

FREE FLIGHT news

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FFn DIARY

November 20 Hinckley Island	BMFA Free Flight Forum	February 19 Area Venues	BMFA 1st Area. F1A (SMAE), F1G (Plugge), C/P (White), E36 (Plugge), Mini Vintage (Plugge). Contact: Area Comp Secs.
November 26 Belisce, Croatia	F1N Indoor Open Belisce. F1N. Entry fee: €10. Contact: Antun Sikic, Trg J. Krizanica 1, 31000 Osijek, Croatia, tel: +385 31 208 262, fax: +385 31 208 626, email: osikic@gmail.com web: www.ak-osijek.hr	March 5 Area Venues.	BMFA 2nd Area. F1H, P30 (Plugge), F1J (Plugge), BMFA 1/2A, CE (Plugge), HLG-CLG Contact: Area Comp Secs.
December 4 North Luffenham	Birmingham Le Grand Coupe Part Trois. See FFn 1607. F1G (Aeromodeller 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	March 13-17 Slanic, Romania	European Championships F1D senior and junior
December 29 Orim, Israel	Otzma Open - Israel Free Flight Competition. F1A F1B F1C. World Cup event. Contact: Aviad Levy, POB 26261, 61263 Tel-Aviv, Israel, tel: +972 3 517 50 38, fax: +972 3 617 7280, email: office@aeroclub.org.il web: www.aeroclub.org.il	March 26 Area Venues.	BMFA 3rd Area. Vint' G (Plugge), C/R (Gamage), F1C (Halfax / Plugge), F1Q, HLG-CLG (Plugge). Combined Power. Contact: Area Comp Secs.
December 30-31 Orim, Israel	Hanukkah Open - Israel Free Flight Competition. F1A F1B F1C. World Cup event. Contact: Aviad Levy, POB 26261, 61263 Tel-Aviv, Israel, tel: +972 3 517 50 38, fax: +972 3 617 7280, email: office@aeroclub.org.il web: www.aeroclub.org.il	April 14 (Good Friday) North Luffenham	BMFA Northern Gala. C/G (CMA), C/R (Caton), B/P (Hamley); [Club Champs], C/E, SLOP (Falcons), F1H, P30, BMFA 1/2A, Mini-Vintage, HLG-CLG Contact: G Warburton 0113 2852947 gwarb@aol.com
		April 21 Peak District or near Melton Mowbray	BMFA 1st F1E (Team Selection). Contact: Ian Kaynes 01252 512538 or 0794 185 2144
		April 29-30 Salisbury Plain	BMFA 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

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

F1Q DEVELOPMENT

By Ian Kaynes

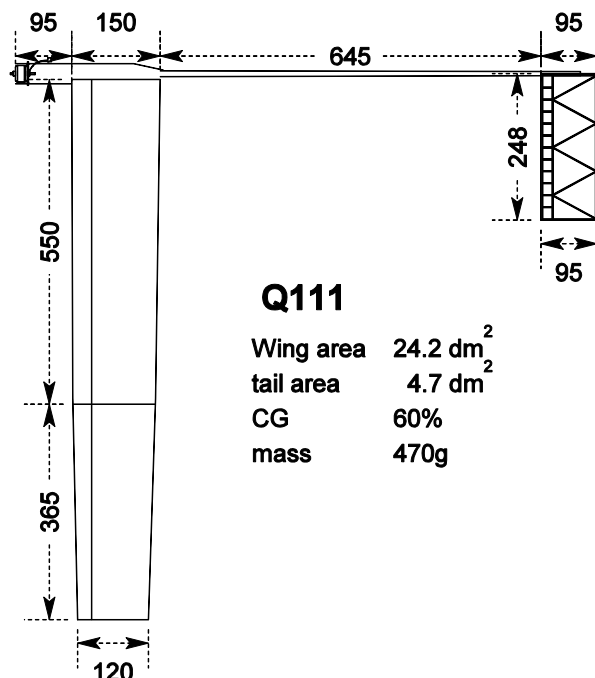
In this article I will describe how my F1Q models have evolved over the last few years, to be followed later by another part describing my current model in more detail.

The first one, Q111, was started in December 2010 and finished the next month. Like the later models it followed some aspects of structure from my F1E models. In this case it was to use the blue foam wing with a full depth 1/16" spruce spar and covered with thin glass cloth which was similar to the structure I was still using at that time for windy weather F1Es. The cost of the simple structure was the weight, which was the reason I discontinued it on F1E and it didn't appear on any more F1Qs. The section was from a Verbitski power model.

Fuselage was a tube re-used from an old F1A (it was a Ronytube, a long time since I flew F1A!). Like all my F1Qs this had a Black Magic timer controlling tail and rudder servos. This gives a completely flexible control of both surfaces, in contrast to releasing lines from mechanical arms which just give you a single change. The servos were mounted vertical and across the fuselage behind the motor, in front of the timer, and the battery under the wing close to the CG.

2011 was the last year of the original rule of 90g maximum mass for LiPo batteries, together with the up to 25 sec motor run. This model used a Hyperion 850mAh 3 cell battery with a Waypoint E2208-34 motor driving a Graupner 8"x4.5" folding prop and a Robotbirds value 20A speed controller.

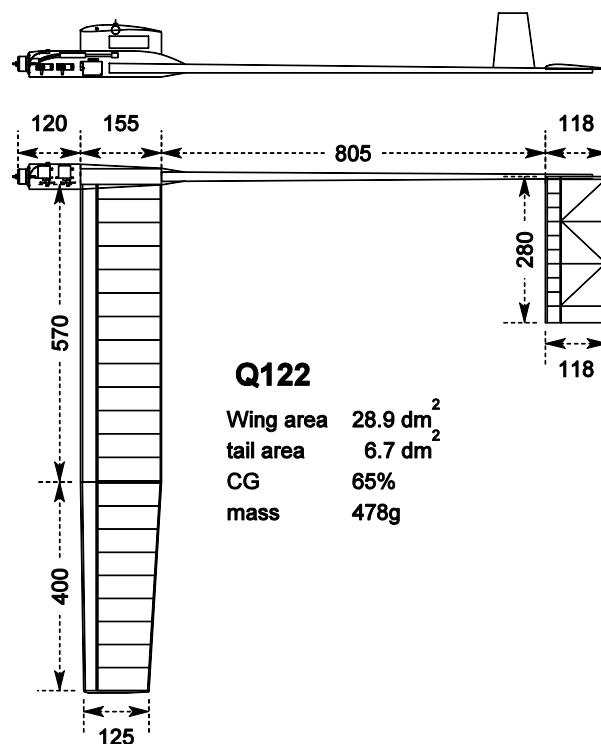
Initial short run tests seemed promising but getting a smooth



transition was something of a problem. One case of dropping the nose and rapidly returning to earth broke the boom. The next on was more vertical and terminal. The rear boom finished under the pylon and the forward fuselage with servos and motor was a balsa box. This proved inadequate as the motor was forced back into the servos and the timer.

