

# Free Flight News

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## FFn DIARY

June 4 – 5 <a href="#">Salisbury Plain</a>	BMFA Nationals, see FFn 2204. June 4: CG (Thurston), CR (Model Aircraft), CP (Shelley), CE, Classic RP, Women's Cup, CLG, Frog Junior, Tailless (Lady Shelley), Vintage G. June 5: F1A (Ronytube), F1B (Boxall), F1C (Cosh), F1Q (Astral), HLG, Vintage RP (Jubilee), SLOP (Harris), Classic G (Ripmax)	June 25-26 Barkston Heath	BMFA Team Selection. F1A, F1B, F1C. Contact Phil Ball 07470177947 <a href="mailto:Phil.ball@ntlworld.com">Phil.ball@ntlworld.com</a>
June 3-5 Kirkklareli, Turkey	THK Ismail Sarioglu Free Flight Cup. F1A F1B F1C World Cup event Contact: Mehmet Arslan, tel: +902225912112, email: <a href="mailto:arslanthk@yahoo.com">arslanthk@yahoo.com</a> or <a href="mailto:ismety@banksoft.com.tr">ismety@banksoft.com.tr</a>	July 2-3 Capannori (Lucca), Italy	11' Coppa VOLI. F1A F1B F1C F1Q F1G F1H F1S Contact: Fabrizio Ceccarini, tel: +393474308840, email: <a href="mailto:f.ceccarini@tin.it">f.ceccarini@tin.it</a> or <a href="mailto:fabri1947@gmail.com">fabri1947@gmail.com</a>
June 4 Viborg, Denmark	Jutland Heath Cup. F1A F1B F1Q F1S. World Cup event Contact: Peter Rasmussen, <a href="mailto:pr.arkitekt@gmail.com">pr.arkitekt@gmail.com</a>	July 7 Mysinge Hög, Sweden	Swedish Cup. F1A F1B F1C F1Q World Cup event Contact: Per Findahl, tel: +46709226276, <a href="mailto:per.findahl@gmail.com">per.findahl@gmail.com</a>
June 9-12 Peak District or Melton Mowbray	BMFA 2nd F1E. SMC trophy. Flying 1 or 2 days according to weather. Contact: Ian Kaynes 01252 512538 <a href="mailto:kaynes@btinternet.com">kaynes@btinternet.com</a>	July 8 Alvaret, Öland Island, Sweden	Norwegian Cup. F1A F1B F1C F1Q F1S. World Cup event. Entry fee €35. Contact: Atle Klungrehaug, Jonsokveien 22, 1182 Oslo, Sweden, tel +47 906 734 78 email: <a href="mailto:aklark@online.no">aklark@online.no</a>
June 10 Uralsk, Kazakhstan	Kazakhstan Free Flight Cup. F1A F1B F1C World Cup event Contact: Sergey Kuznetsov, email: <a href="mailto:airzko@mail.ru">airzko@mail.ru</a>	July 8 Denver, CO, USA	Centennial Cup. F1E World Cup event Contact: Chuck Etherington, tel: +1 720 2016218 <a href="mailto:etherington.freeflight@outlook.com">etherington.freeflight@outlook.com</a>
June 11 Zrenjanin, Serbia	39th Srem Cup. F1A F1B F1C F1Q World Cup event Contact: Martin Grubic, tel: +381638658182 <a href="mailto:martin.grubic@yahoo.com">martin.grubic@yahoo.com</a>	July 9 Mysinge Hög, Sweden	Finnish Summer Cup. F1A F1B F1C F1Q World Cup event Contact: Steffen Jensen, +4525332105 <a href="mailto:steffen.hjorth.jensen@gmail.com">steffen.hjorth.jensen@gmail.com</a>
June 12 Uralsk, Kazakhstan	Eurasia Cup. F1A F1B F1C World Cup event Contact: Sergey Kuznetsov, email: <a href="mailto:airzko@mail.ru">airzko@mail.ru</a>	July 10 Area Venues	BMFA 5th Area - Summer Mini Day. CG, CR, CP, F1H (Plugge), F1G, 1/2A (Plugge), E36, H/CLG, CO2 (Plugge), Mini Vintage, P30, E30 (Plugge). Contact: Area Comp Secs.
June 12 Zrenjanin, Serbia	2nd Morava Cup. F1A F1B F1C F1Q Contact: Andrija Pesic, tel: +381644529557, email: <a href="mailto:aktrstenik@gmail.com">aktrstenik@gmail.com</a>	July 14 -17 Peak District or Melton Mowbray	BMFA 3 <sup>rd</sup> . F1E Team Selection 2. 1 or 2 days according to weather. Contact: Ian Kaynes. 01252 512538 <a href="mailto:kaynes@btinternet.com">kaynes@btinternet.com</a>
June 18 Rancevo-Sombor, Serbia	26th Backa Cup. F1A F1B F1C F1H Contact: Stevan Janovic, tel: +38163516611 <a href="mailto:info@aeroklubsombor.com">info@aeroklubsombor.com</a>	July 22 Ulaanbaatar, Mongolia	FAI Mongolian Cup - World Cup Event. F1A F1B F1C F1Q F1P World Cup event Contact: Secretary General, tel: +97699994652, <a href="mailto:secretary@masa.mn">secretary@masa.mn</a> or <a href="mailto:olbjav0519@gmail.com">olbjav0519@gmail.com</a>
June 19 Area Venues	BMFA 4th Area - Team Power Day. CG, CP (Team, Keil, Plugge), CE, F1B (Gutteridge), Vintage RP (Plugge), Mini Vintage, H/CLG, E30 (Plugge), P30, F1J. Contact: Area Comp Secs.	July 23 Korenica, Croatia	FF CRO CUP. F1A F1B F1C F1Q World Cup event Contact: Robert Leško, tel: +385956667676, <a href="mailto:lekicro@gmail.com">lekicro@gmail.com</a>

