

Free Flight News

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FFn DIARY

August 7 Turda, Romania	Memorial Popa Cringu. F1E World Cup event Contact: Ioana Dumitru, tel: +40723620600, ioanaeu822@yahoo.com	August 20 Toszek, Poland	World Cup F1E - Governor's Cup 2022 – Toszek. F1E World Cup event Contact: Konrad Zurowski, tel: +48721942500, email: konradinhoo96@gmail.com
August 6-7 Noizé (Thouars), France	Trophée Belge - Belgian Cup. F1A F1B F1C F1Q World Cup event. Contact: Laurent Dupriez, tel: +33628515751, email: poitou-aero@orange.fr https://poitou-aero.com	August 20-21 Toszek, Poland	The Friendship Cup of Ukraine - Memorial of Valeriy Gorynin. F1E World Cup event Contact: Konrad Zurowski, see August 20
August 8-9 Saint Jean de Sauves, France	Hispano-France. F1A F1B F1C F1Q. World Cup event. Contact: Benoit Jacquemin, tel: +33608002780, benoit.jacquemin@vol-libre-moncontourais.fr	August 21 Salisbury Plain	BMFA Southern Gala. CG, CR, CP, CE, F1H, F1G, F1J, 1/2A, H/CLG, E30. Ken Faux 01279 721008 Ken.faux@btinternet.com
August 8-9 Saint Jean de Sauves, France	Louis Dupuis 2 min. F1G, F1H, F1J, F1S Contact: Benoit Jacquemin, see Hispano France contact details	August 26-28 Zulpich, Germany	51. Eifelpokal. F1A F1B F1C F1Q World Cup event Contact: Bernd Honig, tel: +49230762957, eifelpokal@online.de
August 10-11 Noizé (Thouars), France	44th Poitou. F1A F1B F1C F1Q World Cup event Contact: Yves Bellet, tel: +33549665699, email: bellet.y@orange.fr https://poitou-aero.com	September 3 Mostar, Bosnia-Herzegovina	58th Mostar Cup. F1A F1B F1C F1Q World Cup event Contact: Adin Ramadanović, tel: +38761327894 aeroklubmostar@gmail.com
August 8-12 Turda, Romania	2022 F1E European Championships	September 3-4 Rocca di Mezzo - L'Aquila, Italy	Coppa delle Rocche. F1A F1B F1C F1Q F1G F1H F1S Contact: Fabrizio Ceccarini, tel: +393474308840, email: f_ceccarini@tin.it or fabri1947@gmail.com
August 12 Turda, Romania	Turda Cup. F1E World Cup event Contact: Ioana Dumitru, see August 7 for contact.	August 27-28 Liptovsky Mikulas, Slovakia	2 F1E World Cup events. Aug 27: Smeringai Mem. Cup, Aug 28: Liptovsky Mikulas Cup. Contact: Igor Miertus +421908968019 miertus.i@gmail.com
August 13 Tottenham, Ontario, Canada	Canada Cup. F1A F1B F1C World Cup event Contact: Leslie Farkas, tel: +19058866959, aljolie@sympatico.ca	September 3-4 Salisbury Plain	2 World Cup events. Sept 3: Stonehenge Cup, Sept 4: Equinox Cup. F1A F1B F1C F1P F1Q. Contact: Richard Jack +44 776 234 6700, Peter Martin 23 Woodland Court, Dyke Road Avenue, Hove BN3 6DP (enter by Aug 26) ffworldcupUK@gmail.com richard_jack@live.com
August 13-14 Prilep, North Macedonia	Prilep Cup - Trophy of Prilep. F1A F1B F1C F1Q World Cup event Contact: Zdravko Todoroski, tel: +3897840661, email: zdravkot@t.mk or todoroski59@gmail.com	September 4 Mostar, Bosnia-Herzegovina	40th Izet Kurtalić Memorial. F1A F1B F1C World Cup event Contact: Sabrija Limo, tel: +38761792977, sabrija71@yahoo.com
August 14 Tottenham, Ontario, Canada	Huron Cup. F1A F1B F1C F1Q World Cup event Contact: Tony Mathews, tel: +17058540698, tmathews180@gmail.com	September 9-10 Peak District or Melton Mowbray	BMFA F1E Team Selection 3. 1 or 2 days according to weather. Contact: Ian Kaynes 01252 512538 kaynes@btinternet.com
August 16-20 North Macedonia	F1A F1B F1C European Championships	September 11 Area Venues	BMFA 6th Area - KMAA Day . CR, CP, CE, F1A (Plugge KMAA), F1Q (Plugge), F1J, Vintage RP, SLOP, Mini Vintage, P30, H/CLG, Tailless (Plugge).
August 19 Toszek, Poland	World Cup F1E - Toszek Cup. F1E World Cup event Contact: Cyprian Błaszczyk, email: sekretarz@gsml.gliwice.pl		