Q122 followed a year later (my numbering means it was finished in 2012 and it was the second model built in that year). It had a larger wing and used my usual F1E structure - foam core Dbox covered with carbon cloth and carbon-capped rear

ribs. At 63g for each half-wing they were about 20g lighter than the smaller glass and foam wing on Q111. The section was also taken from F1E: "E104M" that I developed as a lightly low-drag aerofoil to suit F1E launches at 10 m/sec and



glide at 5 m/sec (i.e. nothing like the speed range covered by F1A between launch and glide). This range appeared quite appropriate for F1Q climb and glide conditions. The tailplane was directly from an old F1E with the span slightly cut down.

2012 saw the introduction of the 5J energy limit with 20 second maximum run. The power system was similar to Q111 except for a Waypoint 2208-30 motor and but used a 9"x5" prop. The larger prop increased the reading on the static thrust balance from 370g for the 8x4.5 to 520g. There was, of course, a corresponding increasing in power used, giving a 15 second run.

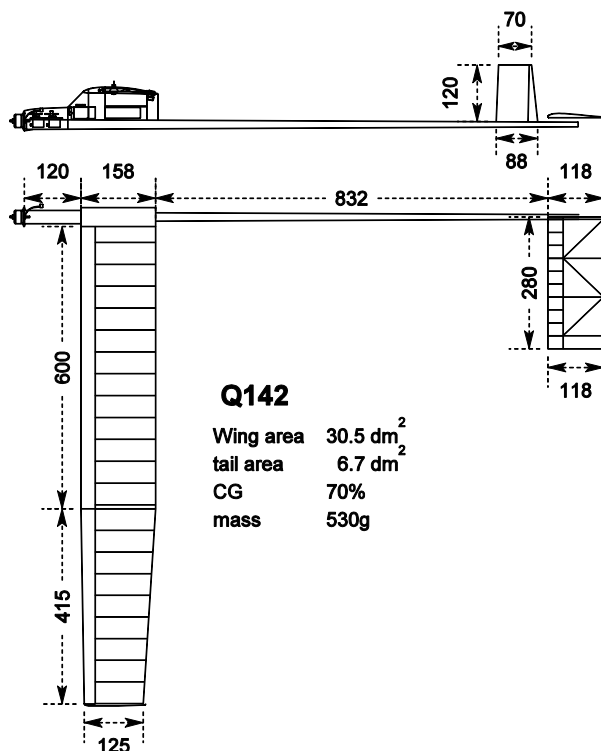
Initially the model had a newly purchased F1A tube, but this soon proved to be too weak - first impact had the boom split lengthwise in several places. This resulted in a new fuselage being required, now using the rear part of an old F1E 2-piece boom and with the forward fuselage having spruce sides. Another old F1E tailplane was used, this time cut down rather less. This form of the model is shown in the 3-view.

Q122 was flown during 2012 but only really sorted at Lost Hills in February 2013, but dropped a couple of flights in poor air at the Maxmen. Demise came at Stonehenge Cup when a steep launch resulted in a large diameter loop and the front fuselage was obliterated on the group impact when I was too late on the RDT.

Parts from that model were used later that year with a new fuselage and inner wing panels to become Q142. It used a new one-piece F1E-type fuselage from Jaromir Orel and this allowed a continuous tube to run right up to the motor, with the mounting bulkhead stuck directly to the front of the tube. The integrity was slightly surrendered by cutting a slot in the top between the pylon and the motor to allow the two servos to be mounted largely within the fuselage at that point. The pushrods went straight into the tube and so left the pylon area clear for timer, battery and wiring.

The Waypoint motors I had been using became unavailable in small sizes and so Q142 was the first to be fitted with a Scorpion II 2208-1100KV motor. This low speed motor had an

initial power reading of about 125W on the 9x5" prop and this would allow a run of 21 seconds, but was limited by run rule of 20sec. To keep below 20 sec including motor run down meant setting a maximum run time of 18.5 sec on the timer.



A similar model Q143 was built at the same time, with slightly larger wing area and a tailplane built for the model with chord 110.

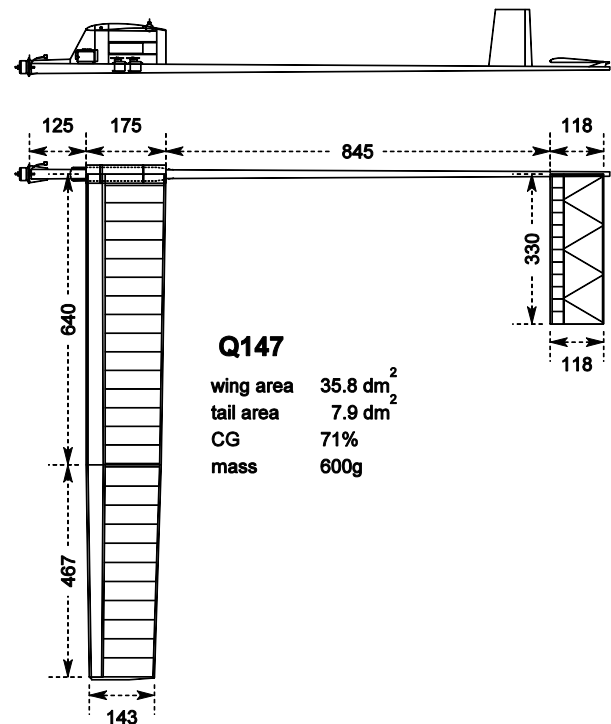
At Lost Hills 2014, Q142 crashed after a poor launch in the windy Kiwi Cup but Q143 reached the flyoff at the Maxmen. The flyoff was marred by system problems with the motor not starting – and unable to hear what was happening while the adjacent F1J flyoff motors were running. When eventually running and launched the power appeared reduced and the climb was low, well beaten by Bernie Crowe's consistent flight. Later in the year Q143 was responsible for seconds at the Stonehenge and Equinox Cups.

In summer 2014 I build a rather different model, Q147, aiming to improve the glide with a much larger wing. In fact the wing exactly the same as my F1E models for wind. It used the same systems as Q142 and Q143. It worked out overweight, which degraded the intended glide and it showed a few tendencies to become upset and dived sometimes when gliding in lift.

