

FREE FLIGHT news

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FFn DIARY

October 8-9 Gölbasi / Ankara, Turkey	Anatolian Free Flight Cup. F1A F1B F1C F1H. World Cup event. Contact: Osman Sevgi-necdet Ergin, tel: +90 532 417 1104 / 90 533 81 29 471, fax: +90 312 266 41 50, l: osman.sevgi@gmail.com www.ymhk.org	October 29 (Saturday) North Luffenham	BMFA Midland Gala. F1H, F1G, F1J, BMFA1/2A, E36, P30, SLOP, Mini Vintage, HLG-CLG. Contact: Phil Ball 01332 665361. e: phil.ball@ntlworld.com
October 8-9 Padule di Bientina, Italy	10th Trofeo Citta di Capannori 2016. F1A F1B F1C F1P F1Q. World Cup event. Contact: Fabrizio Ceccarini / Cesare Gianni, tel: +39 347 430 8840 email: cesaregianni2@gmail.com www.asdvoli.it	October 29-30 Arzay - Bossieu, France	Criterium Rhône-Alpes / 13 ^{ème} Philippe Lepage. F1A F1B F1C. World Cup event. Contact: Jean-Pierre Challine, tel: +33 6 11 95 57 11, email: mjp.challine@sfr.fr
October 14-15 Polski Trambesh region, Bulgaria	Bulgaria Cup. F1E World Cup event. Contact: Valentin Savov, tel: +35 988 840 89 40, fax: +35 961 860 772, email: valio@dir.bg web: www.flabc.com	October 29-30 Tapolca, Hungary	25th Herend Cup. F1A F1B F1C F1H F1P F1Q. Contact: Ferenc Kerner, tel: +36 20 581 5349, email: ferenc.kerner@herend.com web: www.herendimodellezose.hu
October 15-16 Polski Trambesh region, Bulgaria	Prista Cup. F1E. World Cup event. Contact: Valentin Savov, tel: +359 888 40 8 940, fax: +359 888 40 8 940, email: valio@dir.bg web: www.flabc.com	November 20 Hinckley Island	BMFA Free Flight Forum, see page 90.
October 16 Area Venues	BMFA 8th Area. CG Team (Model Engineer/Plugge), F1B (Duce/Plugge), SLOP (Frog Senior/Plugge), Mini Vintage, E30. Contact: Area Comp Secs.	November 26 Belisce, Croatia	F1N Indoor Open Belisce. F1N. Contact: Antun Sikic, tel: +385 31 208 262, fax: +385 31 208 626, email: osikic@gmail.com web: www.ak-osijek.hr
October 21-23 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: www.aeromodelarstvo.si	December 4 North Luffenham	Birmingham Le Grand Coupe Part Trois. See FFn 1607. F1G (Aeromodeler Trophy) 2 rounds 10.00 to 12.00 then 3 rounds; Vintage Coupe (Boutillier Trophy) 3 flights 10.00 to 14.45. Contact Gavin Manion gavin.manion84@gmail.com 01543 422509 or Stuart Darmon 01858 882057 stuardarmonfla@yahoo.com
October 22-23 Peak District, or, Near Melton Mowbray	BMFA 7th F1E Team Selection. F1E. (May be either or both days, ring contact before travelling.) Contact: Ian Kaynes 01252 512538, m: 0794 185 2144	December 29-31 Orim, Israel	29 th : Oztma Open, 30-31: Hanukkah Open F1A F1B F1C. World Cup events. Contact: Aviad Levy, tel: +972 3 517 50 38, email: office@aeroclub.org.il web: www.aeroclub.org.il

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Web site address: www.freeflightnews.org.uk

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

NEWS FROM BMFA FF TECH COMMITTEE

All correspondence re this news to the FFTC Secretary: Chris Strachan, E-mail: chris.strachan@btinternet.com

The FFTC met at the Leicester office on 9 September 2016.

Free Flight Technical Committee 2017

The members of the 2017 FFTC will be the same as at present. All were re-elected without need for a vote.

Free Flight Technical Committee Website

The FFTC web site is now incorporated into the main BMFA web site. You can access it via BMFA.org. Go to the tab that says "The BMFA", drop down to Technical Committees and select Free Flight (FFTC). That will take you to the website. Alternatively you can type freeflight.bmfa.org into your web browser. In future all communication will be posted via the website rather than emailing it out to a large list of addresses that is inevitably out of date. To receive notification of when news is posted you need to register your name and email address on the site.

Future of Free Flight

What is going to change for 2017? What will be different for 2017 free flight in the UK?

The simple answer on the surface very little will change. The FFTC ran a conference in January where we explained how the World has changed and the need to adapt to that change. Since that date the FFTC have put out suggestions and taken feedback from the free flight community. It is apparent from the vast majority of the feedback that there is an understanding of the situation but this has to be set against the resistance to making changes.

Based upon the conflicts between what we are required to do and what the community wants we have produced a balance in the changes we will make for 2017.

Changes for 2017

There will be no change to model specifications. We do not wish to make any models redundant.

The calendar will not be changed. The only change is the effect of Easter, every year the moving date of Easter causes issues. The only real change that only impacts a few relates to the open internationals and the team selection meetings.

We have assumed that the Nationals will take place at Barkston Heath on the May Spring bank holiday weekend. The chances look good but we have nothing as yet by way of any confirmation.

We will continue with area events but have made changes to the approval of venues. This change has been introduced to assist those who need more flexibility in finding fields.

Other items

The FFTC is seen by many as being elitist and contest only focused. This view we will endeavour to counter through active encouragement of sports flyers to join in at our events. SAM35 are putting together a programme of linked events.

For centralised events we are giving the CD more flexibility in the management of the event. At centralised meetings there are more participants and the impact we exert on the environment is greater. CDs will have the power to manage more tightly the max and the area from where flying takes place.

The future

In all not a great deal of change. So why did we go through the debate? I will not go into recent problems, as you will all be fully aware. These issues that we face with respect to fields will not go away and in fact the pressure will increase.

Where from here? We, the FFTC will continue to keep a watching brief and will always be open to input from the free flight community. We will always try to keep everyone up to speed on what is happening.

What can you do? Fly with consideration and care wherever you are. Think about how you can help improve things.

We are not going to make it mandatory but do think about installing radio dethermalisers (RDT).

Threat To Model Flying From EASA

To highlight the issues facing our future please read the news on the main BMFA Website (BMFA.org) titled "Threat to Model Flying from European Regulation – EASA Prototype Rules for Unmanned Aircraft". You will find this an uncomfortable read and shows what all model flyers are up against.

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.

Team Managers

Applications for the following 2017 Team Management positions are invited:-

Free Flight World Championships for F1A/B/C – Team Manager and Assistant Team Manager
Junior Free Flight European Championships for F1A/B/P – Team Manager
Free Flight World Championships for F1E – Team Manager
Space Models World Championships-Team Manager

Detailed adverts with closing date for receipt of applications are on the website.

BMFA CONTEST CALENDAR 2017

Space events appear on the full FFTC calendar since they are the responsibility of the FFTC. They are not part of the British Free Flight Championship and are not included in this copy.