7 Ashley Road, Farnborough, Hants, England GU14 7EZ

email: info@freeflightnews.org.uk

Web site address: <https://www.freeflightnews.org.uk/home.htm>

Compiled and produced by Ian Kaynes

FAI JUNIOR WORLD CHAMPIONSHIP F1ABP 2022

Held at Vachitran, Pordim, Bulgaria from July 25-30

This was the first free flight championship held under the new rules allowing 4-person teams if at least one team member is female (identified by (F) in the individual results.. The team results are classified by the best 3 times achieved by the team members. All four team places are shown in the team results. For the podium placed teams, all four team members and the team manager receive medals.

F1A Individual results

1	Noa Goldstein (F)	USA	1380	+360	+327								
2	Capucin Ragot	FRA	1380	+360	+262								
3	Levente Halasz-Szabo	HUN	1380	+360	+208								
4	Tomasz Jeziorny	POL	240	235	180	180	180	180	180	180	180	1375	
5	Luka Najdoski	MKD	221	230	180	180	180	180	180	180	180	1351	
6	Lars Rink	GER	240	207	180	180	180	180	180	180	180	1347	
7	Anat Goldstein (F)	USA	240	240	180	144	180	180	180	180	180	1344	
8	Adrian Mikolasek	SVK	214	220	180	180	180	180	180	180	180	1334	
9	Kinga Szoke (F)	HUN	240	240	180	180	180	127	180	180	180	1327	
10	Leo Chene	FRA	240	240	180	180	136	180	170	180	180	1326	
11	Imre Moric Csikar	HUN	240	240	114	180	180	180	180	180	180	1314	
12	Tudor Bradeanu	ROU	180	231	180	180	180	180	180	180	180	1311	
13	Patrik Klobussicky	SVK	240	240	103	180	180	180	180	180	180	1303	
14	Villem Vackermann	EST	240	240	180	180	180	180	180	101	180	1301	
15	Viktoria Peykova (F)	BUL	240	240	180	180	180	126	118	180	180	1264	
16	Reka Guti (F)	HUN	240	150	180	180	153	180	180	180	180	1263	
17	Fabian Rumpp	GER	240	240	180	180	144	98	180	180	180	1262	
18	Eviatar Cohen	ISR	240	240	180	160	180	80	180	180	180	1260	
19	Nestor Chepelevsky	UKR	240	151	113	180	180	180	180	180	180	1224	
20	Andrey Sadoviyak	UKR	140	240	180	180	180	123	180	180	180	1223	
21	Voitech Kornhofer	CZE	174	214	180	180	104	180	180	180	180	1212	
22	Mart Valjamae	EST	194	172	180	180	112	180	180	180	180	1198	
23	Malgorzata Jeziorna (F)	POL	240	170	51	180	180	180	180	180	180	1181	
24	Valentin Hasardzhiev	BUL	240	240	147	75	180	96	180	180	180	1158	
25	Ahmed Zilic	BIH	101	240	180	180	180	180	95	180	180	1156	
26	Oscar Thevenon	FRA	194	240	180	180	180	0	180	180	180	1154	
27	Simon Pietzko	GER	240	240	110	0	180	180	180	180	180	1130	
28	Tymon Niezborala	POL	200	80	180	128	180	180	180	180	180	1128	
29	Jan Zajic	CZE	230	112	180	180	180	59	180	180	180	1121	
30	Vladimir Ivanco	SVK	91	240	180	84	180	180	153	180	180	1108	
31	Damian Maderek	POL	215	240	142	180	61	85	180	180	180	1103	
32	Alicia Nevers (F)	FRA	224	69	81	180	180	180	180	180	180	1094	
33	Ana Budimcic (F)	BIH	112	240	180	180	110	88	180	180	180	1090	
34	Viktoria Nikolova (F)	BUL	233	90	180	180	133	82	180	180	180	1078	
35	Maria Tanner (F)	GER	240	0	123	168	180	180	180	180	180	1071	
36	Anastasija Pozharska (F)	MKD	127	80	180	102	180	180	180	180	180	1029	
37	Veronika Svorcova (F)	CZE	240	135	180	71	0	180	180	180	180	986	
38	Petar Cvetanovski	MKD	78	159	150	180	180	180	58	180	180	985	
39	Vlad Buricea	ROU	62	240	180	41	68	180	180	180	180	951	
40	Ruslan Novak	UKR	240	100	180	78	122	37	180	180	180	937	
41	Geva Malizki	ISR	240	240	103	180	120	18	3	180	180	904	
42	Klim Stepanenko	EST	5	136	177	122	180	180	88	180	180	888	
43	Srdan Vranies	BIH	135	240	180	101	50	23	155	180	180	884	
44	Hamza Zilic	BIH	174	25	180	67	102	180	141	180	180	869	
45	Daniel Peykov	BUL	177	137	90	180	85	81	103	180	180	853	
46	Daniel Facalet	ROU	132	108	136	130	76	72	25	180	180	679	
Number of maximum in each round			23	23	32	31	30	30	34	34	34	34	
Number of full scores up to each round			23	15	10	8	6	4	3	3	3	3	