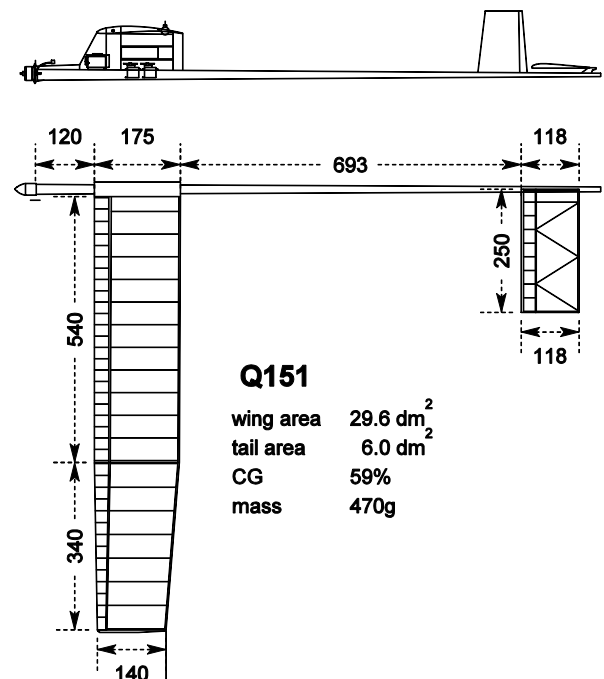
The next model was a reaction against the deficiencies of Q147 with lighter weight and a more compact power model style. This was Q151 finished in January 2015. The wing had a balsa sheet Dbox and a modified Verbitski section. The fuselage was from a used 2-piece fuselage of an F1E with the 2 section epoxied inside one another with the joint at the rear of the pylon – this economy gave the right length for the smaller scale model. The pylon was the same design as Q147 with the servos recessed in the fuselage tube inside the pylon area. This was convenient except that the battery and wiring loom had to be kept away from the lower half of the pylon to avoid fouling the servos and pushrods.

In 2015 the F1Q energy limit was dropped to 4J per gram and the maximum run increased to 40 seconds. Although this meant that my earlier models could have used a longer run than 20 seconds, with their standard set up the reduction in energy allowance meant their 3S battery and motor prop combination kept their run below 20 seconds. To take advantage of the longer run allowed, 151 used a 2-cell battery (still at 850 mAh

but 2/3 the weight of the 3S battery) and a Scorpion II 2205-1900KV motor. This results in a run in the mid to upper thirties.

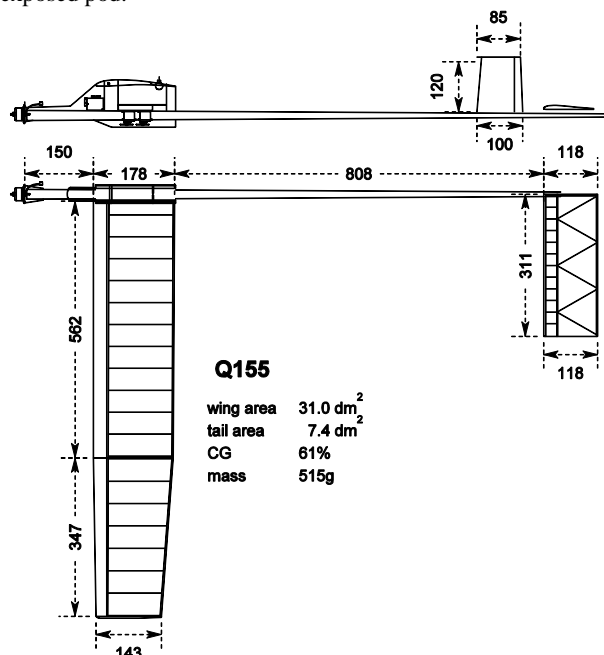


The pylon was higher than my earlier models and that might have been related to the surprise I found when trimming it. On first short runs it was showing a distinct tendency to dive when the tail was set on the approximate glide setting. A decent climb was obtained only when I increased the negative angle on the tail, that is the opposite of normal VIT where the tail is more positive during the climb. I have not really understood why, but it is a reversal from Q142 on which the amount of normal VIT movement coincided well with my predictions.

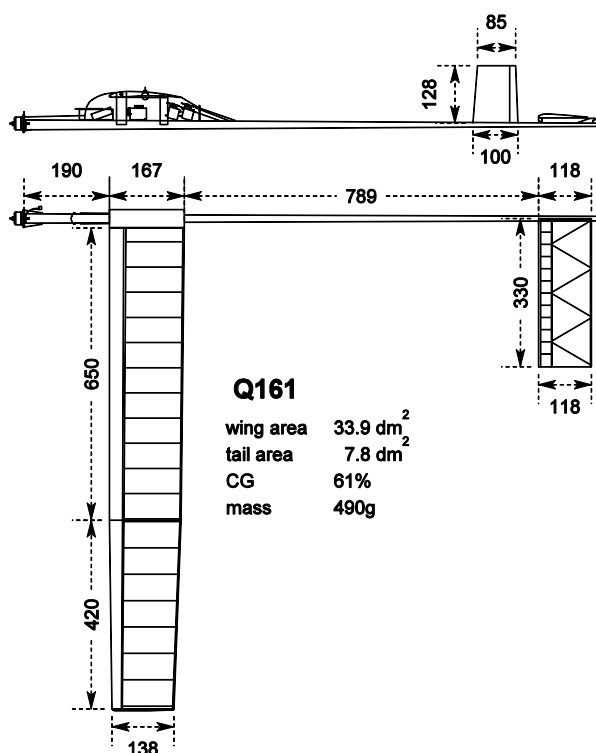


After intensive trimming at Lost Hills Q151 managed second place at the Maxmen. However there had been frequent damage to the weak Dbox and that laid the seeds for models with a more usual Dbox and a little more area and higher aspect ratio. This led to models Q153 and the slightly higher aspect ratio Q155.

These models retained the Verbitski based section on a wing with my usual carbon over foam Dbox. The segregation of servos from the other systems was achieved by turning the servos upside down, and cutting a slot in the bottom of the fuselage and having an added under-structure to enclose them. It does not look elegant and complicates packing the fuselage in the box, but has worked well, and without any damage to the exposed pod.



This pair of models flew quite well and mostly consistently but at the calm 2015 Bern event it was apparent that they needed a better glide. And this lead to the next pair of models Q161 and Q163. These had the servo fitted in the rear of the pylon which moved CG aft and resulted in the wing having to be further aft to get a reasonable CG. These models had single piece F1E tubes and the same systems as the previous models. As well as Lindner energy limiters they also include GPS powered via the flight battery, both complicating the wiring.



To be continued

BMFA 8TH AREA MEETING, OCTOBER 16

Scotland

North West

Northern

Strong winds heavy rain at lunch time

Midland

Wet early bright and Breezy late

London

East Anglia

Showers, wind 15, gusting 25, 10 at fly off

Western

Dry, Sunny, light winds am, breezy pm

South East

Southern

South West

Combined Glider 14 flew

1	C Strachan	Biggles	6.32
2	P Cowley	Grantham	6.31
3	P Woodhouse	Morley	6.17
4	J Pennington	Bristol & West A	6.09
5	P Tribe	Bristol & West A	5.29
6	G Hart	Vikings	5.21
7	I Wilkinson	Morley A	5.06

Team Glider 4 teams flew

1	I Wilkinson	Morley A	5.06
	J Northrop	13.47	5.03
	C Foster		3.38
2	J Pennington	Bristol & West A	6.09
	P Tribe	12.49	5.29
	T White		1.11
3	P Cowley	Grantham	6.31
	J Carter	12.46	4.05
	P Ball		2.10
4	G Hart	Vikings	5.21
	D Truluck	10.21	5.00