Please also note that ONLY Team Selection events are subject to postponement due to unsuitable weather

February 19 Area Venues	1st Area. F1A (SMAE), F1G (Plugge), C/P (White), E36 (Plugge), Mini Vintage (Plugge). Contact: Area Comp Secs.
March 5 Area Venues.	2nd Area. F1H, P30 (Plugge), F1J (Plugge), BMFA 1/2A, CE (Plugge), HLG-CLG Contact: Area Comp Secs.
March 26 Area Venues.	3rd Area. Vint' G (Plugge), C/R (Gamage), F1C (Halfax / Plugge), F1Q, HLG-CLG (Plugge). Combined Power. Contact: Area Comp Secs.
April 14 (Good Friday) North Luffenham	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: GWarburton 0113 2852947 gwarb@aol.com
April 21 Peak District or near Melton Mowbray	1st F1E (Team Selection). Contact: Ian Kaynes 01252 512538 or 0794 185 2144
April 29-30 Salisbury Plain	London Gala. 29rd: C/G, C/R, C/P, C/E, P30, CO2. 30th: F1H, F1G, F1J, BMFA1/2A, Mini Vintage, E30, HLG-CLG Contact TBC

May 6-7 Salisbury Plain	Stonehenge Cup, Equinox Cup F1A, F1B, F1C. John Carter	September 23-24 Sculthorpe	2nd Team Selection. F1A, F1B, F1C. N.B Pre-entry only, for 1st & 2nd Team Selection prior to August 19. Plus on Sept 24 (Sun) Vint' Glider, Classic R/P, P30.																																																																						
May 13 (NB Saturday) Peak District or near Melton Mowbray	2nd F1E Team Selection. Contact: Ian Kaynes 01252 512538 or 0794 185 2144	September 30 (N.B. Saturday) Peak District or Near Melton Mowbray	5th F1E (Team Selection). Contact: Ian Kaynes 01252 512538 or 0794 185 2144.																																																																						
May 14 Area Venues	4th Area. C/G, F1B(Gutteridge), C/P Team (Keil/Plugge),Vint' R/P(Plugge), Mini Vintage, E30(Plugge). Contact: Area Comp Secs.	October 1 Peak District or Near Melton Mowbray	6th F1E (Team Selection). Contact: Ian Kaynes 01252 512538. or 0794 185 2144																																																																						
May 27-29 Barkston Heath	National Championships. 27th: 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 28th: 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. 29th: 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-mail: MichaelWoodhouse1942@gmail.com	October 7-8 Salisbury Plain	Team Selection (Reserve Date). F1A, F1B, F1C. N.B Pre-entry only, for 1st & 2nd Team Selection, prior to August 19. Contact: Phil Ball 01332 665361 e-mail: phil.ball@ntlworld.com																																																																						
		October 15 Area Venues	8th Area. CG Team (M'Engineer/Plugge), F1B (Duce/Plugge), SLOP (Frog Senior/Plugge), Mini Vintage, E30. Contact: Area Comp Secs.																																																																						
		October 21-22 Peak District or Near Melton Mowbray	7th F1E Team Selection Reserve Date, Non Team Selection if not needed. May be either or both days. Contact: Ian Kaynes 01252 512538 or 0794 185 2144																																																																						
		October 28 (N.B. Saturday) North Luffenham.	Midland Gala. F1H, F1G F1J, BMFA1/2A, E36, P30, SLOP, Mini Vintage, HLG-CLG Contact: Phil Ball 01332 665361 e-mail: phil.ball@ntlworld.com																																																																						
June 11 Peak District or Near Melton Mowbray	3rd F1E (Team Selection). SMC Trophy. Contact: Ian Kaynes 01252 512538 or 0794 185 2144.	BMFA 7TH AREA MEETING, SEPTEMBER 11																																																																							
June 25 Area Venues	5th Area. F1H (Plugge), F1G, F1J, E36, BMFA 1/2A Power (Plugge), CO2 (Plugge). Contact: Area Comp Secs.	Scotland North West Northern Midland London East Anglia Western South East Southern South West																																																																							
July 16 Area Venues	6th Area. F1A (KMAA/Plugge), P30, Vint' R/P, F1Q (Plugge), SLOP, Tailless (Plugge). Contact: Area Comp Secs.	Sunny, calm am 10 to 15 later Sunny 6 to 15 Sunny 5mph Sunny light am strong pm Sunny light wind Sunny 5 to 10 Sunny 14 to 20																																																																							
July 22-23 Sculthorpe	East Anglian Gala. 22nd: B/R, Vint' R/P, Classic Glider, E36, Tailless, HLG-CLG P30. 23rd: 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	Classic Glider 17 flew																																																																							
August 13 Peak District or Near Melton Mowbray	4th F1E (Team Selection). Contact: Ian Kaynes 01252 512538 or 0794 185 2144.	<table><tr><td>1</td><td>C Strachan</td><td>Biggles</td><td>7.30</td><td>+4.10</td></tr><tr><td>2</td><td>C Foster</td><td>Morley</td><td>7.30</td><td>+1.25</td></tr><tr><td>3</td><td>D Cox</td><td>Crookham</td><td>7.30</td><td>+1.21</td></tr><tr><td>4</td><td>P Tribe</td><td>Bristol & West</td><td>7.30</td><td></td></tr><tr><td>5</td><td>P Woodhouse</td><td>Morley</td><td>7.15</td><td></td></tr><tr><td>6</td><td>D Brawn</td><td>Biggles</td><td>6.20</td><td></td></tr><tr><td>7</td><td>G Mannion</td><td>Birmingham</td><td>6.17</td><td></td></tr><tr><td>8</td><td>A.Crisp</td><td>Biggles</td><td>5.47</td><td></td></tr></table>		1	C Strachan	Biggles	7.30	+4.10	2	C Foster	Morley	7.30	+1.25	3	D Cox	Crookham	7.30	+1.21	4	P Tribe	Bristol & West	7.30		5	P Woodhouse	Morley	7.15		6	D Brawn	Biggles	6.20		7	G Mannion	Birmingham	6.17		8	A.Crisp	Biggles	5.47																															
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August 19 (N.B. Saturday) Salisbury Plain	Southern Gala. C/G (Pilcher), C/R (Flight), C/P (Short), B/E, F1H (Ripmax), F1G, F1J, BMFA1/2A, E30, HLG/CLG Contact Peter Tribe 01225862748 petertribe46@talktalk.net	Combined Rubber Team Farrow 25 flew 16 full scores																																																																							
September 9-10	1st Team Selection. Venue: Sculthorpe. F1A, F1B, F1C. N.B Pre-entry only, for 1st & 2nd Team Selection prior to August 19. Plus Sept 10 (Sun) Vint' Glider, Classic R/P, P30. Contact: Phil Ball 01332 665361 e-mail: phil.ball@ntlworld.com	<table><tr><td>1</td><td>P Ball</td><td>Grantham</td><td>7.30</td><td>+6.23</td></tr><tr><td>2</td><td>M Richardson</td><td>East Grinstead</td><td>7.30</td><td>+6.20</td></tr><tr><td>3</td><td>S Willis</td><td>Croydon</td><td>7.30</td><td>+5.49</td></tr><tr><td>4</td><td>M Woodhouse</td><td>Vikings A</td><td>7.30</td><td>+5.09</td></tr><tr><td>5</td><td>A Moorhouse</td><td>Vikings A</td><td>7.30</td><td>+4.32</td></tr><tr><td>6</td><td>P Jellis</td><td>Croydon A</td><td>7.30</td><td>+3.23</td></tr><tr><td>7</td><td>C Foster</td><td>Morley</td><td>7.30</td><td>+3.12</td></tr><tr><td>8</td><td>P Hall</td><td>Crookham A</td><td>7.30</td><td>+3.04</td></tr><tr><td>9</td><td>D Neil</td><td>Bristol & West A</td><td>7.30</td><td>+2.24</td></tr><tr><td>10</td><td>E Tyson</td><td>Crookham A</td><td>7.30</td><td>+2.19</td></tr><tr><td>11</td><td>R Elliott</td><td>Croydon A</td><td>7.30</td><td>+2.11</td></tr><tr><td>12</td><td>C Chapman</td><td>Bristol & West A</td><td>7.30</td><td>+1.51</td></tr><tr><td>13</td><td>J Paton</td><td>Crookham A</td><td>7.30</td><td>+0.02</td></tr><tr><td>14</td><td>D Taylor</td><td>Grantham</td><td>7.30</td><td></td></tr></table>		1	P Ball	Grantham	7.30	+6.23	2	M Richardson	East Grinstead	7.30	+6.20	3	S Willis	Croydon	7.30	+5.49	4	M Woodhouse	Vikings A	7.30	+5.09	5	A Moorhouse	Vikings A	7.30	+4.32	6	P Jellis	Croydon A	7.30	+3.23	7	C Foster	Morley	7.30	+3.12	8	P Hall	Crookham A	7.30	+3.04	9	D Neil	Bristol & West A	7.30	+2.24	10	E Tyson	Crookham A	7.30	+2.19	11	R Elliott	Croydon A	7.30	+2.11	12	C Chapman	Bristol & West A	7.30	+1.51	13	J Paton	Crookham A	7.30	+0.02	14	D Taylor	Grantham	7.30	
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September 17 Area Venues	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.																																																																								