F1A team results

Country	Abbrev	Total	Round by round team places									Team member places			
1 Hungary	HUN	4021	2	1	2	2	1	1	1	1	1	3	9	11	16
2 France	FRA	3860	4	3	1	1	2	2	2	2	2	2	10	26	32
3 Slovakia	SVK	3745	8	6	6	6	5	3	3	3	3	8	13	30	
4 Germany	GER	3739	1	2	3	4	3	4	4	4	4	6	17	27	35
5 Poland	POL	3684	5	4	5	3	6	5	5	5	5	4	23	28	31
6 Bulgaria	BUL	3500	3	5	4	5	4	6	6	6	6	15	24	34	45
7 Estonia	EST	3387	11	10	10	10	8	7	7	7	7	14	22	42	
8 Ukraine	UKR	3384	7	7	9	9	7	9	8	8	8	19	20	40	
9 Macedonia	MKD	3365	12	14	12	11	10	8	9	9	9	5	36	38	
10 Czech Republic	CZE	3319	6	8	7	7	11	10	10	10	10	21	29	37	
11 Bosnia-Herzegovina	BIH	3130	13	9	8	8	9	11	11	11	11	25	33	43	44
12 Romania	ROU	2941	14	13	11	12	12	12	12	12	12	12	39	46	
13 USA	USA	2724	10	12	13	13	13	13	13	13	13	1	7		
14 Israel	ISR	2164	9	11	14	14	14	14	14	14	14	18	41		

F1B Individual results

1	Ittai Kohavi	USA	1260	+360	+317						
2	Tomasz Jeziorny	POL	1260	+360	+265						
3	Jonas Wiesiolek	GER	1260	+360	+238						
4	Shalev Evroni	ISR	1260	+352							
5	Jacopo Pegonzi	ITA	180	180	180	180	163	180	180	1243	
6	Radoslaw Szymanowski	POL	180	162	180	180	180	180	180	1242	
7	Mateo Morandini	FRA	166	180	180	180	180	180	170	1236	
8	Skylar Donnelly (F)	USA	180	153	180	180	176	180	180	1229	
9	Villem Vackermann	EST	180	144	180	180	180	180	180	1224	
10	Ron Ivianski	ISR	180	180	180	180	106	180	180	1186	
11	Aksel Karu	EST	168	134	154	180	180	180	180	1176	
11	Lorenzo Morandini	FRA	180	180	180	180	180	96	180	1176	
13	Carla Morandini (F)	FRA	180	180	180	92	180	180	180	1172	
14	Andrey Sadovyak	UKR	85	173	180	180	180	180	180	1158	
15	Eyal Shimshi	ISR	169	180	180	180	85	180	180	1154	
16	Patrik Svorc	CZE	174	105	158	180	180	180	166	1143	
17	Eduard Bouleanu	ROU	180	180	90	180	180	180	148	1138	
18	Florian Jackel	GER	180	180	180	180	55	180	180	1135	
19	Cristian Tutelea	ROU	180	180	132	92	180	180	180	1124	
20	Louison Jacquemin	FRA	133	126	180	180	168	180	135	1102	
21	Clara Lammersmann (F)	GER	64	130	180	180	180	180	180	1094	
22	Oliwia Danilewicz (F)	POL	130	180	180	140	180	83	180	1073	
23	Mirtel Moistus (F)	EST	180	180	180	180	60	180	86	1046	
24	Lara Maria Horak (F)	GER	180	150	180	27	104	180	180	1001	
25	Oleksii Kosylo	UKR	110	107	180	180	160	180	57	974	
26	Oliwia Szturgulewska	POL	180	180	180	108	69	0	180	897	
27	Nikol Tsankova (F)	BUL	57	90	87	120	180	152	180	866	
28	Viktoria Peykova (F)	BUL	51	57	180	170	82	105	180	825	
29	Petar Cvetanovski	MKD	73	180	74	63	113	119	180	802	
30	Nestor Chepelevsky	UKR	91	72	166	62	171	180	0	742	
31	Djonis Tahiri	ITA	2	0	0	34	168	180	140	524	
32	Mandrit Tahiri	ITA	72	75	180	115	10	14	0	466	
Number of maximum in each round			17	17	24	21	17	25	23		
Number of full scores up to each round			17	13	11	9	5	4	4		