F1B Duce 2 flew

1	R Peers	Grantham	12.06
2	M Woodhouse	Vikings	10.23

SLOP Frog Senior 8 flew

1	D Cox	Crookham	7.30	+4.29
2	D Ginns	MHMAC	7.13	
3	F Rushby	CLEEMAC	6.56	
4	B Aslett	Bristol & West	6.50	

Mini Vintage 9 flew

1	P Ball	Grantham	5.53
2	S Willis	Croydon	5.49
2	M Stagg	Bristol & West	5.49
4	B Dennis	Grantham	5.35
5	T Rushby	CLEEMAC	4.32

E30 4 flew

1	G Warburton	Morley	6.00	+1.21
2	T Grey	Crookham	5.51	
3	P Adams	Peterborough	5.21	

Final Plugge

		Area 8 events			Total
		TG	F1B	SLOP	
1	Crookham			100	3071
2	Morley	143			1758
3	Bristol & West	150		76	1591
4	Vikings	107	50	50	1220
5	Grantham	129	100		1038
6	Biggles	100			952
7	Croydon	21			904
7	Midland FFC			25	834
9	Crawley				529
10	Birmingham			38	497
11	CVA				360
12	CLEEMAC			75	259
13	Peterborough				256
14	Scotia				223
15	East Grinstead				202
16	Chichester				173

COUPE EUROPA, SALISBURY PLAIN, OCTOBER 2

Report by Ray Elliott

This contest was flown in well nigh perfect conditions. The day started with a gentle breeze from the north west reducing to almost zero by fly-off time. The first round started at 10 o'clock there were 10 entries in F1G and when it ended at 11.15 all 10 had maxed. Could it be that we were going to end up with all competitors in the fly-off? Only time would tell but in the conditions it was certainly a possibility.

On to round 2 it was beginning to look like another case of all maxes but then messrs Thomson, Paton and Jellis managed to drop flights with scores of 111, 102 and 80 seconds respectively. Perhaps it was not so easy as we thought. Round 3 saw Brocklehurst's model down in 90 seconds (it never seemed to get away), Fryer with 85 seconds and Jellis with 100 seconds. Round 4 resulted in Thomson just missing a max with 116 seconds and Stagg, flying a newer model than in the previous rounds, who was down in 84 seconds (what's that about never changing a winning combination?). The final round saw Stagg drop again whilst Jellis, who thought he couldn't improve significantly on his placing, decided not to fly. Thus there were 4 left to fly-off.



Gavin Manion

The fly-off was held at 4.15 with a 5 minute slot. Vaughn, Manion and Redrup (flying his Etienvre with a 2 bladed prop) were off with about 2 minutes of the round left with Hall launching a few seconds later. It was nice to see all four models circling together but it was clear that there was little or no lift and the result was that Vaughn had won with 146 seconds closely followed by Manion with 142 seconds. Hall was third and Redrup fourth, not far behind.



Roy Vaughn

Four flew in Vintage; the winner was Richard Fryer with 3 comfortable maxes for a full house. Second was Jim Paton with 326 seconds and third was David Beales with 318 seconds.

All in all a very enjoyable day's flying and a keenly fought contest; it was just a pity we didn't get more entries. Maybe it's the Salisbury Plain effect; the previous 2 years at Middle Wallop saw entries of 20 and 18 in F1G, 15 and 10 in Vintage. It certainly couldn't have been the weather.

The Croydon club thanks the London Area BMFA for their support for this event.

Photos courtesy of Martin Dilly.

F1G 10 flew

1	R Vaughn	600	+146
2	G Manion	600	+142
3	P Hall	600	+124
4	C Redrup	600	+116
5	D Thomson	587	
6	J Paton	582	

Vintage 4 flew

1	R Fryer	Etienvre	360
2	J Paton	Altair	326
3	D Beales	Etienvre	318
4	R Kimber	Jump	282



Richard Fryer

SOUTHERN COUPE LEAGUE

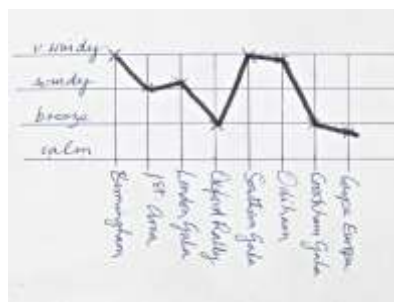
Report by Peter Hall

Eighth and final round Southern Coupe League 2016 - Coupe Europa

*'And gentlemen now in England abed
Shall think themselves accursed they were not here'
Shakespeare, Henry V.*

The best league competition day this year, Salisbury Plain to ourselves, the Croydon Club organizers offering a trophy for vintage coupe and the Flitehook Trophy for the top F1G team, engraved glassware for the top places, the customary wine and brown envelopes (these contained appropriate pecuniary awards). And yet only ten flew F1G and five vintage.

What a day! In the morning, embryonic cumulus dotted the crystal blue sky, drifting high in the gentle breeze, filling out to the finest examples of their type in the afternoon. Before I get carried away, here's an extract from my weather records of this year's league events to make the point.



Ray Elliott's report will give you the details of how the day unfolded. It was a fine climax to the '16 League even though first place was already Gavin Manion's. Out of five qualifying rounds he won three, and got two second places, he was sixteen points ahead of second place Roy Vaughn a notable achievement. We can't let him get away with it next year and next year starts on December 4th this year with La Grande Coupe de Birmingham at North Luffenham. Expect crowds, The airfield is well placed to attract not only the south and midlands but the heavy brigade from the north.

Coupe Europa

	maxes	pts		maxes	pts
1	R Vaughn	5 17	6	J.Paton	4 9
2	G Manion	5 14	7	A Brocklehurst	4 8
3	P Hall	5 13	8	R Fryer	4 7
4	C Redrup	5 12	9	M Stagg	3 5
5	D Thomson	3 9	10	P Jellis	2 3

2017 Events

Provisional list of Southern Coupe League events for 2017, dates to be announced. As usual your best scores for five of these will count for the final score. Twenty-nine flew in this year's league, but with all the head winds battering us now is the time get heads down and bash on.