Farrow Shield - Team Scores 7 teams

1	P Jellis	Croydon A	7.30	+3.23
	R Elliott	22.30 +5.34	7.30	+2.11
	J White		7.30	
2	P Hall	Crookham A	7.30	+3.04
	E Tyson	22.30 +5.25	7.30	+2.19
	J Paton		7.30	+0.02
3	D Neil	Bristol & West A	7.30	+2.24
	C Chapman	22.15	7.30	+1.51
	M Stagg		7.15	
4	M Woodhouse	Vikings A	7.30	+5.09
	A Moorhouse	19.56	7.30	+4.32
	B Halford		4.56	

F1C Buskell 2 flew

1	A Jack	MFFG	12.30	+5.07
2	S Dixon	Birmingham	11.57	

Classic Rubber/Power 23 flew

1	R Vaughn	Crookham	7.30	+5.52
2	M Marshal	Impington	7.30	+4.11
3	P Ball	Grantham	7.30	+3.43
4	S Willis	Croydon	7.30	+3.28
5	G Oulds	Crawley	7.30	+2.13
6	J Paton	Crookham	7.30	+1.51
7	A Beales	Croydon	7.11	
8	A Moorhouse	Vikings	7.05	
9	S Barnes	Morley	7.01	
10	R Marking	CVA	6.56	
11	D Cox	Crookham	6.45	
12	D Beales	Croydon	6.11	

HLG/CLG 10 flew

1	P Ball	Grantham	6.57	
2	W Colledge	Birmingham	6.35	
2	I Clarke	CM	6.35	
4	J Pennington	Bristol & West	6.28	
5	A Cameron	Crawley	5.22	

Combined Electric 5 flew

1	P Watson	MFFG	7.30	+5.11
2	T Grey	Crookham	7.30	+5.01
3	C Strachan	Biggles	7.30	+3.52

BMFA, SCULTHORPE, SEPT 4**P30 6 flew**

1	P Gibbons	5.25	1	S Willis	6.00	+4.33
2	A Morehouse	3.20	1	P Ball	6.00	+4.33
3	P Adams	2.25	1	D Cox	6.00	+4.33

Classic Rubber/Power 5 flew**Classic Glider 2 flew**

1	D Cox	4.00
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BMFA SOUTHERN GALA, SALISBURY PLAIN, AUG 20

Wind 30mph+ rain later

Combined Glider 2 flew

1	C Parry	3.32
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F1H 2 flew

1	D Cox	2.51
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Combined Power 1 flew

1	T Payne	5.00
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HLG/CLG 1 flew

1	C Parry	1.54
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FREE FLIGHT BRITISH CHAMPIONSHIP

1	P Ball	108.33	13	G Hart	38
2	S Willis	93.33	13	C Parry	38
3	C Foster	91	16	P Adams	35.3
4	D Cox	74.33	17	R Vaughn	35
5	P Watson	70	18	A Moorhouse	33
6	F Rushby	58	18	C Redrup	33
7	J Cooper	53	20	J Carter	29
8	T Grey	48	21	R Jack	27
9	C Strachan	47	22	Brocklehurs	26
10	P Tolhurst	45.5	22	S Philpott	26
11	P Woodhouse	44.5	23	G Stringer	26
12	A Jack	44	25	S Dixon	25
13	I Clarke	38	26	S Barnes	20.5

BMFA EAST ANGLIAN GALA, SCULTHORPE JULY 30-31

Report by Michael Marshall.

The weather for the East Anglian Gala was warm and sunny on both days but with a freshening wind on the Sunday. The wind direction was from the North West the whole time permitting plenty of flying space on this very large airfield. Competitors old and new came from far and wide to enjoy two days of flying in Norfolk. Rare birds had nested and flown and there was little interference from the cows.

Events followed a regular format. On the Saturday the maximum was set at 2.30 (2.00 minutes for P30 and E36) and the largest entry of 14 was for P30, followed by Classic Glider and Tailless, chasing Spencer Willis' league, with 7 each. There was plenty of lift and two P30's and one glider were lost out of sight. Fly offs were required for BMFA Rubber, Vintage Rubber/Power and E36.

Flying recommenced on the Sunday from the same spot on the field, maximums as the previous day (2 minutes for Mini Vintage and C02). No surprise that Mini Vintage attracted the biggest entry with 14 competitors, BMFA Glider 6 and CO2 with 5. One glider was lost, possible RDT failure. The final day brought fly offs in four events with Frank Rushby having maxed in both Mini Vintage and Classic Rubber/Power only just getting his final score in the last minutes of the competition. This pitted Frank's power model against Andrew Moorhouse's Cloud Pin, a 30 inch 45 grams rubber model. In the fly off Franks' dramatic climb was followed by a series of stalls leaving Andrew with a closing flight of more than three minutes.

David Leeding from the Peterborough club led the Bowden competition which was well supported with 7 entries, best ever for this event, but the stiffening breeze made rise of ground take offs tricky. Winning flight was made by Andrew Green from Northampton with Gary Flack from Cambridge second and John Hook in third place.

Many thanks to the people who helped make it happen and to the competitors who made it all worthwhile.