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## CIAM

The Plenary meeting took place on May 7 and confirmed the flight changes previously described in FFn as having been passed by the F1 Technical Meeting in April FFn, including the F1Q flyoff change to 7 minutes round time. A new version of the the free flight sporting code, the F1 Volume, has been published on the web site to include the immediate application of the changes to the altitude flyoff rules in paragraph F1.1.4.

The only selection to be made for Free Flight Championships was the choice between Romania and North Macedonia for the 2024 F1ABP Junior Champs. The vote awarded this to North Macedonia. Romania was confirmed as host for the 2024 F1ABC European Champs.

## SALONTA CUP, SALONTA, ROMANIA, May 6-7

### F1A 79 flew 44 full scores

1	V Bajorat	GER	960	+360	+432
2	J Sion	ROU	960	+360	+423 +593
3	E Gal-Or	ISR	960	+360	+423 +491
4	E Ragot	FRA	960	+360	+423 +487
5	F Aberlenc	FRA	960	+360	+411
6	D Krasznai	HUN	960	+360	+406
7	I Bezak	SVK	960	+360	+405
8	D Fric	CZE	960	+360	+383
9	V Varuskivi	FIN	960	+360	+358
10	D Sauter	GER	960	+360	+341
11	B Vittorio	ITA	960	+360	+261
12	B Pouzet	FRA	960	+360	+93
13	I Bombek	CRO	960	+353	

### F1A-Junior 8 flew 2 full scores

1	K Szoke	HUN	960	+179
2	J Zajic	CZE	960	+20

### F1B 38 flew 26 full scores

1	M Seifert	GER	960	+480	+462
2	V Man	ISR	960	+480	+406
3	A Krawiec	POL	960	+480	+399
4	B Luc	FRA	960	+480	
5	M Woolner	GBR	960	+460	
6	B Silz	GER	960	+457	
6	M Svehla	CZE	960	+457	
8	V Urban	CZE	960	+452	
9	S Stefanchuk	UKR	960	+450	
10	J Nyhegn	DEN	960	+446	

### F1B-Junior 4 flew 3 full scores

1	L Horak	GER	960	+394
2	F Jackel	GER	960	+392

### F1C 7 flew 3 full scores

1	T Luman	EST	960	+271
2	M Dupont	FRA	960	+265
3	R Naaber	EST	960	+180

### F1Q 17 flew 12 full scores

1	G Franco	ITA	960	+360	+420
2	I Fodor	HUN	960	+360	+336
3	C Gianni	ITA	960	+356	
4	S Sitton	ISR	960	+346	

## SZABÓ MIKLÓS, Salonta, Romania, May 8

### F1A 80 flew

1	B Pouzet	FRA	960	+360	+481
2	D Krasznai	HUN	960	+360	+465
3	E Ragot	FRA	960	+360	+459
4	S Szijjarto	ROU	960	+360	+455
5	I Bombek	CRO	960	+360	+454
6	A Van Wallene	NED	960	+360	+436
7	C Brinzoi	ROU	960	+360	+435
8	D Sauter	GER	960	+360	+427
9	M Hrast	SLO	960	+360	+425
10	R Holzleitner	AUT	960	+360	+417

### F1A-Junior 12 flew 3 full scores

1	I Csikar	HUN	960	+360	+365
2	K Szoke	HUN	960	+249	+250

### F1B 35 flew 18 full scores

1	A Krawiec	POL	960	+360	+436
2	M Seifert	GER	960	+360	+420
3	S Stefanchuk	UKR	960	+360	+404
4	V Man	ISR	960	+360	+396
5	V Urban	CZE	960	+360	+395
6	B Schwendemann	GER	960	+360	+392
7	J Benoit	FRA	960	+360	+383
8	B Gostojic	SRB	960	+360	+366
9	V Tomljanovic	CRO	960	+360	+360

### F1B-Junior 3 flew 2 full scores

1	M Lara	GER	960	+360	+346
2	J Louison	FRA	960	+326	

### F1C 7 flew 3 full scores

1	R Naaber	EST	960	+360	+402
2	V Sychoy	SLO	960	+360	+387
3	M Dupont	FRA	960	+348	

### F1Q 17 flew 13 full scores

1	I Fodor	HUN	960	+360	+433
2	M Varadi	HUN	960	+360	+430
3	G Franco	ITA	960	+360	+408
4	A Buzas	HUN	960	+360	+385

## LONDON AREA GALA, SALISBURY PLAIN, MAY 7-8

Simon Dixon

*Saturday May 7*

The forecast was to be dry, sunny and 10 to 12 mph northerly breeze, which was pretty much what we got all day, with the gusts being a fair bit more at times. Direction was good taking models from the trimming meadow across towards the grass runway thus avoiding the woods and the cattle.