- 1 La Grande Coupe de Birmingham December 4 2016
- 2 First Area meetings February
At Ashdown Forest, Beaulieu, North Luffenham,
Merryfield, Salisbury Plain and Sculthorpe.*

Final Southern League

			C Brum	Area 1	Lon G	Oxf R	South G	Crk G	C Europa	Total
1	G. Manion	Birmingham	16	12	16	17		10	14	75
2	R. Vaughn	Crookham	12	17		7	6		17	59
3	A. Brocklehurst	Bristol & West		11		11	9	13	8	52
4	P. Hall	Crookham			6	4	10	16	13	49
5	P. Tolhurst	Crookham	10	7	10	14				41
6	J. Paton	Crookham				12	9	10	9	40
7	C. Redrup	Crookham	6					11	12	29
8	D. Thomson	Croydon					14	5	9	28
9	A. Moorhouse	Vikings	10	5	11					26
10	M. Stagg	Bristol & West			4	4		7	5	20
11	S. Willis	Vikings		5	13					18
12	M. Marshall	Vikings	5	3	5					13
13	R. Elliott	Croydon				8		4		12
14	T. Bailey	Coventry	2	8						10

VICTOR STAMOV CUP, CHERNIGIV, UKRAINE, SEPTEMBER 9-11

F1A 15 flew 6 full scores

1	M Babenko (J)	UKR	1020	+360	+309
2	D Yaremenko	UKR	1020	+360	+291
3	V Bolgov	UKR	1020	+360	+265

F1A-Junior 2 flew 1 full scores

1	M Babenko	UKR	1020	+360	+309
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F1B 20 flew 14 full scores

1	O Kulakovsky	UKR	1020	+360	+367
2	E Gorban	UKR	1020	+360	+361
3	S Stefanchuk	UKR	1020	+360	+322

F1B-Junior 3 flew

1	D Merzliakov	UKR	1020	+230
2	A Pugach	UKR	1005	

F1C 12 flew 9 full scores

1	V Alexandrov	UKR	1020	+360	+375
2	O Grishkov	UKR	1020	+360	+362
3	V Zosimenko	UKR	1020	+360	+221

F1Q 6 flew

1	Y Punegov	UKR	960
2	V Chmovzh	UKR	913
3	P Zolotrubov	UKR	905

F1P-Junior 2 flew 1 full scores

1	A Smyrnov	UKR	1020
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HOGO CUP, ZABOKREKY NAD NITROU, SLOVAKIA, SEPTEMBER 24

F1A 32 flew 9 full scores

1	G Domokova	SVK	1020	+360
2	I Bezak	SVK	1020	+312
3	M Kosonozhkin	RUS	1020	+267

F1A-Junior 8 flew

1	V Rossler	CZE	1020	+229
2	M Jezik	SVK	950	

F1B 18 flew 11 full scores

1	I Vivchar	UKR	1020	+360	+389
2	D Larsen	NOR	1020	+360	+373
3	E Gorban	UKR	1020	+360	+369

- 3 London Gala, Salisbury Plain. April
- 4 Oxford Rally, Portmeadow. June
- 5 Southern Gala, Salisbury Plain. August
- 6 Odiham- August/September
- 7 Crookham Gala, Salisbury Plain. September
- 8 Coupe Europa, Salisbury Plain- September/October

* We welcome the Sculthorpe First Area meeting to the list.

F1C 3 flew 2 full scores

1	E Burek	POL	1020	+281
2	J Włodarczyk	POL	1020	+255

SOFIA CUP, LEVSKI, BULGARIA, SEPTEMBER 23-24

F1A 30 flew 6 full scores

1	R Lesko	CRO	960	+417
2	V Cristea	ROU	960	+396
3	T Bonchev	BUL	960	+373

F1A-Junior 8 flew

1	K Ivanova	BUL	853
2	S Budimcic	BIH	805

F1B 12 flew 4 full scores

1	I Yurtseven	TUR	960	+426
2	B Gostojic (J)	SRB	960	+375
3	V Romanchenko	UKR	960	+338

F1B-Junior 3 flew

1	B Gostojic	SRB	960	+375
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F1C 7 flew 2 full scores

1	A Kaitechuk	RUS	960	+384
2	Y Zilbershtein	ISR	960	+265

BULGARIA CUP, LEVSKI, BULGARIA, SEPTEMBER 24-25

F1A 29 flew 11 full scores

1	M Mandichev	BUL	960	+395
2	D Halbmeier	GER	960	+381
3	T Weimer	GER	960	+361

F1A-Junior 8 flew

1	V Mandicheva	BUL	960	+211
2	S Budimcic	BIH	940	

F1B 12 flew

1	A Rybchenkov	RUS	960	+376
2	V Romanchenko	UKR	960	+320
3	B Gostojic (J)	SRB	960	+307

F1B-Junior 3 flew

1	B Gostojic	SRB	960	+307
2	V Veskova	BUL	398	

F1C 6 flew 3 full scores

1	S Dobrev	BUL	960	+280
2	Y Zilbershtein	ISR	960	+55
3	D Kornazov	BUL	960	

ALMATY CUP, SAMARA, RUSSIA, SEPTEMBER 23-26**F1A 12 flew**

1	V Polyayev	RUS	720	+278
2	I Butsnevich (J)	RUS	720	+205
3	E Tsoi	RUS	719	

F1A-Junior 1 flew

1	I Butsnevich	RUS	720	+205
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F1B 16 flew 9 full scores

1	E Pustoselov	RUS	720	+321
2	T Useynov	RUS	720	+271
3	A Vereskov	RUS	720	+254

F1B-Junior 1 flew

1	N Irgalin	RUS	720	+133
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F1C 4 flew

1	N Rekhin	RUS	677	
2	D Loginov	RUS	673	

JUMBO CUP, LUCENEC-BOLKOVICE, SLOVAKIA, SEPTEMBER 25**F1A 26 flew**

1	I Treger	SVK	1020	+345
2	I Bezak	SVK	1020	+273
3	J Vosejpka	CZE	1020	+268
4	M Kosonozhkin	RUS	1020	+234
5	V Papez	CZE	1013	
6	E Pavol (J)	SVK	1010	

F1A-Junior 7 flew

1	E Pavol	SVK	1010	
2	V Rossler	CZE	957	
3	F Klobusicky	SVK	956	

F1B 12 flew 5 full scores

1	S Stefanchuk	UKR	1020	+360
2	D Larsen	NOR	1020	+345
3	I Vivchar	UKR	1020	+344
4	T Lipski	POL	1020	+287
5	D Lipski (J)	POL	1020	+233

F1B-Junior 1 flew

1	D Lipski	POL	1020	+233
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F1C 6 flew

1	E Burek	POL	1020	
2	J Wlodarczyk	POL	1008	

F1P-Junior 1 flew

1	D Bogomaz	POL	77	
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SOUTH BOHEMIA CUP, VSECHOV, CZECH REPUBLIC, OCTOBER 1**F1A 64 flew 14 full scores**

1	D Sauter	GER	1020	+360	+362
2	A Van Wallene	NED	1020	+360	+355
3	M Betak	SVK	1020	+360	+294
4	F Adametz	GER	1020	+360	+292
5	C Thom	GER	1020	+360	+279
6	V Papez	CZE	1020	+360	+267
7	V Polyayev	RUS	1020	+320	
8	U Rusch	GER	1020	+292	
9	R Koglot	SLO	1020	+271	
9	R Holzleitner	AUT	1020	+271	
11	K H Hasse	GER	1020	+262	
12	D Fric	CZE	1020	+230	

F1A-Junior 7 flew

1	F Klobusicky	SVK	1020	+196
2	T Tauer	CZE	940	
3	V Rossler	CZE	905	

F1B 27 flew 11 full scores

1	S Stefanchuk	UKR	1020	+327
2	J Cihak	CZE	1020	+288
3	I Vivchar	UKR	1020	+285
4	M Hartl	CZE	1020	+252
5	Y Blazhevych	UKR	1020	+234
6	V Rosonoks	LAT	1020	+211
7	M Novy	CZE	1020	+208
8	A Gey	GER	1020	+201
9	R Mackus	LTU	1020	+196
10	W Liberatore	ITA	1020	+186
11	V Dreiers (J)	LAT	1020	+164