Saturday July 30**BMFA Rubber 7 flew**

1	P Woodhouse	Morley	7.30	+6.29
2	A Moorhouse	Vikings	7.30	+5.28
3	D May	Timperley	6.37	

E36 4 flew, 2 full scores

1	P Watson	MFFC	6.00	+3.20
2	C Strachan	Biggles	6.00	+1.18

Tailless 5 flew

1	S Willis	Croydon	7.30	
2	C Foster	Morley	7.21	
3	P Woodhouse	Morley	7.15	

Classic Glider 7 flew

1	G Hart	Vikings	7.30	
2	C Foster	Morley	6.10	
3	D Cox	Crookham	6.02	

Vintage Rubber/Power 5 flew

1	C Foster	Morley	7.30	+5.51
2	F Rushby	Cleemac	7.30	+5.26

P30 12 flew

1	D Davitt	Morley	6.00	
2	S Fielding	Morley	5.54	
3	P Adams	Peterboro'	5.39	
4	D Taylor	Grantham	5.23	
5	D May	Timperley	5.16	

HLG-CLG 5 flew

1	I Clark	CM	6.41	
2	G Percival	Grantham	5.22	

Sunday July 31

Mini Vintage 14 flew

1	C Foster	Morley	6.00	+5.39
2	F Rushby	Cleemac	6.00	+5.03
3	W Hodgkinson	Grantham	6.00	+2.25
4	P Watt	Mid Ards	6.00	
5	D Taylor	Grantham	6.00	
6	G Warburton	Morley	5.44	

Combined Electric 3 flew

1	P Watson	MFFC	7.30	+3.23
2	T Grey	Crookham	7.30	+2.10

BMFA Power 3 flew

1	F Rushby	Cleemac	7.30	
2	T Payne	Biggles	7.07	

Classic Rubber Power 3 flew

1	A Moorhouse	Vikings	7.30	+3.43
2	F Rushby	Cleemac	7.30	+1.52

BMFA Glider 6 flew

1	C Parry	Biggles	7.30	+3.19
2	D Truluck	Vikings	7.30	+3.03
3	D Cox	Crookham	7.18	

CO2 5 flew

1	S Philpott	Birmingham	5.48	
2	T Grey	Crookham	5.46	
3	C Strachan	Biggles	5.43	

Vintage Glider 5 flew

1	G Hart	Vikings	7.05	
2	C Strachan	Biggles	6.13	
3	S Philpott	Birmingham	5.21	

Bowden Competition

1	A Green	2	G Flack	3	J Hook
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TIMPERLEY GALA, NORTH LUFFENHAM AUG 14

Report by Gerry Ferer

Held on the same August weekend as in 2015. weather-wise this was almost a repeat of the 2015 Gala and was just as successful. But one difference. We found that an Army parascending group is now based on the airfield, using the area west of the short runway, and store their equipment in the hangar at its south end. (Apparently the person in charge had done the same at Middle Wallop) This was all new to us aero-modellers as we had no advance notice of their presence. To be out of their way we settled along the long runway just past the short runway they were using, and with the wind direction away from them there was no interference.

The day was dry and warm, with just a light wind from the West, zero at times, and falling to 3mph at flyoff. In the conditions most rounds flights landed within the airfield. Of note was the glider fly-off, with Foster's and Carter's models circling and climbing overhead for 10mins before drifting away, and the winning rubber fly-off times.

Attendance was high. 65 cars were counted, and 39 competitors made 48 contest entries. Also present were 16 sport fliers, from as far away as Essex and Burnley. Several said that they came because our publicity 'welcomed sports fliers'. This should be noted for future meetings.

As we had an adequate surplus last year, this year's Gala was run at a loss, setting the airfield charge at £2, and £3 for a multiple contest entry. Wine, goods, and cash prizes were awarded along with the club trophies.

Combined Rubber 9 flew

1	I Taylor	7.30+20.02
2	A Moorhouse	7.30+17.07
3	I Davitt	7.30+3.55

Comb Power 4 flew

1	F Rushby	7.30+7.49
2	S Barnes	7.30+6.42
3	T Payne	7.30+4.26

Combined Glider 8 flew

1	C Foster	7.30+14.07
2	J Carter	7.30+13.12
3	W Colledge	7.30+8.44
4	C Parry	7.30+2.57

HLG/CLG 7 flew

1	M Benns	6.38
2	I Clark	6.27
3	S Brewer	6.01
4	C Parry	5.11

Mini Vintage 15 flew

1	C Foster	6.00+4.14	Le Timede
2	F Rushby	6.00+2.32	Top Banana
3	M Macconnell	6.00+1.30	Golywock
4	D Beales	5.59	Phony Tony
5	S Barnes	5.53	Top Banana
5	B Dennis	5.53	RAFF-V

SOUTHERN AREA BMFA 68TH RAF ODIHAM FF RALLY. SEPT 3

Report by John Thompson

Our day in the sun turned out to be one with a 21 knot wind and torrential rain the afternoon. Despite this some 55 turned up out of the 65 preregistered.

As I have mentioned before planning for this event starts in October, with some months of initial consultation as to dates which they have available. With the heightened security and FOD issues (on such an active airfield such as the this) the RAF have a lot of initial administrative and security work to be coordinated, before we are granted permission. Remember with FF we can be roaming the open field to recover our models. On an helicopter field such as this the aircraft can go to many places and there is always the possibility of FOD being left accidentally whilst we are roaming.

This year a specific LO was designated to handle the administration and control on the day. He and his assistant were brilliant; the event could never have gone ahead without this support.

The event started with a full briefing in the Conference Room at HQ. This I think is a first for FF? Hazards and do's and don'ts were explained and shown on the big screen. Volunteers were chosen to be FOD officers for the day. This latter challenge, required that if a model was lost on the field all flying had to stop until it was found. During the day this only happened once, with the model being quickly found. At the end of the comp with virtually the last flight, a model (no tracker) was lost OOS, near the peri track. The two security vehicles took spotters over the relative part of the field. Mo Peters and Tony Shepherd told me they had a "wizard bumpy" ride for some 10 minutes, it was assumed after this search that the model was outside. After the event I accompanied the LO whilst it was calculated, after consultation with the Met group (see later), that the model had exited the field with the time of 2.48. A map was displayed which showed launch and direction of the model which was then forwarded to air traffic control as confirmation that this check had been done. This really begs the question, that at such sites (or indeed others) that Trackers must be used on all models, leave aside the question of RDT.

With the SSW wind where we flew from is adjacent to where helicopters are refuelled. It is the loneliest part of field. Therefore, stakes in the ground were not permitted, in that if forgotten could possibly be updrafted by an aircraft etc. into a Tanker. However remote the possibility it cannot be ignored.

From the Conference Hall we were ferried, all 50 odd cars in a long line to the designated parking area. I had been on a course earlier in the week to obtain an Airfield Driving Permit which permitted me to assist in the escorting of vehicles.

Before the briefing I had visited with the LO, the Met Department resident at the airfield to see what the forecast was for the day. Banks of screens were visible, the outcome was that it would be windy and serious rain would arrive about 15.45hrs. Spot on it was.