F1B team results

Country	Abbrev	Total	Round by round team places								Team member places		
1	Israel	ISR	3600	3	1	1	1	3	1	1	4	10	15
2	France	FRA	3584	5	2	2	3	1	2	2	7	11	13
3	Poland	POL	3575	2	3	3	2	2	3	3	2	6	22
4	Germany	GER	3489	1	4	4	5	5	5	4	3	18	21
5	Estonia	EST	3446	4	5	5	4	4	4	5	9	11	23
6	Ukraine	UKR	2874	8	8	6	6	6	6	6	14	25	30
7	USA	USA	2489	7	7	7	7	7	7	7	1	8	
8	Romania	ROU	2262	6	6	8	8	8	8	8	17	19	
9	Italy	ITA	2233	9	9	9	9	9	9	9	5	31	32
10	Bulgaria	BUL	1691	11	11	10	10	10	10	10	27	28	
11	Czech Republic	CZE	1143	10	10	11	11	11	11	11	16		
12	Macedonia	MKD	802	12	12	12	12	12	12	12	29		

F1P Individual results

1	Andrii Pshenychnyi	UKR	180	107	180	180	180	180	180	+49	1187
2	Oleksii Kosylo	UKR	180	127	180	180	180	180	160	+0	1187
3	Ruslan Novak	UKR	150	180	120	176	180	75	180		1061
4	Harri Koonik	EST	180	99	180	123	180	180	115		1057
5	Eduard Bouleanu	ROU	180	180	93	60	87	180	130		910
6	Bozhidar Dochev	BUL	180	180	66	180	180	73	0		859
6	Orsolya Sarusi-Kiss (F)	HUN	180	38	180	149	73	113	126		859
8	Mart Valyamae	EST	74	180	180	91	95	180	52		852
9	Imre Moric Csikar	HUN	180	100	180	141	24	180	0		805
10	Vilmos Pek	HUN	90	35	73	35	180	180	130		723
11	Klim Stepanenko	EST	86	113	175	139	92	61	30		696
12	Vladimir Ivanov	BUL	25	0	151	180	180	9	9		554
13	Yoana Ivanova (F)	BUL	5	91	158	28	25	92	40		439
14	Tudor Dumitru	ROU	40	74	180	0	0	0	0		294
15	Aleksandra Ivanova (F)	BUL	66	0	0	0	0	0	0		66
16	Cristian Tutelea	ROU	10	0	0	0	0	0	0		10
Number of maximum in each round			7	4	7	4	7	7	2		
Number of full scores up to each round			7	2	0	0	0	0	0		

F1P team results

	Country	Abbrev	Total	Round by round team places								Team member places			
1	Ukraine	UKR	3435	1	1	1	1	1	1	1	1	1	2	3	
2	Estonia	EST	2605	3	2	2	2	2	2	2	2	4	8	11	
3	Hungary	HUN	2387	2	3	3	3	3	3	3	3	6	9	10	
4	Bulgaria	BUL	1852	4	4	4	4	4	4	4	4	6	12	13	15
5	Romania	ROU	1214	5	5	5	5	5	5	5	5	5	14	16	

F1 Challenge 2022

Order determined by total score in all three events

Place	Country	Total	F1A	F1B	F1P
1	Ukraine	9693	3384	2874	3435
2	Estonia	9438	3387	3446	2605
3	France	7444	3860	3584	
4	Poland	7259	3684	3575	
5	Germany	7228	3739	3489	
6	Bulgaria	7043	3500	1691	1852
7	Romania	6417	2941	2262	1214
8	Hungary	6408	4021		2387
9	Israel	5764	2164	3600	
10	USA	5213	2724	2489	
11	Czech Republic	4462	3319	1143	
12	Macedonia	4167	3365	802	
13	Slovakia	3745	3745		
14	Bosnia-Herzegovina	3130	3130		
15	Italy	2233		2233	

SOUTHERN COUPE LEAGUE

Fifth Round - BMFA Fifth Area event, July 10

Across the sand dunes shimmering in the heat, in the hazy distance, a camel train tracks slowly towards the abandoned village of Shrewton, while all about it reel shadows of the indignant desert birds. (apols. to W.B. Yeats and sorry, I must have nodded off I thought it was the 2050's.)

It was hot on Salisbury Plain, very hot and eight attempted the five rounds of FIG. Ken Taylor reports no entries at Ashdown Forest and Ron Marking none in Cornwall. Ian Davitt, who took first place and Gavin Manion, third, flew at Barkston. And it was calm on the Plain so the thermals pulled the air every way. A single streamer was the focus of everyone's attention, and patience became the key ingredient of success over rubber quality, winding technique, build quality, design refinement and trim perfection.