F1B-Junior 3 flew

1	V Dreiers	LAT	1020	+164
2	J Demcenko	LAT	984	

F1C 10 flew 5 full scores

1	M Roman	POL	1020	+339
2	S Vladimir	SLO	1020	+312
3	J Roots	EST	1020	+210
4	M Voits	LAT	1020	+205

SIERRA CUP, LOST HILLS, CALIFORNIA, USA, OCTOBER 2-4**F1A 8 flew**

1	J Parker	USA	1320	+300	+418
2	A Barron	USA	1320	+300	+336
3	B Van Nest	USA	1320	+300	+261
4	P Allnutt	CAN	1304		

F1B 16 flew

1	A Andriukov	USA	1320	+300	+437
2	W Booth	USA	1320	+300	+367
3	B Jensen	USA	1320	+300	+337
4	W Ghio	USA	1320	+300	+320
5	M Richardson	USA	1320	+300	+283
6	R Maccleery	USA	1320	+214	
7	C Jones	USA	1317		
8	M Schroedter	USA	1313		

F1C 4 flew 2 full scores

1	R Simpson	USA	1320	+245
2	G Menano	USA	1320	+192

ANATOLIAN FREE FLIGHT CUP, GÖLBASI, TURKEY, OCTOBER 8-9**F1A 9 flew**

1	O Sevgi	TUR	940	
2	C Kargin	TUR	938	
3	T Weimer	GER	916	
4	O Gurer	TUR	902	

F1B 6 flew

1	I Yurtseven	TUR	864	
2	K Baran	TUR	650	
3	I Sarioglu	TUR	633	

10TH TROFEO CITTA DI CAPANNORI 2016, ITALY, OCT 8-9**F1A 14 flew**

1	G Aringer	AUT	1020	+420
2	M Hrast	SLO	1020	+396
3	L Biteznik	SLO	1020	+351
4	A Vrtovec	SLO	1020	+292
5	L Aringer (J)	AUT	1020	+267
6	P Ghiselli	ITA	1020	+164
7	C Bachman	SUI	972	

F1A-Junior 1 flew

1	L Aringer	AUT	1020	+267
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F1B 11 flew

1	W Liberatore	ITA	1020	+257
2	A D'atti	ITA	1020	+228
3	D Chevenard	FRA	998	
4	S Tonetti	ITA	975	
5	M Kusterle	ITA	925	
6	B Battistini	ITA	908	

F1C 8 flew 5 full scores

1	F Gradi	ITA	1080	+420	+303
2	R Guadagno	ITA	1080	+420	+264
3	P Marrot	FRA	1080	+378	
4	A Banci	ITA	1080	+315	

F1Q 3 flew

1	C Gianni	ITA	1014
2	R Assmuss	GER	941

KOTUKU CUP OF NEW ZEALAND, LOST HILLS, USA, OCTOBER 1-2**F1A 14 flew**

1	L Jensen	DEN	1320	+300	+273
2	S Rosenzweig	USA	1320	+300	+220
3	L Tetrick	USA	1320	+137	
4	M McKeever	USA	1318		
5	R Secor	USA	1290		
6	J Parker	USA	1263		
7	B Van Nest	USA	1248		

F1B 15 flew

1	S Malhkasian	USA	1320	+300	+420
2	W Ghio	USA	1320	+300	+396
3	A Andriukov	USA	1320	+300	+344
4	B Jensen	USA	1320	+300	+279
5	M Schroedter	USA	1320	+300	+272
6	C Jones	USA	1303		
7	W Booth	USA	1271		
8	J Clapp	USA	1270		

F1C 5 flew

1	G Menano	USA	1244
2	T Malkhasyan	USA	1177
3	B Booth	USA	878

MACEDONIA CUP, PRILEP, MACEDONIA, OCTOBER 1**F1A 35 flew**

1	M Lomov (J)	RUS	1020	+278
2	A Pesic	SRB	1020	+254
3	R Blagojevic	SRB	1020	+244
4	A Persson	SWE	1020	+237
5	P Khoroshev	RUS	1020	+217
6	S Jensen	DEN	1018	

F1A-Junior 8 flew

1	M Lomov	RUS	1020	+278
2	U Terlep	SLO	980	
3	M Pirih	SLO	948	

F1B 13 flew

1	B Gostojic (J)	SRB	1020	+373
2	A Shelepov	MNE	1020	+361
3	R Blagojevic	SRB	1013	
4	S Gostojic	SRB	989	
5	D Yuri	RUS	962	

F1B-Junior 3 flew

1	B Gostojic	SRB	1020	+373
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F1C 6 flew

1	N Rekhin	RUS	1020	+384
2	S Dobrev	BUL	1020	+230
3	A Drozdov	RUS	875	

NIKSIĆ CUP OF MONTENEGRO, PRILEP, MACEDONIA, OCTOBER 2**F1A 33 flew**

1	N Lomov	RUS	1020	+398
2	D Terlep	SLO	1020	+346
3	T Weimer	GER	1020	+324
4	D Mavric	SLO	1020	+293
5	M Dimov	MKD	1008	
6	B Bardarov	BUL	1005	

F1A-Junior 6 flew

1	U Terlep	SLO	950
2	M Pirih	SLO	814
3	M Lomov	RUS	808

F1B 14 flew

1	B Gostojic (J)	SRB	1020	+362
2	A Anastasov	MKD	1020	+354
3	A Shelepov	MNE	1020	+325
4	K Masin	MKD	990	

F1B-Junior 3 flew

1	B Gostojic	SRB	1020	+362
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F1C 6 flew

1	A Drozdov	RUS	1020
2	N Rekhin	RUS	984
3	S Dobrev	BUL	973

KRKA CUP, SENTJERNEJ, NOVO MESTO, SLOVENIA, OCTOBER 21-23**F1A 47 flew 17 full scores**

1	R Blagojevic	SRB	1020	+360	+480	+600
2	I Bombek	CRO	1020	+360	+480	+484
3	D Mavric	SLO	1020	+360	+480	+482
4	L Biteznik	SLO	1020	+360	+480	+469
5	M Bencik (J)	SLO	1020	+360	+480	+454
6	S Beltram	SLO	1020	+360	+480	+408
7	A Barron	USA	1020	+360	+480	+396
8	S Karic	CRO	1020	+360	+480	+220
9	N Lomov	RUS	1020	+360	+480	+168
10	S Savic	SRB	1020	+360	+364	
11	M Hrast	SLO	1020	+360	+343	
12	R Lesko	CRO	1020	+360	+325	
13	V Rossler (J)	CZE	1020	+360	+156	
14	G Aringer	AUT	1020	+360	+147	
15	L Aringer (J)	AUT	1020	+323		
16	A Vrtovec	SLO	1020	+206		
17	M Mandichev	BUL	1020	+197		