The competition went off well. we had decided to use a DT (penalty type DT fly off system) set at 90 seconds for each and every flight, with the idea of virtually eliminating a final fly

off. Refinements of this method should, I think be examined for use at all FF events, to try to eliminate the no longer acceptable unlimited fly offs at certain sites.

The Prize giving was conducted back in the conference room, just as well for the torrential rain came then!

Whether there be a 69th event remains to be seen, with ever more security issues and some competitors feeling that this is all too onerous.

The really bright spot of the all of this is that including the Croydon MAC donation, we were able to donate £325 to the RAF Benevolent fund. The event costs were (MOD licence etc.) £695 and income £1020.

As a final comment, thanks to all who attended and helped with FOD sweeps and for Roy and Clive on the gate and of course Roger on the Control Desk, without this kind of assistance we could never be able to run the event.

Tailless		A1 Glider	
1	E Challis	3.20	1 G Madelin 5.08

Combined 4oz/8oz Wakefield

1	P Jackson	4.10	Lim Joon
2	R Elliott	2.36	Blomgren

Vintage/Classic Glider

1	G Smith	5.09	Hyperion
2	D Etherton	4.35	Nord
3	D Cox	4.33	Achangel

Vintage Lightweight Rubber

1	N Peppiatt	5.15	Pinocchio
2	A Longhurst	3.11	Hoppity
3	R Oldridge	2.50	RAF V

E36 Electric

1	C Redrup	4.22	Pearl
2	T Grey	4.11	O/D
3	M Cook	3.26	Super Pearl

Vintage/Classic CLG/HLG

1	K Taylor	228	
2	T Horsey	213	Heave Ho
3	M Peters	118	Vartanian

Coupe d'Hiver

1	D Thomson	4.58	O/D
2	P Hall	4.21	O/D
3	J Paton	4.05	O/D
4	A Brocklehurst	3.29	CO4
5	R Vaughn	1.37	O/D

50TH ANNIVERSARY CROOKHAM GALA. SALISBURY PLAIN, SEPT 18

Report by John Thompson

These galas have been held over the years at Beaulieu, Middle Wallop and now Salisbury Plain.

We were glad that so many folk responded by coming on Sunday. some 35 cars turned up, which for Free Flight aeromodelling these days is a big crowd!

The weather was forecast to be good with light winds from the North, it turned out to be so. Also this meant we could operate easily from the "trimming field". However, there was some apprehension on Friday, when we were informed that live firing from tanks could be expected near to us. Peter Watson the FFTC Salisbury Plain liaison representative checked with SP Control, the worst that could happen was a 1300 hours start on Sunday to the contest. As it turned out when I phoned Control on the morning, I was informed that no firing would take place, really good news. This together with the good weather, raised our spirits no end. With Peggy Chilton and Roger Newman installed at the Desk, we were set for a good day.

A fair amount of trimming went on, with finally 24 entries in the 4 classes. We had deliberately set the max at 2 minutes adjusting the classes to suit, as we wished to ensure as far as possible that all models stayed on the area allocated to us, Area 8.

Short runs were set at 7 seconds for E36 and 8 seconds for power, coupe and A1 of course run to a 2 min max anyway. Looking at the results, for the power event 6/7 seconds would have been a better challenge. Peter Watson's Etype Dixie powered with an OS 21 ex car engine (cost £10 EBay) suitably modified for FF, took his model to some say 700 feet, others were not so high but possibly had better glides being lighter weight Dixie's. The penalty type 2-minute DT fly off was exceptional in that John Hook forgot to fix the DT properly and managed some 5 minutes resulting in a negative score of some 8 minutes a record! Peter Watson won with only a 2 seconds penalty!

A1, of course, Gary Madelin maxed out in his favourite class, this time he did not pop back home to have lunch, which he has been known to do at other sites nearer to home! Certain others gave him an easier run with early DT's and such like.

E36, the 7 seconds run was a challenge, but with 10 it is too easy to max. There were some pretty good flights, but quite a few were not on song, with some erratic climb patterns. No one maxed out, with Chris Redrup winning, missing full max's by only 6 seconds. Bit more trimming required for some models I would think, a E36 is really a game of no errors on the climb.

Coupe, largest entry, a much loved class by the older man, in that they are still capable of winding a motor to destruction and then with a regular 2min max not too far to walk to recover the model. Lift picking was easier in the morning but becoming tricky in the afternoon. Chris Redrup did not enhance his chances by launching into a thermistor pole and smashing his wing. he told me afterwards he had possibly thought of that hazard before launching but -----. Peter Hall was pretty convincing with his O/D or was it odd design?

The Gala champion prize thought of by Peggy and Fred Chilton, founder members' of Crookham, was a £50 note in a picture frame. Chris Redrup won this with the best 3 flights from 2 contests. Will he ever find out if the note has another side?

As a final comment, Salisbury Plain has a bad reputation for being difficult to get on, etc. This is really not so, as it is entirely possible to manage with care and say max 5mph in an ordinary car. In fact, most good weekends see sports flyers who are mainly in their late 70 or early 80's flying there. So let's please scotch this rumour of how bad it is.

Where else for example could you have a Tank surrounded by soldiers downwind making sure that nobody nicks your model?

F1H/A1 Glider

1	G Madelin	6.00
2	P Tribe	4.15
3	D Thomson	2.16

E36 Electric:

1	C Redrup	4.54	Pearl
2	R Elliott	4.13	Nig Nog/Satellite
3	T Grey	3.31	O/D
4	J Paton	3.28	Eureka

George Fuller Power

1	P Watson	6.00	+ 2.31	Dixielander E-Type
2	D Cox	6.00	+ 2.18	Dixielander
3	R Vaughn	6.00	+ 1.53	Dixielander
4	J Hook	6.00	-ve DT fly-off time *	
5	A Chilton	5.42		Dixielander

* John takes this year's pride of place for a DT fly-off negative score, exceeding the negative score of 3.14 recorded by John Andrews at the Southern Area Gala!

Combined F1G / Vintage Coupe:

1	P Hall	8.00	+ 2.13	O/D
2	A Brocklehurst	8.00	+ 1.30	O/D
3	C Redrup	7.50		Etienvre +
4	G Manion	7.48	4 th & 5 th	decided on toss of coin
5	J Paton	7.48		Buchin

SOUTHERN COUPE LEAGUE

Report by Peter Hall

Round 7: Southern Area Rally, Odiham

Since 2004 I have recorded the weather at every competition attended, the wind speed graphed on a crude scale: calm, breeze, windy, very windy. This is very subjective, one man's wind is another man's breeze but I prefer its cosy familiarity to John Thompson's anemometer which all agree, underestimates wind speed and tells us that the conditions are not nearly so bad as they patently are. This year since the Oxford Rally (breeze) the wind has increased steadily through the fifth and sixth Areas, and the August SAM event to the Southern Gala (very windy). On only three occasions since 2004 has a very windy event been followed by another, so I confidently predicted nothing more than a breeze for Odiham..... it was very windy. In 2011 we had five very windy comps. in succession, but this cannot possibly be repeated so the next coupe league event, Crookham Gala on Salisbury Plain 18th September will be at worst, breezy. I shall treat you all to more statistical gems in future reports.