Richard Fryer, second place writes -

A very warm day for the contestants with light, variable winds. The wind direction changing by as much as 20 degrees as the thermals came through. Calm moments throughout the day saw thermals lifting streamers of the grass. Retrieval was made easy on the day as most of fields had been cut for hay. Lift was patchy, unreliable and slow to build with occasional boomers. There was a fairly good turn out in most disciplines on the day. I maxed out in Coupe after waiting for long periods for signs of decent lift. Some flights only just maxing as the lift faded out. Fly off time was accompanied by a strong gusty wind and I missed the lift to find sink and a disappointing time.



Richard Fryer

Gavin Manion, third, reports -

"Sunday at Barkston Heath was seriously warm with periods of almost complete calm enlivened by thermal induced gusts and at least one dust devil! Thermal conditions were "Poitouesque" with my third flight climbing strongly in lift only to sink quickly to a nerve-wracking 2.05. I'm sure others experienced such short lived thermals but the other hand I watched an F1H max hugely from a release at about a quarter line height!

I managed to drop just 8 seconds when I broke part of a prop blade before launching due to my clumsiness releasing the prop hold. Fortunately I was piggybacking Richard Jack's excellent Little Hinney F1H (which is why I carried on with the launch) but the wobbly climb to a good height was spoiled by the the model being too straight and stally on the glide. Of late I've used a wire stop to interfere with the prop fold on one blade to make a kind of forward auto-rudder and give a reliable right glide turn. That was the blade that I broke a large chunk off before launching...

Ian Davitt maxed out with the large model featured in his FFQ Coupe Special article. He says that it's old now and with too much warp, though seemingly not too old to make 3.23 in his fly-off. No other scores were recorded in FIG."

Alan Brocklehurst, fourth, writes -

Those who coped well with the heat will look back on this as one of those golden days when there was a lovely blue sky, hot sunshine and little wind (and unlike last year, no sign of rain!). This time we flew from the SW corner of the 'trimming field' or should I say 'hay field', as it was freshly mowed. Shortly after I arrived, I observed a Red Kite making good use of the thermals - always an encouraging sight.

I started out with an easy max and after a minor hiccup breaking a strand and replacing the motor, followed with a second. Since C-03 had got quite high and took its time to descend on D/T, I changed to C-04 in case I needed the RDT and promptly maxed again, such was the warm buoyant air in the morning. This time the model landed only about 50 ft from where I had launched it.

However, with receding small cumulus and the growing presence of high cirrus (mare's tales) clouds in the afternoon, we experienced less well ordered blue thermals, and even observed several dust-devils raising the drying hay into the air by at least 10-20 feet... and in one instance lifting Chris Chapman's new model with it, just after it landed at the end of a short test flight.

In retrospect, I should have waited longer before launching for my fourth flight. C-04 looked good on the climb, but then it slowly became clear that I had missed the lift and it glided down in unhelpful air for a score of 1:40. After that, the Mylar showed a complete reversal of wind direction from WSW/SW to N and even E for a while, before it later settled back to W/SW again and then went northerly again at fly-off time.

My final flight of the afternoon was again in tricky air and it was clocked-off a 1:51 as it glided over the northern horizon of the field in increasingly turbulent air - oh, if only Salisbury Plain was level!

Meanwhile, Chris Chapman was unlucky to drop to 1:09 on his 3rd flight while Martin Stagg scored only 1:04 on his first Coupe flight and then opted to fly his Mini-Vintage instead.



Chris Chapman launching

Roy Vaughn in sixth place tells me that he gave up after his second flight due to a number of factors too complicated to unravel here.

Don Thomson, seventh, writes -

Thanks to the SCL management team for having freshly mowed the Area 8 plateau, but, boy, was it hot! (Thank you Don - we burned out two flymos - S.L.O.G.)

My day did not go to plan. I had decided to comp. initiate a new coupe. First comp flight went up and down equally fast, the air is tricky. Second flight got well away in a good bump, but hold on, it hasn't d/ted. I lost it high in the blue after 5 minutes. I was now hot, so decided to keep cool rather than fly, and hope for some news about the model. Late afternoon I got a call, it had landed on a bungalow roof several miles away so with Ray's satnav help we it on the way home. The problem was a sticky Tomy.



Ray Elliott and Don Thomson watch Don' model go OOS

Ben Hobbs, eighth, writes -

Arriving at Salisbury on such a beautiful day was good, but taking 2 untrimmed coupes was not. My main purpose for writing is to thank those half a dozen chaps who helped me find my Bodnar, It had popped out on a fierce landing,

We tied a length of string to the receiver and dragged it along the ground, and narrowed the area to about 3.5 metre square, whereupon Bernard located it. Thanks a lot for your help.