F1A-Junior 11 flew

1	M Bencik	SLO	1020	+360	+480	+454
2	V Rossler	CZE	1020	+360	+156	
3	L Aringer	AUT	1020	+323		

F1B 18 flew

1	S Stefanchuk	UKR	1020	+360	+359
2	I Vivchar	UKR	1020	+360	+342
3	D Larsen	NOR	1020	+360	+323
4	V Nereng	NOR	1020	+360	+296
5	D Stankovic	SLO	1020	+220	
6	L Hribar	SLO	1018		
7	R Blagojevic	SRB	1007		
8	E Walter	AUT	1004		
9	A Krawiec	POL	1001		

F1B-Junior 2 flew

1	U Zoric	SRB	922
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F1C 9 flew 5 full scores

1	D Jermol	CRO	1020	+360	+337
2	V Sychov	SLO	1020	+360	+327
3	F Gradi	ITA	1020	+330	
4	R Truppe	AUT	1020	+250	

FFn

A subscription renewal form is included with this issue. Also given is a list of people whose subscription continues into 2017. If your name is not on that list your subscription expires at the end of this year, that is after the December issue. We look forward to you staying as an FFn reader..

In the past we have accepted payment by cheques in US Dollars. FFn can no longer accept these since handling them has now become so expensive and inconvenient (a 4 page form to complete to pay them in!)

UK COMPETITION NEWS

LA GRANDE COUPE DE BIRMINGHAM: Competitors at this event on December 4th can use the opportunity to "double-up" with Mark Braunlich's 1960's Coupe postal. If they declare an eligible model to the CD on entry then the top placed such model will receive a prize in addition to any they may gain in the F1G contest. All other details remain the same, contact gavin.manion84@gmail.com for further information

NOTICEBOARD

Own a Piece of History. The NFFS 1989 Model of the Year was the late Stafford Screen's Number 32 Silhouette and it is currently on display in the National Aerospace Library at Farnborough. However, there is a spare carbon boom for this model, complete with fin and bunt mechanism. It seems a shame just to keep it in a cupboard, so if anyone would like this, either to use or just to keep as an example of Staff's superb workmanship, then get in touch with Martin Dilly (martindilly20mail.com) or call +44(0)2087775533. A small donation to the BMFA FF Team Support Fund would be welcome.

F1E IN BULGARIA OCTOBER 15-16

Report by Ian Kaynes

The final F1E international competition was in Bulgaria. This was the first time that an international F1E event had been held in the country.

The site was near Svishtov, which is a town in the north of Bulgaria on the banks of the Danube. It is about 230km from Sofia, to which I flew) and is actually slightly nearer to the Romanian capital Bucharest, but I noted that the travel time was longer than the time from Sofia.

Registration was on the Friday afternoon and the given GPS coordinates were actually the flying site. It was a pleasantly small hill facing north with track access to the top and down into the retrieving area. It was an area of rough long grass, used for cattle grazing, in contrast to most of the other hills in the area which were cultivated and crops limited their use for F1E. The afternoon had a pleasant gentle north wind and I had a good afternoon flying. The wind became stronger later, at the time the French and Romanian flyers arrived – the other international participants at the event.

The forecast had predicted a light northerly wind for most of the weekend with rain and stronger wind arriving during Sunday afternoon or evening. In fact when the Prista Cup started on Saturday morning there was absolutely no wind! Marian Popescu flew his large lightweight model to the only 3 minute max of the round. In the second round he repeated the max, this time also joined by his compatriot Daniel Bildea.

There was a little breeze for the remaining round to make maxes rather easier. Marian dropped a few seconds in both round 4 and round 5 but retained his lead to win the event. This

was a significant victory: before the event Alex Winker had been leading the World Cup with 4 wins with Marian second with 3 wins and one second. By adding another win to his events he won the World Cup by virtue of his larger number of bonus point than Alex. This is the first time the World Cup has been won with 4 wins since the number of events counted went up to four in 2013, let alone having 4 wins for both first and second place.

The Prista Cup had been flown in a tight schedule of 55 minute rounds with 5 minute gap and so the event was completed by early afternoon. This resulted in discussion about starting the Bulgaria Cup was scheduled for Sunday. In favour was the good weather, pressure from people wanting to travel back to Sofia on Sunday evening when traffic would be heavy, and the Romanians wanting to be sure to catch their last Sunday ferry over the Danube. There were no new competitors entered for Sunday and so 3 flights were flown that afternoon, which worked out to have been a great decision.

It was easy soaring for the first two rounds and then the wind was rather more variable for the last round flown on Saturday. At this stage there were five people with full scores.

A communal meal in the hotel was pleasant except for the live music. Sunday morning had a repeat of the calm conditions of Saturday morning. I waited for any wind to start, which it eventually did, the only trouble was that it was southerly and thus down the hill. It continued to vary for the final round and this left Daniel Bildea as the clear winner with the only full score. If Daniel had won both events of the weekend he would have overtaken my third place in the World Cup, but Marian's win had removed that possibility. Lunch was distributed and the prize-giving held to conclude a pleasant and well-run competition.

The decision to bring forward the Bulgaria Cup was confirmed when it started to rain early Sunday afternoon. It continued to rain all night and into the following morning. On British expectations for a wet drive on a Monday morning, I was expecting a busy and slow journey to Sofia. In fact there was very little traffic and I reached Sofia airport in the expected minimum time of 3 hours. The helpful Bulgarian attitude was apparent at the airport – when returning my car I told the Avis agent I wanted to leave the car for a short time while I fetched a trolley – he said no, I will fetch a trolley for you and went off into the terminal and came back with one five minutes later. Never had that service before!



*Prista Cup podium: 1 World Cup winner Marian Popescu,
2 Jean Luc Drapeau, 3 Pierre Chaussebourg*

PRISTA CUP F1E, BULGARIA, OCT 15**F1E 19 flew**

1	M Popescu	ROU	487.78
2	J Drapeau	FRA	443.33
3	P Chaussebourg	FRA	442.21
4	D Bildea	ROU	429.99
5	I Kaynes	GBR	425.55
6	A Popa	ROU	420.55
7	P Eugen	ROU	418.88
8	D Petcu	ROU	397.22

F1E-Junior 3 flew

1	L Anca	ROU	288.33
2	D Hariton	ROU	224.45

BULGARIA CUP F1E, BULGARIA, OCT 16**F1E 17 flew**

1	D Bildea	ROU	500.00
2	P Chaussebourg	FRA	478.33
3	D Petcu	ROU	462.77
4	P Eugen	ROU	453.33
5	A Roux	FRA	450.00
6	J Drapeau	FRA	447.22
7	D Tudorel	ROU	427.22
8	I Kaynes	GBR	362.78

F1E-Junior 3 flew

1	D Hariton	ROU	335.56
2	L Anca	ROU	258.33

FAI WORLD CUP

The 2016 events for 2016 have now been completed and so the following are the final positions for 2016.