This year's F1C power team for the European champs in North Macedonia contested the Combined Power fly off with what are essentially F1C type models, Ken using a piped AD15, Alan using a piped 2.5cc Nelson and Simon using a side exhaust 2.5cc Nelson - Ken was the only one to find helpful air and won comfortably followed by a lengthy retrieve - no problem of course with a gps tracker on board. Combined Electric was a 2 way flyoff with Peter Watson winning over Tony Shepherd in 2nd place. The best supported event of the day was combined glider which had a good mix of the latest F1A gliders on 50m lines competing against straight tow models on 75m lines, all 4 in the fly off found helpful air with John Carter coming out on top with excellent 9+min fly off.

*Sunday May 8*

A similar sort of day was forecast but with lighter winds and this time an easterly direction, so again good from the trimming meadow across the Plain avoiding the woods (just).

E30 required a 2 way fly off and was close with Trevor Grey taking 1st place over Steve Philpott. The most popular event of the day was F1G with 13 entries - the Southern Coupe league being the big draw here. A fly off in F1G was looking likely until Gavin Manion and Roy Vaughn both dropped their last flights, Gavin coming out on top this time.

So the end of another good weekends flying, a lot of tiered legs and bit of a warm up event for the forthcoming nations events in a few weeks time.

### Combined Power 5 flew 3 full scores

1	K Faux	Vikings	7.30	+8.31
2	S Dixon	Birmingham	7.30	+4.18
3	A Jack	Birmingham	7.30	+3.27

**Combined Rubber 3 flew**

1	C Redrup	Crookham	7.22
2	P Ball	Grantham	4.47

**Combined Glider 9 flew 4 full scores**

1	J Carter	Grantham	7.30	+9.12
2	C Parry	Biggles	7.30	+6.35
3	S Brewer	Biggles	7.30	+5.26
4	J Hook	Crookham	7.30	+4.11

**Combined Electric 3 flew 2 full scores**

1	P Watson	Birmingham	7.30	+2.33
2	A Shepherd	Crookham	7.30	+2.21

**Mini Vintage 4 flew**

1	R Heap	Biggles	6.00	+1.29
2	R Fryer	Oxford	6.00	

**F1J 3 flew 2 full scores**

1	N Allen	East Grinstead	10.00	+3.23
2	P Chapman	Vikings	10.00	+0.07

**F1G 13 flew**

1	G Manion	Birmingham	9.47
2	R Vaughn	Crookham	9.33
3	A Brocklehurst	Bristol & West	9.15
4	C Chapman	Bristol & West	7.39
5	R Fryer	Oxford	7.28
6	D Jiricny	Birmingham	7.07

**F1H 5 flew**

1	R Jack	Birmingham	9.55
2	C Parry	Biggles	9.53
3	J Cooper	Biggles	9.41

**E30 2 flew**

1	T Grey	Crookham	6.00	+2.22
2	S Philpott	Birmingham	6.00	+2.01

**CO2 0 flew****P30 1 flew**

1	B Lavis	Biggles	5.09
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**Combined HLG/CLG 5 flew**

1	P Ball	Grantham	6.01
2	B Colledge	Birmingham	4.21
3	G Smith	Birmingham	4.03

**NORTHERN GALA, BARKSTON HEATH, APRIL15****Combined Glider CMA 14 flew**

1	J Cooper	Biggles	7.30	+5.33
2	G Peck	CM	7.30	+5.00
3	J Williams	Birmingham	7.30	+3.57
4	S Darmon	Birmingham	7.30	+1.58
5	G Manion	Birmingham	7.30	
6	C Parry	Biggles	7.25	
7	B Colledge	Birmingham	6.54	

**Combined Rubber Caton 10 flew**

1	P Ball	Grantham	7.30	+6.41
2	P Woodhouse	Morley	7.30	+4.04
2	G Manion	Birmingham	7.30	+3.25
3	R Hauk	USA	7.30	+3.03
4	S Darmon	Birmingham	7.30	
5	A Moorhouse	Vikings	6.59	

**Combined Power Hamley 7 flew**

1	D Cox	Crookham	7.30	+6.55
2	A Jack	Birmingham	7.30	+6.33
3	S Dixon	Birmingham	7.30	+4.44
4	S Barnes	Morley	7.05	

**Combined Electric 7 flew**

1	C Redrup	Crookham	7.30	+5.04
2	G Williamson	Peterborough	7.30	+2.35
3	D Ginns	MHMFC	7.30	

**Slow Open Power Falcons 6 flew, 3 full scores**

1	P Woodhouse	Morley	7.30	+4.46
2	S Barnes	Morley	7.30	+4.24
3	D Cox	Crookham	7.30	+2.27

**F1H 7 flew**

1	R Jack	Birmingham	10.00	+4.52
2	G Madelin	C/M	10.00	+4.34
3	J Cooper	Biggles	9.51	
4	R Heaps	Biggles	9.28	

**1/2A 1 flew**

1	D Ginns	MHMFC	5.37
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**P30 5 flew**

1	M Page	Peterborough	5.33
2	S Fielding	Morley	4.37
3	D Norwood	Delyn	4.20

**Mini Vintage 14 flew**

1	G Foster	Grantham	6.00	+4.05
2	C Foster	Morley	6.00	+3.55
3	S Willis	Croydon	6.00	+2.58
4	P Ball	Grantham	6.00	+2.06
5	D Taylor	Grantham	6.00	+0.02
6	J Watson	Peterborough	6.00	
6	S Fielding	Morley	6.00	