(Ed IK: it was a day for loosing radio: Ray Elliott also lost one, which I managed to find by being well prepared with my usual suitable scissors and gardening gloves for searching the undergrowth under the brambles)

Peter Hall, ninth, writes -

One flight only but a perfect pattern max. I wasn't up to five flights so I reluctantly took an early lunch. (Cropwell Bishop mature stilton with caramelised red onion chutney on toasted salt-free buttered ciabatta, and a pretty little Chablis from my cool box.) The midday doldrums settled over us , and the competitive spirit evaporated. I saw several models descend more rapidly than climb.

Gavin Manion tops the league table but is still within the reach of Dusan Jiricny and Alan Brocklehurst. The next event is on Cagnarata Day at R.A.F. Colerne. Apologies for occasional errors in the tables - it's the heat.

Martin Stagg in tenth place writes

I was able to go to the 5th area meeting on Salisbury plane. Arriving a bit late I joined Alan Brocklehurst & Chris Chapman in 'coupe corner' at the end of the line of cars. The weather was good, hot sunshine and a light breeze. Time to don my state of the art hi tech head protection equipment (a knotted handkerchief) and prepare for the excitement the day would bring. Alan had already done one good (is there any other kind?) max and was preparing for his next flight. I broke off from my preparations and timed him for his second max. I readied my new Coupe and had a test flight. In spite of all the adjustments I had made at home after it's last outing it still persisted in circling left under power with an even tighter left turn on the glide. It clearly needed more work. So I decided to fly another model which was on trim. Unfortunately I picked the wrong time to launch and was on the ground again for a poor score (I cannot remember what it was, nature tends to blot out bad memories!). Discouraged, I had some lunch, then timed Alans remaining flights.

Decided to fly mini vintage. Prepared model, wound up and launched for a very nice (that must be the other type) max. retrieved model and wound up for my second flight. Bad launch had the model stalling all over the sky and down for an attempt. Tried again but had a repeat performance, two attempts so I packed up in disgust.

All in all a pleasant if unsuccessful day. I am not having a very good season. Must try harder!



Martin Stagg launching, Alan Brocklehurst timing

Photos from Peter Hall and Alan Brocklehurst

Area 5 - League scores

1	I Davitt	12	6	R Vaughn	5
2	R Fryer	9	7	D Thomson	4
3	G Manion	8	8	B Hobbs	3
4	A Brocklehurst	7	9	P Hall	2
5	C Chapman	6	10	M.Stagg	1

League after Round 5

	Area 5	Tot		Area 5	Tot
1 G Manion	8	35	13 P Woodhouse		11
2 A Brocklehurst	7	23	14 C Redrup		10
3 I Davitt	12	20	14 A Crisp		10
4 D Jiricny		19	14 A Moorhouse		10
4 R Vaughn	5	19	17 D Norwood		8
6 B Dennis		18	18 B Hobbs	3	3
7 C Chapman	6	17	19 R Elliott		2
8 D Thomson	4	16	19 P Hall	2	2
9 R Fryer	9	14	19 B Silcocks		2
10 M Marshall		13	19 T Winter		2
11 C Foster		12	23 M Stagg	1	1
11 S Willis		12			

COUPROFILE No. 4 Spencer Willis



Spencer with the Cope used at the Nationals

1. You recently won the FIG event at the Nationals at North Luffenham . I can think of no-one with more devotion to and experience of rubber powered free flight than you. Can you tell us a bit about your obsession.

Firstly I can confirm it is an obsession ! I can even tell you when I was smitten. I took up aero modelling around 1980 and whilst flying at Chobham I bumped into an old school friend who told me about SAM 35. They used to have a monthly meeting there on a Sunday. Pete Michel was a regular there and on this occasion was with Vic Dubery. The reason for them to be together this time was to fly their vintage Wakefields to assess a cut off time for the forthcoming mass launch at the vintage weekend at Old Warden, which became a highlight of future

weekends. The sight of these two beautiful Wakefields gaining height against a clear blue summer sky got me hooked. It's too late to thank Vic but -Thanks Pete.

2. Tell us something about your coupes.

In the mid 80's I fancied the challenge of Coupe and wanted to design one of my own. I wasn't sure about dimensions so I copied the layout of a George Batuik model featured in M.A.N. I used the aerofoil which was very thick and made a sheet fuselage. The model was heavy but flew o.k. I started to improve the model by making rolled tube fuselages, thinning the aerofoil and increasing wing and tail sizes. They started to fly really well and I got a third place at a Southern Gala which inspired me to build five models on the trot. They have been growing in size ever since but the wing chord kept to 4.5" with a couple of exceptions. All the models have two piece fuselages and two piece wings with 18.5" props. Early ones had pylons, later ones a midland mount. But as I now use Tony timers and a tracker the pylon makes more sense for housing them.