Given the dire forecast for the day, the late start due to processing and briefing and the possibility of an early finish due to aircraft movements, only three flights to a ninety second max. were required. To avoid a fly-off, aggregate scores would count. Each flight would be timed to the ground and for every second of D.T. over-run two seconds would be deducted. John Andrews gave a nice demonstration of the effects of this scoring system with his second flight. Boomers were rare in the wind and heavy overcast but John caught one. His Tomy timer mousetrap failed to release the D.T. line and his coupe was o.o.s. in 3' 14'', out of the airfield and lost. Penalty points for his D.T. over-run were then deducted leaving him with minus 2' 30'' for the flight (go on, he's down, give him another kick !). Don Thompson's winning strategy was to get his flights in fast and early. His locked down tissue covered coupe had suffered from wet conditions in two previous competitions so he wasn't going to get caught again. Peter Hall took second place with three mediocre flights. His excuse is that the coupe wasn't trimmed out because Chobham Common has not been available since March. Dartford Warblers are no longer welcome on his bird-table. Jim Paton's Bukin was coping well until his third flight when it was blown down for 22 seconds. Alan Brocklehurst's third flight was delayed by the red flag, by the time it was clear, conditions were so poor he decided to save his coupe for better days. Ken Taylor

maxed his first, but dropped to 59 seconds on his second flight deterring him from continuing, he flew vintage catapult glider instead and won. Roy Vaughn maxed his first flight and then also decided to retire.

The competition finished at 4.0 p.m. as the rain came in. We did a quick FOD search - for a definition consult any Military Acronyms Dictionary (MAD) and retired to the briefing building for the prize-giving. We all applauded John Thompson's heroic efforts to keep the Odiham Gala going despite the increasing mass of regulations to be observed and permissions to be sought. Do read his report. Gavin Manion is still well ahead in the league but not unassailable. Two events to go, Crookham Gala and Coupe Europa a possible 34 points on offer.

Round 8: Crookham Gala, Salisbury Plain, Sept 18

The guns fell silent, preparations for post - Brexit WW3 were suspended. Salisbury Plain, bathed in autumnal sunshine, unruffled by the gentle northwesterly drift welcomed Crookham Gala to its broad bosom etc. etc. Last week at the

7th Area meeting the guns were firing from the south easterly woods at the Russians advancing across the target area to the north. Observing the distant shell bursts we felt reassured that once again our lads would win the day. There had been the possibility that the Gala would be affected by renewed hostilities but the all clear was sounded and coupes were soon cruising peacefully across Death Valley in the benign morning air. I say benign but sunny mornings have pitfalls, literally, as lots of narrow columns of rising air mean lots of sink pools. Four flights were required, four of the nine entrants failed to make the two minute max. on their first flights, two on their second, no less than five on the third and three on the fourth. By midday the sun had lost its enthusiasm and the afternoon was cool, overcast and the air indifferent. Peter Hall and Alan Brocklehurst made the fly off at four o'clock, the former got slightly better air than the latter who hit pronounced sink. Chris Redrup (also E36 winner and Gala champion) dropped his last flight but took third place with his Etienvre. He started with his two-bladed prop. version as a modern coupe entry but flew it into a thermistor pole. He finished with his vintage version. Gavin Manion and Jim Paton tied for fourth place, both got three maxes and both got 1.48 for their fourth flight ! Gavin flew his So-Coupe type model which he javelin - launches into a steep climb with great consistency. Jim has locked off the systems on his Bukin which he claims flies just as well without them so long as you launch appropriately. He forgot this on his fourth flight, chucked it hard, unsettled the climb and sub-maxed. Martin Stagg protests that his coupes are still not yet trimmed and so dropped two flights. He suspects the props. are not working as well as they should. The one I looked at seemed to have a lot of undercamber and tip washout, I'm sure Alan B. could sort it out. Don Thompson had one of those days. The prop. hit his hand on launch and was damaged, and another failed. Ray Elliot flew his big (at least 250 sq.") single-bladed prop. model. He usually flies this successfully on twelve strands but opted for fourteen for the first three flights. The extra torque did not compensate for the shorter run and seemed to upset its normally serene flight pattern so he reverted to his usual motor for his last flight and maxed. Ted Stevens, the lone vintage coupe entrant flying a Bagatelle, not surprisingly won the prize for highest placed vintage coupe.

After suffering many systems failures with auto-coupes, I decided that the secret lay not in aerodynamic efficiency but in consistent, no mistakes policy driven, well - practiced trimming and air-picking. I have converted several of my coupes to locked - down mode. Everyone else except Roy Vaughn seems to have chosen this option. On this occasion I flew an auto - coupe which behaved itself, no systems failed and I made no mistakes. Consequently I have now decided to re-install the systems. I make no apologies for changing my mind, that's what minds are for. The final round in this year's league is Coupe Europa on Salisbury Plain October 2nd. Gavin Manion is now sure to win, without even trying. Second place will be hotly contested. Third place is well worth fighting for; it rewards solid achievement rather than the brittle brilliance associated with first and second. And a bottle of wine.

Odiham

	maxes	pts
pts		
1 D.Thomson	2	14
2 P Hall	1	10
3 J Paton	1	9
4 A Brocklehurst	2	9
5 K Taylor	1	7
6 R Vaughn	1	6
7 J Andrews	1	5

Crookham Gala

	maxes	
1 P Hall	4	16
2 A Brocklehurst	4	13
3 C Redrup	3	11
4 G Manion	3	10
5 J Paton	3	10
6 M Stagg	2	7
7 D Thomson	1	5
8 R Elliott	1	4
9 T Stevens	1	3

League

			Odiham	CG	Total
1	G Manion	Birmingham		10	71
2	A Brocklehurst	Bristol & West	9	13	44
3	R Vaughn	Crookham	6		42
4	P Tolhurst	Crookham			41
5	P Hall	Crookham	10	16	36
6	J Paton	Crookham	9	10	31
7	A Moorhouse	Vikings			26
8	D Thomson		14	5	19
9	S Willis	Vikings			18
10	C Redrup	Crookham		11	17

CANADA CUP, TOTTENHAM, ONTARIO, CANADA, AUGUST 14**F1A 4 flew**

1	J Danier	CAN	1320
2	P Allnutt	CAN	1302

F1B 5 flew

1	T Mathews	CAN	1320	+443
2	L Horak	CAN	1320	+298
3	A Schlosberg	USA	1300	

F1C 1 flew

1	Y Shvedenkov	CAN	1310
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47TH EIFELPOKAL, ZÜLPICH, GERMANY, AUGUST 26-28**F1A 50 flew 23 full scores**

1	A Van Eldik	NED	600	+420	+392
2	T Weimer	GER	600	+420	+353
3	B Pouzet	FRA	600	+420	+337
4	M Kosonozhkin	RUS	600	+420	+331
5	M Dupont	FRA	600	+420	+311
6	M Van Dijk	NED	600	+411	
6	A Van Wallene	NED	600	+411	
8	R Assmuss	GER	600	+387	
9	T Strobel	GER	600	+372	
10	H Fuss	AUT	600	+369	
10	F Adametz	GER	600	+369	
12	V Bajorat	GER	600	+366	
13	K Lamers	NED	600	+357	
14	S Limberger	GER	600	+305	
15	B Muller	GER	600	+300	
16	J Svenugsson	SWE	600	+299	