**Combined HLG/CLG 5 flew**

1	M Bennis	Peterborough	6.02
2	N Botham	Morley	4.07
3	G Smith	Birmingham	3.39

**E30 4 flew**

1	S Philpott	Birmingham	5.49
2	G Warburton	Morley	5.20

**Club Championship**

1	Birmingham	311 pts
	Williams, Jack, Manion, Watson	
2	Crookham	200 pts
	Cox, C Redrup	
3	Grantham	179 pts
	Ball, Carter, Chapman	

**BMFA 3RD AREA MEETING, MAY 1****Combined Rubber Gamage 14 flew**

1	P Woodhouse	Morley	7.30	+7.14
2	I Taylor	Birmingham	7.30	+4.35
3	M Marshall	Impington	7.30	+4.27
4	S Willis	Croydon	7.30	+4.18
5	G Coulson	Morley	7.30	+3.24
6	P Ball	Grantham	7.23	
6	K Taylor	East Grinstead	7.23	

**Combined Glider 14 flew**

1	J Pennington	Bristol & West	7.30	+4.23
2	R Jack	Birmingham	7.30	+3.17
3	J Cooper	Biggles	7.30	+2.52
4	D Oldfield	Vikings	7.15	
5	G Peck	CM	7.13	
6	J Carter	Grantham	7.09	
7	D Cox	Crookham	7.04	

**Combined HLG/CLG (Plugge) 22 flew**

1	P Ball	Grantham	6.45
2	M Bennis	Peterborough	6.38
3	W Colledge	Birmingham	6.06
4	G Percival	Grantham	5.15
5	G Smith	Birmingham	4.44
6	M Cook	Crawley	4.10
7	K Taylor	East Grinstead	4.05
8	C Redrup	Crookham	4.04
9	A Winter	CVA	3.49
10	G Manion	Birmingham	3.48

**Vintage Glider (Plugge) 11 flew**

1	R Heap	Biggles	7.30	+3.06
2	C Foster	Morley	7.30	+1.29
3	D Cox	Crookham	7.26	
4	J Hook	Crookham	6.45	
5	S Darmon	Birmingham	5.49	
6	S Barnes	Morley	5.23	

**Mini Vintage 11 flew**

1	N Botham	Morley	6.00	+4.05
2	C Foster	Morley	6.00	+3.51
3	G Foster	Grantham	6.00	+2.19
4	R Heap	Biggles	6.00	+2.10
5	D Taylor	Grantham	5.57	
6	R Willis	Crawley	5.53	

**E36 7 flew**

1	J Cooper	Biggles	6.00	+2.10
2	J Pennington	Bristol & West	6.00	+1.17
3	G Warburton	Morley	6.00	+1.11
4	D Ginns	MHMFC	5.20	

**F1C Halifax (Plugge) 6 flew**

1	N Allen	East Grinstead	12.30	+3.54
2	S Dixon	Birmingham	10.32	
3	A Jack	Birmingham	10.26	

**F1Q 3 flew**

1	P Watson	Birmingham	12.30	+2.29
2	T Grey	Crookham	12.02	

**Combined Electric 1 flew**

1	G Wiliamson	Peterborough	6.21	
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**P30 3 flew**

1	S Willis	Croydon	5.05	
2	M Page	Peterborough	4.56	

**Tailless 2 flew**

1	A Moorhousr	Vikings	3.41	
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**1/2A 1 flew**

1	S Barnes	Morley	6.00	+4.03
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The following two tables are unofficial FFn calculations

**Plugge with 3<sup>rd</sup> Area event**

	Total	H/CLG	Vint G	F1C
1 Birmingham	1139	108	108	149
2 Crookham	990	68	153	83
3 Morley	706	71	144	
4 Grantham	372	186		
5 East Grinstead	341	72		100
6 CVA	303	113		
7 Croydon	235			
8 Biggles	191		100	
9 Bristol & West	187	9		
10 Crawley	183	90		
11 MHMFC	175			

**Championship with N Gala, L Gala, and 3<sup>rd</sup> Area**

1 P Ball	57.5	8 P Woodhouse	26.0
2 S Dixon	31.5	9 N Botham	25.0
3 R Jack	31.0	10 S Willis	24.0
3 J Cooper	31.0	11 J Carter	22.0
5 G Manion	29.0	11 R Heap	22.0
6 C Redrup	27.0	13 C Foster	21.0
7 D Cox	26.0	14 D Ginns	20.0

**SOUTHERN COUPE LEAGUE****Third Round - London Gala, Salisbury Plain, May 8**

It can't go on like this. The last four Salisbury Plain competitions have been flown from the trimming field in benign conditions except for the Third Area when there was a drizzly morning. The London Gala was a perfect May day, warm sun, a cool light breeze, flowers and picnics. But .....

We should regularly remind ourselves that this class was intended to be flown in the cold, calm 'thermal free' conditions of a continental Winter not the frisky air of an English Spring or Summer. Phil Ball remarked that this day's score sheet showed no improvement in times achieved since the nineteen nineties - evidence that design developments are often totally eclipsed by the air conditions inhibiting the former yet not resulting in the widespread use of thermal detection equipment at this level of competition. Out of thirteen entrants eleven coupes were locked down and most were of conventional construction. There were a couple of streamers and a good deal of incantation, only Roy Vaughn used the full remote air sensing graphical readout kit (home - made). No-one maxed out, Gavin Manion topped the scores again and now leads the league after three events.