3. How do you pick the air?

I've never been very sensitive picking thermals. My doctor told me I have very dry skin which could be the reason, so I have to resort to a thermistor and mostly a streamer. I use old VHS tapes which are cheap at car boot sales and contain a lot of tape. Someone pointed out recently that this tape ,being heavier than the usual Mylar is a better indicator of lift.

4. What will your next coupe be like?

My next coupe will be the same as all the others, no bells or whistles. I'm building at the moment to replace the one I lost at Luffenham, which is what I call my standard model. Dimensions: 43.5" span, 4.5" chord, 36" fuselage, 15.75 x 3.5" tail. In this country Coupe flying is more a case of getting three (or five) decent flights in rather than ultimate performance. I won 80 gram Coupe at the Nats. once before and I remember my first flight was 45 seconds. My most memorable win in Coupe was the Ripmax event 1998 where 69 people flew in 80 gram and 25 reached the fly off. I remember thinking at the time, "I've reached the fly off and I could still end up 25th." But I won with my admittedly large "gadgetless" model. The French were there and motor heaters were still allowed and being used.

The drawing below was featured in the Free Flight Quarterly Coupe Survey originally from F.F News. My ideal length of motor is 9.75" throughout the model sizes as is the 18.5"prop with the exception of the 285 sq" one. (Ed: the original FFN drawing is shown below)



The 285 sq." coupe and a tip dihedral variant

FREE FLIGHT RANKING

These are the rankings on July 1. For more details see <https://www.freeflightnews.org.uk/ranking/latest.htm>

			Changes since May 1		Results since May 1
			places	points	
F1A					
1	Per Findahl	SWE	3214	0	-19
2	Jama Danier	CAN	2893	0	36
3	Michal Sliwinski	POL	2775	29	893 MV22=626+36 SM22=506+26
4	Emmanuel Ragot	FRA	2773	5	205 SZ22=575 SL22=535-3
5	Kosma Huber	SWE	2696	-1	-3
6	Dusan Fric	CZE	2685	-3	-149 MV22=471-13 SL22=480-23 SM22=277-53 SZ22=0-166
7	Rudolf Holzleitner	AUT	2567	3	114 SZ22=453-20 SL22=79-110
8	Robert Hellgren	SWE	2558	-3	-103
9	Yury Grushkovskiy	UKR	2552	-1	-37
10	Allard van Wallene	NED	2548	2	141 SZ22=508 SL22=190-76
11	Bostjan Bagari	SLO	2545	8	250 SM22=592+16 MV22=390-6 SZ22=370-16 SL22=0-113
12	David Krasznai	HUN	2537	66	1253 SZ22=614+76 SL22=507+70
13	Matija Hrast	SLO	2506	-2	56 SZ22=467-13 SL22=272-60 MV22=147-60 SM22=0-106
14	Jim Parker	USA	2433	-7	-175
15	Volker Bajorat	GER	2424	9	308 SL22=651+36 SZ22=0-140
F1B					
1	Michael Seifert	GER	3247	4	562 SL22=612+3 SZ22=556 SM22=510-3 MV22=490-3
JT22=332-6					
2	Sevak Malkhasyan	USA	3124	-1	-20
3	Adam Krawiec	POL	3114	0	304 SZ22=609 SL22=508-6
4	Stepan Stefanchuk	UKR	2863	3	216 MV22=587+3 SZ22=502+3 SL22=319-16 SM22=0-26
5	Alexander Andriukov	USA	2852	-3	17
6	Jerry Fitch	USA	2796	-2	44
7	Ismet Yurtseven	TUR	2690	-1	27 TK22=582 SZ22=0-83 SL22=0-90
8	Vladislav Urban	CZE	2535	12	495 SZ22=419+13 SL22=346+3
9	Vinko Tomljanovic	CRO	2533	1	36 SZ22=304-13 SL22=210-26 SM22=121-16 MV22=0-23
10	Leszek Kryszczuk	POL	2422	-2	-121
11	Bernd Silz	GER	2308	3	128 SL22=387 SM22=347 MV22=295 JT22=0-13 SZ22=0-46
12	Jean-Luc Bodin	FRA	2278	3	167 SL22=456+10 SZ22=218-16
13	Mickael Rigault	FRA	2254	-4	-276
14	Mykola Kovalenko	UKR	2216	-3	-130
15	Dag Edvard Larsen	NOR	2136	2	40 JT22=458+3 SZ22=0-50 SL22=0-70
F1C					
1	Darijo Jermol	CRO	2793	0	19
2	Marek Roman	POL	2376	0	-41
3	Ziva Kovacki	SRB	2207	26	1128 SM22=580 MV22=577
4	Stanco Dobrev	BUL	2078	9	407 TK22=575
5	Yury Shvedenkov	CAN	1924	-2	-356
6	Mariusz Gasiorowski	POL	1892	-1	-239
7	Artem Babenko	UKR	1890	-1	-118
8	Volodymyr Sychov	SLO	1827	-1	-60 SZ22=430-3 SL22=128-10
9	Nikolay Rekhin	RUS	1803	-5	-405
10	Soma Bauer	HUN	1752	1	0
11	Edward Burek	POL	1690	-2	-78
12	Shannon Tolmie	AUS	1625	-4	-144
13	Oleksandra Shapiro	UKR	1560	-3	-200
F1E					
1	Alexander Winker	GER	2519	0	-94 GV22=512-6 VL22=260-30
2	Jean-Luc Drapeau	FRA	2459	1	-65 GV22=45-60 VL22=0-83
3	Tom Ioerger	USA	2381	-1	-166
4	Andre Trachez	FRA	2314	0	-132 GV22=149-43 VL22=77-43
5	Marta Vysoka	CZE	2051	33	1133 GV22=614+40 VL22=608+36
6	Florian Draghici	ROU	1976	7	315 VL22=442+3 GV22=253-23
7	Mihnea Prodanel	ROU	1905	12	398 GV22=461+10 VL22=381+3
8	Franciszek Kanczok	POL	1880	-3	-223
9	Eugeny Gorban	UKR	1863	-2	-98
10	Sabine Trachez	FRA	1802	0	-57 GV22=357-13 VL22=0-53
11	Jakub Wisniewski	POL	1774	-5	-253
12	Robert Sifleet	USA	1730	-3	-185
13	Vojtech Zima	CZE	1655	-5	-274
14	Giuseppe Berto	ITA	1627	0	23 GV22=383-3 VL22=199-20