F1A-Junior 5 flew

1	L Aringer	AUT	508
2	C Gozalo	GER	477
3	K Hoffmann	GER	428

F1B 36 flew

1	B Silz	GER	900	+316
2	M Seifert	GER	900	+314
3	S Stefanchuk	UKR	900	+294
4	A Kutvonen	FIN	900	+254
5	H Pietzko	GER	900	+218
6	J Sebastian (J)	GER	900	+201
7	C Gozalo (J)	GER	900	+185
8	R Peers	GBR	900	+179
9	P Monninghoff	GER	900	+169
10	H Helmbrecht	GER	900	+153
11	Y Blazhevych	UKR	900	+148
12	G Batiuk	GER	900	+140
13	I Zilberg	GER	900	

F1B-Junior 2 flew 2 full scores

1	J Sebastian	GER	900	+201
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F1C 6 flew

1	M Sondhauss	GER	900	+103
2	S Seydel	GER	900	
3	Y Vasilyev	BLR	716	

F1Q 4 flew

1	D Sauter	GER	870
2	R Assmuss	GER	745

KIETRZ CUP, KIETRZ, POLAND, SEPTEMBER 3**F1A 66 flew**

1	S Jensen	DEN	960	+360	+358
2	G Aringer	AUT	960	+360	+305
3	V Chyhyr	UKR	960	+360	+298
4	R Lopez	ARG	960	+337	
5	D Stezalski	POL	960	+332	
6	M Hrast	SLO	960	+251	
7	K Stezalski	POL	960	+249	
8	L Nielsen	DEN	960	+233	
9	J Jaraczewski	POL	960	+179	
10	I Bezak	SVK	960	+139	
11	H Krupa	POL	960	+77	
12	R Holzleitner	AUT	944		

F1A-Junior 16 flew

1	F Klobusicky	SVK	938
2	V Rossler	CZE	907
3	R Gadek	POL	884

F1B 31 flew 14 full scores

1	J Cihak	CZE	960	+360	+388
2	I Vivchar	UKR	960	+360	+367
3	V Urban	CZE	960	+360	+363
4	G Mijiddorj	MGL	960	+360	+318
5	M Hartl	CZE	960	+340	
6	W Ghio	USA	960	+336	
7	S Stefanchuk	UKR	960	+332	
8	E Gorban	UKR	960	+328	
8	O Kulakovskyy	UKR	960	+328	
10	M Novy	CZE	960	+318	
11	K Lukaszewicz (J)	POL	960	+316	

F1B-Junior 6 flew

1	K Lukaszewicz	POL	960	+316
2	D Lipski	POL	932	
3	Z Zdancewicz	POL	918	

F1C 12 flew

1	V Sychoy	SLO	960	+360
2	D Bogomaz (J)	POL	960	+316
3	P Plachetka	POL	949	
4	E Burek	POL	928	

F1Q 11 flew 5 full scores

1	G Milak	HUN	960	+360	+398
2	M Pazdzior	POL	960	+360	+335
3	A Jancso	HUN	960	+360	+330
4	S Bolko	POL	960	+360	

F1P-Junior 2 flew 1 full score

1	D Bogomaz	POL	960
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3RD RACIBORZ CUP, KIETRZ, POLAND, SEPTEMBER 4**F1A 59 flew**

1	R Holzleitner	AUT	900	+360
2	G Aringer	AUT	900	+270
3	D Fric	CZE	900	+236
4	J Nyhegn	DEN	900	+222
5	G Hudak	SVK	900	+170
6	R Lopez	ARG	900	
6	R Dvorak	CZE	900	
6	L Vernyik	HUN	900	
6	M Slys	POL	900	
6	M Hrast	SLO	900	
11	K Halicki	POL	889	
12	P Rasmussen	DEN	877	

F1A-Junior 15 flew

1	V Rossler	CZE	858
2	R Gadek	POL	763
3	K Fras	POL	720

F1B 24 flew 9 full scores

1	A Bulatov	RUS	900	+360
2	I Vivchar	UKR	900	+329
3	A Krawiec	POL	900	+268
4	D Larsen	NOR	900	+238
5	V Urban	CZE	900	+162
6	S Skibicki	POL	900	+60

F1B-Junior 5 flew

1	K Lukaszewicz	POL	876
2	D Lipski	POL	820
3	F Rudzinski	POL	392

F1C 10 flew

1	M Roman	POL	900	+38
2	M Gasiorowski	POL	900	
3	D Bogomaz (J)	POL	896	

F1Q 10 flew 4 full scores

1	A Jancso	HUN	900	+304
2	S Bolko	POL	900	+286
3	G Milak	HUN	900	
3	A Milak	HUN	900	

F1P-Junior 1 flew

1	D Bogomaz	POL	896
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STONEHENGE CUP, SALISBURY PLAIN, SEPTEMBER 24

After a calm day on Friday, it was forecast to be windy for the weekend and it certainly was. After two flights 150 max a flight was made with 120 max and then there was a pause during the afternoon before the wind dropped fractionally to allow another 120 max flight. The flyoff was held early the next morning.

F1A 19 flew

1	E Ragot	FRA	540	+270
2	J Pozet (J)	FRA	540	+212
3	P Findahl	SWE	540	+189
4	C Ragot (J)	FRA	540	+181
5	J Williams	GBR	540	+176
6	B Colledge	GBR	527	
7	J Cooper	GBR	505	
8	E Godet	FRA	485	
9	J Challine	FRA	476	
10	P Williams	GBR	446	

F1A-Junior 3 flew 2 full scores

1	J Pouzet	FRA	540	+212
2	C Ragot	FRA	540	+181

F1B 16 flew

1	P Brown	GBR	540	+273
2	R Nouvian	FRA	540	+240
3	J Cheneau	FRA	540	+209
4	M Woolner	GBR	540	+203
5	R Peers	GBR	540	+198
6	C David (J)	FRA	540	+177
7	P Pietrzak	POL	540	
8	M Rigault	FRA	531	

F1B-Junior 1 flew

1	D Clement	FRA	540	+177
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F1C 4 flew

1	M Lester	GBR	538
2	N Allen	GBR	506

F1Q 4 flew

1	T Grey	GBR	540
2	I Kaynes	GBR	501

EQUINOX CUP, SALISBURY PLAIN, SEPTEMBER 25

Overnight there had been some rain and the tracks which had been hard and dry on Saturday became muddy and slippery. During the day there was only a little more rain, but the wind stayed almost as strong as Saturday. It was also towards the woods and after starting with 150 then dropping to 120 the final three flights were made to 90 sec maxes. Some models in strong lift were still reaching the edge of the woods. There was no alternative to flyoffs that evening and remarkably the wind dropped considerably and the sun shone for these final flights.