Gavin reports:

*I came down from Staffordshire on Saturday evening so I was fresh and early on the field for the 9.00 start though, like most, it was 11.00 before I flew in anger. We all set up in Coupe Corner and I teamed up with Alan Brocklehurst for the day, but we both had help along the way from Martin Stagg; a friendly lot these southerners.*

*I flew the same Simple/Couper S hybrid that I used at the 2<sup>nd</sup> Area again using 22 strands of 1/16<sup>th</sup> which gave a 50+second prop run. All went well flying off streamer indication and exercising much patience for the first four flights but I saved a bum launch for the fifth. Too right and a swoop lost much of the burst but the longer run enabled the model to work into enough air to drop just 13 seconds. By the end, and despite Roy Vaughn's late efforts, it was enough.*

Roy, in second place writes,

*Although I fancied flying both days of the Gala, power on Saturday, Coupe on Sunday, commonsense prevailed in the end and I settled for Coupe on what turned out to be a better day wind-wise. I settled for my old reliable mid-AR model, although the high AR one may have been flyable in the prevailing conditions, it needs a trimming session for its new lifting section tail.*

*The thermal detector rig was working well for once, showing a spiky temperature profile with shorts bursts of maybe 10 seconds, not long enough to be useful and potentially deceiving (see later). Occasionally there were much longer periods of higher temperature accompanied by lulls and my first flight caught one of these spot on, getting high but coming down OK. The second flight also maxed easily without getting so high.*

*The third flight was a disaster. I didn't see exactly what happened but the end result was a vertical dive under power into the ground, apparently from a big stall at the top of the burst (I couldn't see because it was straight into the sun). No particular fault was apparent on the model and it appeared to be undamaged, so I elected to have a check flight before carrying on. This I managed to launch into my pole, causing a crash into a car and a broken boom - another first time accident! I got my similar model with VP hub out and flew a good third flight in strong-ish lift. It took a long time to come down but was on the field, though the retrieval took far too much time and effort due to various cock-ups.*

*By this time I was knackered so decided to stop flying. This resolve lasted until a small posse came along to tell me I could still win if I maxed out because the only competitor who had been clear so far, Gavin Manion, had dropped his last flight. Thus I was persuaded to fly again, a good fourth max and easy retrieve. So to the last flight where I made the fatal mistake of not waiting to confirm that the temperature rise and lull was the start of a long period of lift and not one of the spikes, thus dropping half a minute as the model descended on the glide as if under DT after a fairly decent climb. Good enough for second place but a well-deserved win for Gavin.*

Alan Brocklehurst in third place reports,

Once again we flew from 'Coupe Corner' as the wind was ESE and rather variable throughout the day. As before, I selected my trusty C-03 for the first flight which was an easy max and then went on to use C-04 with the e-timer and RDT. My second flight looked promising initially, but clearly I missed the lift and was down in 1:35, although it travelled just as far as my first. In preparing for my third, I broke two motors in succession (the first one went rather prematurely at 90% turns and the second one just as I thought I had successfully finished winding! This batch of rubber seems prone to do this, but is otherwise quite good!). When I did get away on my third flight, I found a mixture of weak lift and turbulence and the model landed after 1:40. My fourth was one of those inspirational classics, it climbed high overhead, glided nicely and then descend steadily for a while on D/T to land within 200yds of the launch point. In contrast, my final flight didn't find quite such strong lift, but was good enough to max. Thanks to Gavin Manion and Martin Stagg for their timekeeping. The fact the no-one maxed out in Coupe shows how tricky it was to pick the lift. Gavin and Roy beat me with their 4 out of 5 maxes.

Richard Fryer in fifth place reports,

A pleasant sunny day in all with pretty good attendance across most classes, including FIG. The wind was a little blustery, stronger than forecasted with occasional strong lift. The wind direction swung slowly round through the day, eventually pointing more or less towards the road in the afternoon. I started badly in FIG with a recently repaired model swooping on launch and dropped my first flight. I resorted to an older model and recovered with two maxes but on my 4th I launched into a boomer and although the model dt'd I lost sight of it in the air. Having a good bearing on its direction I decided to go in search of the model rather than go for my 5th flight. Packing up I spent a good few hours searching with no luck. Fortunately a farmer had found it in area 7 and rang me the following day. The model is now happily recovered and without damage.

Dusan Jiricny, in sixth place writes -

To spend 7 hours behind the wheel on my way there and back was absolutely worth it to spend a wonderful day at Salisbury Plain. Early morning test flight was brilliant which gave me high hopes for a good result. Next 3 flights were a nightmare - I dropped all of them. My frustration was coming from the fact that the model was behaving quite differently each flight. In addition when winding for the 4th flight I broke the motor and that meant to do some cyano-glue magic on the fuselage. On the other hand the 4th flight was a max! The model was really strange again during the last flight - dropped again. But overall I enjoyed the day very much especially due to the opportunity to meet all the nice aeromodelling community!

Andrew Crisp in seventh place writes,

I had originally planned to fly gliders on both days of the Gala, but with a dodgy ankle, winding rubber seemed a better bet than racing around with a towline over the plain's notorious rough surface.

For the Saturday I had prepared some well-worn Open jobs which had served me well in the past. My vintage Tan 2 wasn't up to it, blowing up in the winding jig and making short work of the fuselage. So, having paid my money, I did 3 modest flights with a coupe to place third. It sounds good, but there were only three entries!