F1E

1	Marian Popescu	ROU	215	CH-1	CP-1	GC-1	PA-1	NM-2	TC-3	PC-11	MT-6								
2	Alexander Winker	GER	212	VL-1	PM-1	OB-1	FB-1	CH-2	MT-4	CP-6	PE-11	NM-14							
3	Ian Kaynes	GBR	177	HB-1	CA-1	UE-2	HA-3	NM-5	PA-5	KE-5	BG-8	CP-12	TZ-18	GC-18					
4	Dominik Andrist	SUI	167	CP-2	PM-2	KE-2	CA-2	VL-3	PE-7	NM-11	FB-10	PC-17	OB-16	MT-21					
5	Daniel Bildea	ROU	153	UE-1	BG-1	PA-4	CH-8	GC-9	TC-18	TZ-22									
6	Bob Sifleet	USA	150	KE-1	CE-2	CA-3	NM-4	MT-5	UE-15	GC-23									
7	Pierre Chaussebourg	FRA	147	MT-2	BG-2	PA-3	CH-4	UE-4	PM-8	TC-15	NM-9								
8	Jaromir Orel	CZE	140	TC-2	HB-2	GC-3	CH-10	UE-17	PC-23	NM-24									
9	Frantisek Kanczok	POL	133	TZ-2	HA-2	CH-5	UE-6	PC-8	MT-10	CP-20	NM-15	GC-16							
10	Andre Trachez	FRA	131	PE-1	CP-4	PM-4	VL-6	PC-19											
11	Stanislaw Kubit	POL	129	HA-1	FB-3	UE-5	PE-5	OB-8	PC-12	GC-15									
12	Wieslaw Moj	POL	128	TZ-1	HB-3	CH-7	UE-9	HA-7											
13	Jacek Zurowski	POL	118	TC-1	GC-2	TZ-10	UE-24												
14	Florian Winker (J)	GER	116	VL-2	FB-4	CP-5	OB-6	MT-12	CH-24										
15	Frantisek Doupovec	CZE	113	PC-1	VL-8	HB-6	CH-11	MT-13	OB-14	UE-19									
16	Florian Draghici	ROU	112	PC-2	CH-3	TC-12	GC-12	MT-15	TZ-14	CP-17	VL-17	UE-22	NM-16						
17	Jean-Luc Drapeau	FRA	106	PA-2	NM-6	CP-8	TZ-8	BG-6	VL-9	PE-10	PM-10	MT-14	PC-15	OB-13	FB-13	CH-22			
18	Ema Kozuchova (J)	SVK	105	TZ-3	HA-4	HB-4	NM-10	UE-12	CH-15	MT-22									
19	Christian Andrist	SUI	98	CP-3	KE-3	CA-4	VL-18												
20	Peter Brocks	USA	95	CE-1	KE-4	CA-5													
21	Aurel Popa	ROU	91																
22	Vojtech Zima	CZE	88																
23	Jiri Blazek	CZE	88																
24	Andrei Anca	ROU	87																
25	Mara Straffellini	ITA	86																
26	Fritz Mang	AUT	85																
27	Eugen Pop	ROU	80																
28	Ivan Treger	SVK	73																
29	Alain Roux	FRA	72																
30	Ondrej Holubec (J)	CZE	71																
31	Maurizio Tomazzoni	ITA	70																
32	Alfred Andrist	SUI	70																
33	Clarisse Trachez	FRA	67																
34	Reinhard Mang	AUT	65																
35	Fritz Steube	GER	60																
36	Dorobantu Hariton (J)	ROU	59																
37	Konrad Zurowski	POL	59																
38	Siegfried Puttner	GER	54																
38	Siegfried Puttner	GER	54																

F1E-Junior

1	Ema Kozuchova	SVK	204	TZ-1	NM-1	CH-1	HA-1												
2	Florian Winker	GER	202	CP-1	VL-1	OB-1	FB-1												
3	Dorobantu Hariton	ROU	186	PC-1	BG-1	TC-2	MT-2												
4	Laurentiu Anca	ROU	173	PA-1	PC-2	NM-2	BG-2												
5	Clarisse Trachez	FRA	159	UE-1	TZ-2	PM-2	PE-3												
6	Nathan Laura	FRA	140	CP-2	VL-2	PE-2	TC-9												
7	Ondrej Holubec	CZE	133	MT-1	CH-3	VL-4	PC-5												
8	Mihnea Prodanel	ROU	130	CH-2	GC-2	NM-4	TZ-5												
9	Laura Kozuchova	SVK	81	NM-3	CP-3	TZ-7													
10	Florian Buliga	ROU	80	TC-1	PC-4														
11	Nick Finke	GER	80	OB-2	FB-2														
12	Theo Laura	FRA	76	PM-1	PE-4														
13	Hugo Bazile-Desgoges	FRA	74	TC-3	UE-5	TZ-6													
14	Enael Drapeau	FRA	65	PM-2	OB-3														
15	Teodor Ionica	ROU	51	PC-3	TC-8														
16	Dymytro Chornyj	UKR	51	GC-1															
17	Nathan Herbert	FRA	51																

Contests included in the results

KE	Kiwi Cup NZL	USA	Feb 6	F1E	F1E-J	VL	6th Volare Lessini	ITA	Jun 12	45	9
CA	California Cup	USA	Feb 11	11	0	CE	Centennial Cup	USA	Jul 8	4	0
HA	Winter Cup I	CZE	Mar 19	19	3	PC	Mem. Popa Cringu	ROU	Jul 19	51	14
HB	Winter Cup II	CZE	Mar 20	16	2	TC	Turda Cup	ROU	Jul 24	58	18
OB	Oberkotzau	GER	Apr 17	31	5	GC	17th Governor's Cup	POL	Aug 26	48	10
FB	Föhlberg Cup	GER	Apr 17	26	4	UE	Friendship Cup UKR	POL	Aug 27	49	13
CH	Swiss Cup	SVK	May 6	60	10	TZ	Toszek Cup	POL	Aug 28	50	15
MT	Martin Cup	SVK	May 7	57	9	PE	12 th Poitou Charentes	FRA	Sep 17	32	7
NM	Peter Nosko	SVK	May 8	52	10	PM	Poitou Moncontour	FRA	Sep 18	32	6
CP	11 th Coppa Primavera	ITA	Jun 11	51	9	PA	Prista Cup	BUL	Oct 15	19	3
						BG	Bulgaria Cup	BUL	Oct 16	17	3

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The FFN subscription renewal form is printed overleaf. In connection with this form, the following is a list of all those readers whose subscriptions expire later than December 2016, including payments received by October 30. The expiry date is given as year (last 2 digits) + month (eg 1706 is June 2017). Subscriptions that expire during 2017 can be extended to the end of 2017 by payment of a pro-rata fraction of the rate for the full year, with the possible addition of a full year subscription to continue to the end of 2018 if you prefer. Alternatively, you may pay the standard annual subscription to cover 12 issues from your current expiry month.

If at any time you choose to change from paper to an E-subscription then please send your email address to ffn@btinternet.com and then your current subscription expiry date will be extended to correspond to the lower cost of the new form of subscription.

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