F1A 17 flew

1	E Ragot	FRA	540	+411
2	J Gibbs (J)	GBR	540	+325
3	E Godet	FRA	540	+218
4	C Edge	GBR	540	+213
5	R Jack	GBR	532	
6	P Findahl	SWE	519	
7	P Tribe	GBR	518	
8	P Williams	GBR	512	
9	C Ragot (J)	FRA	474	

F1A-Junior 3 flew

1	J Gibbs	GBR	540	+325
2	C Ragot	FRA	474	

F1B 11 flew

1	M Rigault	FRA	540	+600
2	P Brown	GBR	540	+566
3	B Marquois	FRA	540	+315
4	P Martin	GBR	540	+290
5	R Morrell	NZL	360	
6	E Rigault	FRA	270	
6	M Woolner	GBR	270	

F1B-Junior 1 flew

1	D Clement	FRA	150
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F1C 5 flew

1	S Dixon	GBR	540
2	N Allen	GBR	536
3	M Lester	GBR	270

F1Q 3 flew

1	I Kaynes	GBR	540
2	T Grey	GBR	517

F1E FRANCE SEPTEMBER 17-18

The wind was consistently on the north slope at St Jean de Sauves, but at times there was considerable turbulence at low altitude, but with good soaring above this layer. The second day was won by Alex Winker with a fine flyoff flight:- after wandering to the left and drifting backwards for the first few seconds it slowly climbed and it spent the rest of the time hovering at a good height right in front of the line.

12th F1E Poitou Charentes, Tourtenay, France, Sep 17**F1E 32 flew**

1	A Trachez	FRA	500.00	+420
2	D Chauveau	FRA	500.00	+97
3	A Besse	FRA	494.17	
4	M Tomazzoni	ITA	492.78	
5	S Kubit	POL	491.67	
6	S Trachez	FRA	487.78	
7	D Andrist	SUI	485.00	
8	K Winker	GER	482.22	

F1E-Junior 7 flew

1	N Herbert	FRA	438.90
2	N Laura	FRA	438.34
3	C Trachez	FRA	420.55

Poitou Moncontour F1E, St Jean de Sauves, France, September 18

F1E 32 flew

1	A Winker	GER	500.00	+420
2	D Andrist	SUI	500.00	+230
3	S Trachez	FRA	500.00	+217
4	A Trachez	FRA	500.00	+206
5	R Masson	FRA	500.00	+202
6	A Andrist	SUI	500.00	+151
7	M Rigault	FRA	494.58	
8	P Chaussebourg	FRA	493.33	

F1E-Junior 6 flew

1	T Laura	FRA	473.75	
2	C Trachez	FRA	467.78	
2	E Drapeau	FRA	467.78	

FREE FLIGHT FORUM

The thirty-second BMFA Free-Flight Forum will start at 10 a.m. on Nov. 20th, the day after the AGM, at the Hinckley Island Hotel, A5 Watling Street, Hinckley, LE10 3JA. There will be some interesting topics discussed, so come along and enjoy a day with these speakers:

Simon Dixon	A Portable Starter Box
Stuart Darmon	An Altogether Different Man's Approach to F1A Glider
Mike Woodhouse	Jigs and Fixtures
Alan Brocklehurst	Measuring the Shape of Aerofoils: Knowing What You've Got and How to Evaluate it;
Mick Lester	Carbon Wing Skins
Andrew Boddington	Life as an Aeromodeller Editor
Roy Vaughn	How I Made an LDA Wing for an F1J Without Maxwell Boards
Mike Woodhouse	Buying Parts and Subcontracting Work Out
Alan Brocklehurst	Calculations on Non-Smooth Aerofoils at Low Reynolds Numbers: The Potential Benefits of Lumps and Bumps
Gavin Manion	Cheapo Carbon Tubes in Lightweight Flying Surfaces

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.

FAI FREE FLIGHT RANKING

Ranking for September 1.

Full details at www.freeflightnews.org.uk/ranking/latest.htm

		country		place	pts	recent
			pt	change	change	results
F1A						
1	R Koglot	SLO	287	+3	+37	EC16=58 DZ16=56
2	M Kosonozhkin	RUS	271	-1	-14	EC16=0-9
3	J Danier	CAN	265	0	-3	CN16=50 HC16=40
4	P Findahl	SWE	263	-2	-19	
5	J Nyhegn	DEN	253	0	+13	NO16=0-11
6	R Holzleitner	AUT	223	0	-12	
7	B Bardarov	BUL	216	0	-18	EC16=0-21
8	M Kochkarev	RUS	204	+3	0	
9	Y Titov	RUS	203	-1	-15	
10	S Makarov	RUS	200	-1	-7	DZ16=0-7

F1B

1	O Kulakovsky	UKR	300	0 -4	BD16=52 AN16=41 DZ16=0-8
2	A Bulatov	RUS	289	+2 +33	DZ16=55
3	D E Larsen	NOR	270	+4 +18	DZ16=44+1
4	A Andriukov	USA	267	-2 -23	
5	A Krawiec	POL	254	-2 -22	NO16=0-5 BD16=0-8
6	T Mathews	CAN	250	+6 +50	HC16=50 CN16=50
7	B Gostojic	SRB	243	-2 -11	PR16=42 DZ16=0-9
8	A Ribchenkov	RUS	239	-2 -14	DZ16=0-10
9	A Burdov	RUS	233	+5 +40	EC16=57+2 DZ16=23+1
10	W Ghio	USA	224	+6 +40	NO16=52+1

F1C

1	A Kaitchuk	RUS	315	+3 +30	EC16=60 BE16=52 DZ16=45
2	V Sychov	SLO	287	-1 -11	AN16=0-1
3	R Summersby	AUS	283	0 -5	
4	A Vyazov	RUS	277	-2 +20	PR16=50 EC16=0-8
5	A Babenko	UKR	272	2 +36	DZ16=55+1 AS16=51
6	J Roots	EST	270	-1 +7	NO16=50
7	R Truppe	AUT	223	-1 -21	EC16=0-10
8	V Aleksandrov	UKR	221	1 -8	EC16=18-2 AN16=0-2
9	Y Vasiliev	BLR	221	+4 +19	EF16=30
10	O Grishkov	UKR	220	-2 +12	DZ16=23

F1E

1	A Winker	GER	257	0 +1	
2	M Popescu	ROU	251	0 +2	GC16=54 UE16=0-10
3	F Kanczok	POL	213	+7 +65	EC16=53+1 TZ16=44 UE16=23
4	J Orel	CZE	194	+10 +50	TC16=45+1 GC16=34+1 EC16=32+
5	J Zurowski	POL	191	+22 +82	TC16=55+4 GC16=44+3 TZ16=19
6	D Andrist	SUI	187	-3 -1	
7	R Sifleet	USA	185	+6 +38	CE16=40 UE16=13-2 GC16=4-5
8	P Brocks	USA	180	-4 +3	CE16=50
9	D Bildea	ROU	171	+28 +85	UE16=54+6 GC16=19+2 EC16=19+2
9	W Moj	POL	171	+7 +32	TZ16=54+2 UE16=20 GC16=0-8

INDOOR WORLD RECORDS

FAI has received a World record claim for F1N records 118b (ceiling 8m to 15m) for a time of 1min 0.5 sec by Mitsuru Ishii (Japan) on July 5 2016 at Tokyo. The current record is 1 min 0.4 sec set on October 28 2003 by Akihiro Danjo

FAI has received the following World record claim for F1M record 117-c (ceiling 15m to 30m) for a time of 22 min 41 sec by Akihiro Danjo (Japan) on September 23 2016 at Shiga (Japan). The current record is 21 min 1 sec, also by Akihiro Danjo, on

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