Sunday - even better weather and many more entries, at least in FIG! Although it was a nice day to be out, the vertical movement of the air was quite difficult to come to terms with. Long waits with wound - up motor for a calm patch or an elevated streamer often resulted with a model wallowing around for a minute flight! I managed three 'sinkers' and two 'boomers'. Perhaps I should have tried harder to pick the lift. Still it was nice to be out with the chaps after an accident forced lay-off. The model which impressed me most was that of G.

Manion. It had a beautiful get-away and a very positive climb - and no gadgets!

I flew my 'Le Rip - off' design built around 1995! Built to honour G. Boutillier, G. Matherat et al. After taking off the cross - section 'cabin', re-covering the wings with silver mylar and building new prop. blades it remains quite a useful model especially in inclement conditions.

The next league event is the FIG Nationals at North Luffenham on Sunday May 29<sup>th</sup> (ed: now history at the time of issue of this FFN).

#### London Gala scores

1	G Manion	12	6	D Jiricny	4
2	R Vaughn	9	7	A Crisp	3
3	A Brocklehurst	8	8	B Silcocks	2
4	C Chapman	6	9	D Thomson	1
5	R Fryer	5			

#### League after Round 3

		CdeB	Area2	LG	Total
1	G Manion	Birmingham	12	12	24
2	A Brocklehurst	Bristol&West	8	8	16
3	R Vaughn	Crookham	5	9	14
4	C Foster	Morley	12		12
4	D Jiricny	Birmingham	6	2	4
4	B Dennis	Oxford	3	9	12
7	P Woodhouse	Morley	4	7	11
7	C Chapman	Bristol&West	5	6	11
9	C Redrup	Crookham	9	1	10
9	A Crisp	Oxford	7	3	10

#### COUPROFILES No 2 – Gavin Manion



1. Gavin, you recently won the Second Area and the London Gala FIG events and you won the S.C.L. cup in 2016. You've done much to promote coupe flying here and you have a lot of experience of French Coupe d'Hiver. Why this dedication ?

I really don't have much experience flying in France. I didn't start flying coupe at all until around 2008 so most of the good Brits had decades of flying in France before I even started. I remember going for the first time to Moncontour in, I think,

2011. I'd just bought the FFQ Coupe Special and I saw the French and Italian models in that book on the field that day. I was "Living the Book" if not the dream and I was hooked. Along with my travelling mate Peter Tolhurst there was a period of attendance at Viabon, (which was particularly kind to me), Arzay, Moncontour and, memorably, Crivelle in Italy. It was during this time that I placed second in Alessandro Manoni's FIG Eurochallenge, probably the same year that I won the SCL. I haven't travelled out of the UK since Brexit and Covid but I would like to go to Viabon next year.

I got into promoting Coupe flying here by accident. The Croydon Club lost the use of Middle Wallop and for a moment it seemed that the closing Coupe contest of the year for the magnificent Aeromodeller Trophy would be lost. Stuart Darmon and I agreed with Croydon that the Birmingham club would run a (as in a one-off) contest at Luffenham to the Croydon pattern and for the AM Trophy. Afterwards the Croydon guys said that they'd had the trophy for long enough and that it should be Birmingham's for a while. Thus was born "La Grande Coupe de Birmingham", a tongue-in-cheek in salute to the heyday of coupe flying in France. Thankfully Croydon moved their Coupe Europa to Salisbury in September and so we have two contests when there was but one. "Privateer" contests provide something special and occasionally different to the standardised (by necessity I'm sure) BMFA Area and Gala contests. It's a strength of Coupe flying that we have still got a number of such events. Along with the Birmingham and Croydon events we have the Crookham, Odiham and now Colerne contests. Long may they continue and flourish, we should all do our best to support them.

2. You fly P.G.I. trimmed coupes similar to Andrew Longhurst's 'Couper S' and you have a special interest in Classic coupes. Why?

My coupes and Andrew Longhurst's "Couper S" are derived from Sean O'Connor's SOC2 coupe described in FFDU and FFN at about the turn of the century. Though Sean's and Andrew's weren't PGI trimmed mine all have been other than first two. The reason I chose PGI I've covered in both Free Flight Forum and FFQ articles but what is often not apparent are the other peculiarities that I've retained from SOC2. The asymmetries in the wing, the section and general "lumpiness" of the wing, the square fuselage are all features which I think contribute to the success that I've had with these Simple Coupes. My attempts to move away from these features have generally been less successful though I have recently recommissioned an early PGI version with the Longhurst section and wing structure of which more anon.

My interest in Classic and more especially Vintage coupes dates back to the SAM1066 Eurochamps at Middle Wallop. Friends at Walsall MAC used to attend mob handed and I would go for a pleasant weekend and to help them out. For something to fly I built an Etienvre and, as they say, never looked back. That Etienvre (a bit like Caesar's Axe it's now on its second fuselage, prop blade and port wingtip) must have flown more maxes than any other coupe I've had and twice won Coupe Anciennes at Viabon. My modernised version was not a success....

Regarding Classics; I hoped that the 1960's Coupe postal would spark interest in such an event here and, for a while the Coupe de Brum featured a special prize for the best placed 1960s coupe. Lately both this event and the inaugural Classique de Brum have had a pre-1970 class to include both Vintage and Classic models but in truth it doesn't seem to have caught flyers imagination. Maybe it's a case of bad communication but I'm inclined to try and correct that and persist with it, there seem to only be plusses if more models get flown.

3. How do you pick the air?

Ah, if we knew this for certain then there would be no point in flying coupes!

