
6	A Milak	HUN	95	SM-2	KS-3	SZ-4	
7	M Amthor	GER	93	DK-1	SE-2		
8	S Sittton	ISR	92	MM-1	KW-2		
9	J Szecsenyi	HUN	81	SZ-1	SL-3		
10	P Grunnet	DEN	81	JT-1	DK-3		

## F1E

1	A Winker	GER	204	VL-1	OB-1	FB-1	CH-2
2	D Andrist	SUI	158	CP-2	CA-2	KE-2	VL-3
3	I Kaynes	GBR	157	HB-1	CA-1	HA-3	NM-5
4	M Popescu	ROU	155	CH-1	CP-1	NM-2	MT-6
5	B Sifleet	USA	135	KE-1	CA-3	NM-4	MT-5
6	F Winker (J)	GER	116	VL-2	FB-4	CP-5	OB-6
7	S Kubit	POL	102	HA-1	FB-3	OB-8	
8	C Andrist	SUI	98	CP-3	KE-3	CA-4	VL-18
9	F Kanczok	POL	93	HA-2	CH-5	MT-10	CP-20
10	J Blazek	CZE	88	VL-4	FB-6	MT-9	HB-7

## F1E-Junior

1	F Winker	GER	202	CP-1	VL-1	OB-1	FB-1
2	E Kozuchova	SVK	202	CH-1	NM-1	HA-1	HB-1
3	O Holubec	CZE	132	MT-1	CH-3	VL-4	CP-5
4	N Laura	FRA	82	CP-2	VL-2		
5	N Finke	GER	80	OB-2	FB-2		
6	M Prodanel	ROU	67	CH-2	NM-4		

## FOUND AT NATIONALS

From Bernard Aslett: A tracker was found at the Nationals. Martin Gregorie's web site was checked and it was attributed to me. Unfortunately the web site is not up to date. The tracker was sent to me, and I am now trying to find the rightful owner. He undoubtedly would be very grateful if you could make an announcement in FFN, giving my phone number 01793 852427, and I could then post it on.

## BIGGLES LEAGUE

For complete details see:

[www.bigglesleague.hightsociety.org/results.html#](http://www.bigglesleague.hightsociety.org/results.html#)

## F1H

	A2	NG	LG	Nats	Ox	total
1 J Cooper	9	9	2	6	9	35
2 G Madelin		4	9		4	17
3 B Lavis		3	6		6	15
4 C Parry	4	1	3	4		12
5 P Tribe				9		9
6 R Heap	6					6
6 G Hart		6				6
6 R Jack		2	4			6
9 M Gibbs	3					3
9 C Edge				3		3
9 B Taylor					3	3

## F1J

	A2	LG	Nats	Total
1 P Chapman	9	2	3	14
2 P Watson		6	6	12
3 S Dixon	3	4	4	11
4 F Chilton	6			6
5 A Chilton	4			4
6 R Vaughn		3		3

## BMFA INDOOR

From Tony Hebb.

The dates for the 2016 Indoor Duration Nationals have now been agreed - Friday September 16th to Sunday 18th, when we shall again be flying in the magnificent Brabazon hangar at Filton.

You can download the entry form from [www.indoorduration-gbr.co.uk](http://www.indoorduration-gbr.co.uk) go to information, then useful forms (Ed: at least it is promised to be there but has not arrived when going to press). The BMFA magazine is no longer able to publish printed entry forms. Entries last year were a little down on previous years - it would be great to be able to reverse that trend. You should bear in mind that access to the Brabazon hangar is by no means guaranteed forever.....

Although the Nationals is by its nature a competition, in truth there are few people present (maybe 25!) the overall feeling is very relaxed and competition is of the friendly rivalry variety. Most people go to have 3 great days flying (you can attend fewer) and a chance to meet up over dinner and a glass or too with like minded souls.

The pre-arranged dinner is on the Saturday evening this year and will be held at The Bowl Inn at Lower Almondsbury, Bristol, menus will be circulated for pre selection later. Thursday and Friday dinners are informally arranged at the time. Instead of a raffle this year we were hoping to hold a table sale or auction - please let me know if you would be able to participate.

There is a range of accommodation in the area which we have used, most of the rooms at The Bowl have already been taken but there is also The Swan, Almondsbury Interchange and the Premier Inn, Catbrain Lane among others locally.

If you are bringing anyone who is not flying (no entry free) then please let me have their name via the space on the entry form for security. Filton is now a secure site and anyone wishing to attend must be a BMFA member and pre-registered for the event with their name and car details on the security list.

## UK COMPETITION NEWS

LA GRANDE COUPE DE BIRMINGHAM (PART TROIS). will be held at MOD North Luffenham on December 4 starting at 10:00.

F1G for the Aeromodeller Trophy: Two rounds between 10:00 & 12:00 then 3 rounds to timetable; finish at 14:45.

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

Special prizes: Bottle of fizz for the best aggregate score in both events. 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). A qualifying event for the "Euro Challenge F1G" 2016/2017 (provisional).

For further information contact Gavin Manion at [gavin.manion84@gmail.com](mailto:gavin.manion84@gmail.com) tel 01543 422509 or Stuart Darmon at [stuardarmonfla@yahoo.com](mailto:stuardarmonfla@yahoo.com) tel 01858 882057