Coupes have so many excellent qualities; different sizes, styles and trims work, you can build them yourself, they can be Hi, Lo or Mid Tech etc. But surely their most important property is that none that I have ever seen will do two minutes in bad air, so picking air is key to success. The short answer to how I can do it sometimes is the use of a streamer, waiting for the wind fill to arrive after the "calm warm patch" (mustn't go too soon) and scabbing off other models or birds. All of which means that, for me, watching a thermistor is a distraction I can ill afford.

4. I know you are seeking to develop your coupes. Tell us about this.

Over the last decade or so my coupes have "matured" into models which are simple to handle, robust and an ideal tool to throw at a thermal, but they are not without shortcomings. With prop runs of about 40 seconds they don't do well if I miss the lift as they don't have the run to work into any better bit of air which might be about. And as plenty of fly-offs have demonstrated they just don't have the glide of some other models.

I think that improving the glide might mean me adopting VIT/WW to get the CG forward and get a bigger, higher AR wing working properly. I keep promising myself I will work on such a model ...one day...maybe...

The obvious solution to the short motor run has been staring me in the face since I built the first SOC2 derived model. Sean's model flew off 10 strands of 1/8<sup>th</sup> and had a prop run of 60+seconds. I decided that this was for wimps and almost immediately changed to 12 strand motors and had models all over the sky. The use of PGI was a very successful way of controlling the resulting power burst and that, in essence, is where I am today.

There is so much evidence out there that a locked down model is handicapped by having too short a motor run. Dave Hipperson told us as much 25 years ago, Tony Winters keeps winning the Nats with 75 seconds run, even my own Etienvre with its 50+ second run was shouting it in my ear. Ever slow off the mark I've finally listened and started to use longer motors (22 of 1/16<sup>th</sup> and 10 of 1/8<sup>th</sup>) in my old Longhurst inspired model which is a bit bigger than my normal coupes. This combination, with a motor run of 60 seconds, was used throughout to win the Second Area.

Another model in need of much more flying and experimentation is my Neil Allen inspired "Coupe in a Box" from the last FF Forum issue. This seems much better since I did some calculations using the "Jossien Formula" to determine (more correctly calculate as against guess) the correct CG position, this required I move the wing forward by 10-12mm and has resulted in a much less draggy model of which I have some hopes.

I hope that I can retain the snappy initial climb and exploit the longer prop run by learning how to wind these longer motors 'til they smoke and maybe this will mean using a half tube. Couple this with the right prop (the SOC2 prop is the obvious candidate) and a low drag model to achieve a trim which has a better chance of maxing when I get the air-picking wrong.

Then there's always the auto everything model to build...sometime...maybe!

## BMFA F1E, BURROUGH, MAY 14

One day out of the choice of 4 days was flyable and indeed the Saturday was a superb flying day – gentle wind, sunny and warm. After a morning spent testing models, three rounds were flown to 120 sec maximum. For once the conditions were a total contrast to the recent European competitions – snowing in Germany and then overcast, wet and cold in Italy

1	B Lumb	300.00%
2	I Kaynes	201.67%
3	P Fynn	100.01%



## CROYDON WAKEFIELD DAY, SALISBURY PLAIN, APRIL 18

Report by Ray Elliott

The day was blessed with light winds varying from West to Northwest. Entries were very low maybe because of the current high cost of fuel maybe the venue (its sometimes difficult terrain) and maybe because it was Easter. It certainly couldn't have been the weather.

It was decided to combine the 4oz and 8oz Wakefield events. This contest had 3 entries with Richard Fryer flying a Gordon Light winning from Jim Paton flying a Lanzo Duplex.. Richard took home the Fairlop Cup for 4oz models.

The Norman Marcus Trophy for Vintage Lightweights was won by Martin Stagg ahead of Don Thomson. Both were flying Dinahmites. Mike Woodhouse ( staying for Easter with his daughter in Frome) collected the Thurston Trophy for F1B with a full house and Chris Redrup second. Chris won P30 (newly reintroduced) also with a full house ahead of Martin Stagg.

Croydon DMAC would like to thank the London Area BMFA for their support for this contest.

Photos courtesy of Alan Brocklehurst and Martin Dilly.

### 4oz and 8oz Wakefield Combined

#### 3 flew

1	R Fryer	7.04	Gordon Light
2	J Paton	6.59	Lanzo Duplex

### Marcus Lightweights 2 flew

1	M Stagg	2.43	Dinahmite
2	D Thomson	2.02	Dinahmite

### F1B 2 flew

1	M Woodhouse	10.00
2	C Redrup	1.15

### P30 2 flew

1	C Redrup	6.00
2	M Stagg	1.22



Mike Woodhouse, F1B



Richard Fryer, Gordon Light



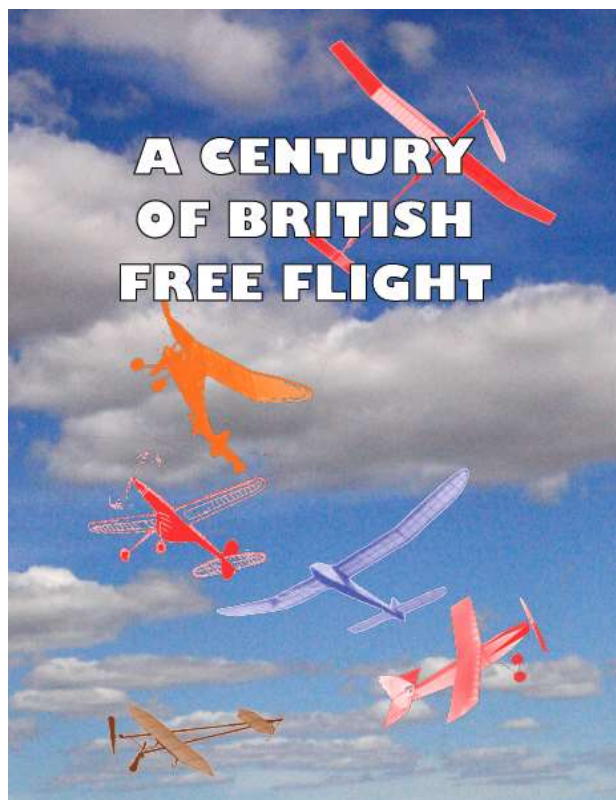
Peter Hall, Yankee IV



Martin Stagg, Marcus Dinahmite



Jim Paton, Lanzo Duplex



## A CENTURY OF BRITISH FREE FLIGHT

A new book, A Century of British Free Flight, has just been published to mark the BMFA's centenary. 155 pages of text, plans and photographs in colour and black and white trace the development and history of free flight from before Bleriot crossed the Channel to the present day. Nine authors have pooled their talents to cover everything from the rise of the Vintage movement to electronic timers and GPS tracking.

The histories of gliders, scale, rubber, electrics, power models and indoor are all explored by people who've spent most of their lives flying their classes. Although there's no 2022 Free Flight Forum Report we think A Century of British Free Flight will more than fill the gap. All proceeds will go towards defraying the expenses of those representing the United Kingdom in teams competing at the World and European Free-Flight Championships.

The UK price is £20.00 on the flying field or £22.00 by mail; to Europe it's £25.00 and anywhere else it's £28.00. Cheques should be payable to 'BMFA F/F Team Support Fund' in pounds sterling, drawn on a bank with a UK branch; you may also order by credit card, which is a lot easier (and cheaper).

Copies are available from : Martin Dilly, 20, Links Road, West Wickham, Kent BR4 0QW or by phone: (44) + (0)20-8777-5533, or by e-mail to [martindilly20@gmail.com](mailto:martindilly20@gmail.com).

## NOTICEBOARD

### ICARE WANTED.

Ian Kaynes: I use the earliest Icare1 GPS in my F1E and would like some more transmitters. These are the integral units including batteries within a sealed box. They are not compatible with the later versions of GPS. If anyone has unused old units after replacing by new systems I would like to hear from you [kaynes@btinternet.com](mailto:kaynes@btinternet.com)



### FOR SALE.

I have been Free Flight News starting at number one and going through to 1997. I can deliver to Buckminster for anyone interested or for collection in Otley near Leeds.

I also have an early Rossi 15. Steel P/Liner and 10mm shaft so most likely an early mk1. Reasonable condition piston liner fit is not great but would expect it to run. Any sensible offer accepted.



Mervyn Jones, 39 Guycroft, Otley, LS21 3DS, tel 07961 872264, [mervynf2b@btinternet.com](mailto:mervynf2b@btinternet.com)

## WANTED FOR CENTENARY EXHIBITION

An FFN item now. Does anyone have a spare Andrjukov or similar rubber winder they could lend for othe centenary exhibition from July 9th till the end of August? It's needed for display not use. If so please contact Martin Dilly at [martindilly20@gmail.com](mailto:martindilly20@gmail.com) right away.

## STONEHENGE AND EQUINOX CUP

Details of the Stonehenge Cup and Equinox Cup World Cup events to be held on Salisbury Plain on September 3 and 4 were included in the May FFN. Now here is the entry form for the events.

Competitors from the UK who wish to compete in either or both events need to post their entry forms to:-

Peter Martin, 23 Woodland Court, Dyke Road Avenue, Hove, UK, BN3 6DP complete with payment cheque made out to 'BMFA'.

Competitors residing outside the UK should email their completed entry form(s) to [ffworldcupUK@gmail.com](mailto:ffworldcupUK@gmail.com).

Overseas entry fees may be paid on the day in £ or Euros.

Entry forms must be received by not later than Friday 26<sup>th</sup> August 2022

## STONEHENGE CUP + EQUINOX CUP ENTRY FORM 2022

<b>Full Name</b>			
<b>Address</b>			
<b>Town/City</b>			
<b>Country</b>		<b>Post/Zip Code</b>	
<b>Nationality</b>		<b>Senior/Junior</b>	
<b>Telephone No.</b>		<b>Mobile No.</b>	
<b>Email Address</b>			
<b>FAI ID Numbers</b>		<b>BMFA No.</b>	

	Stonehenge Cup – Event 1				Equinox Cup – Event 2			
Day	SAT 3rd	SAT 3rd	SAT 3 <sup>rd</sup>	SAT 3rd	SUN 4th	SUN 4th	SUN 4th	SUN 4th
Class	F1A	F1B	F1C/P	F1Q	F1A	F1B	F1C/P	F1Q
Please tick								

### Entry Fees

<b>World Cup Event</b> Per Class Per Event (Seniors)	€25/£20	
<b>World Cup Event</b> Single Class (Juniors) (Junior aged 18 or under on 31 <sup>st</sup> Dec 2022).	Free	
	<b>Total Paid*</b>	