SREM CUP, ZRENJANIN, SERBIA, JUNE 25**F1A 60 flew 23 full scores**

1	R Lesko	CRO	900	+447
2	B Bagari	SLO	900	+422
3	S Zachara	SVK	900	+397
4	M Sliwinski	POL	900	+388
5	N Stosik	MKD	900	+387

F1A-Junior 16 flew 6 full scores

1	I Csikar	HUN	900	+302
2	J Zajic	CZE	900	+296
3	P Klobusicky	SVK	900	+281

F1B 17 flew 7 full scores

1	B Grubic	SRB	900	+380
2	M Seifert	GER	900	+352
3	M Cabaravdic	BIH	900	+349
4	B Silz	GER	900	+348

F1B-Junior 2 flew

1	V Veselinovic	SRB	774
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F1C 6 flew 2 full scores

1	Z Kovacki	SRB	900	+456
2	B Bijelic	SRB	900	+410

F1Q 4 flew 3 full scores

1	V Mihaly	HUN	900	+420
2	V Imola	HUN	900	+418

MORAVA CUP, ZRENJANIN, SERBIA, JUNE 26**F1A 52 flew 16 full scores**

1	M Sliwinski	POL	900	+356
2	F Klobusicky	SVK	900	+343
3	P Papez	CZE	900	+335
4	J Jeziorny	POL	900	+322
5	D Fric	CZE	900	+308

F1A-Junior 13 flew

1	K Szoke	HUN	900	+184
2	I Csikar	HUN	821	

F1B 13 flew

1	S Stefanchuk	UKR	900	+496
2	M Seifert	GER	900	+479
3	R Blagojevic	SRB	900	+445
4	B Silz	GER	851	

F1B-Junior 2 flew

1	F Cabaravdic	BIH	760
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F1C 3 flew

1	Z Kovacki	SRB	900
2	D Lakic	SRB	847

F1Q 4 flew 2 full scores

1	V Mihaly	HUN	900	+442
2	G Kertesz	HUN	900	+314

SWEDISH CUP, MYSINGE, SWEDEN, JULY 7**F1A 16 flew**

1	A Persson	SWE	960	+365
2	M Sivonen	FIN	960	+326
3	T Hanhila	FIN	960	+325
4	P Findahl	SWE	960	+305
5	E Niemierski	GER	960	+289
6	P Rasmussen	DEN	960	+174
7	K Huber	SWE	960	
8	P Johansson	SWE	946	

F1A-Junior 1 flew

1	A Segerstrom	SWE	905
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F1B 6 flew

1	D Larsen	NOR	960	+282
2	V Nereng	NOR	960	+152
3	B Eimar	SWE	952	

F1Q 3 flew

1	O Maksymov	UKR	960
2	P Buchwald	DEN	940

NORWEGIAN CUP, ALVARET, SWEDEN, JULY 8**F1A 16 flew**

1	M Sivonen	FIN	960	+475
2	P Findahl	SWE	960	+451
3	D Halbmaier	GER	960	+342
4	K Huber	SWE	960	+268
5	J Nyhegn	DEN	960	+21
6	R Hellgren	SWE	956	
7	T Hanhila	FIN	954	
8	J Svenungsson	SWE	938	

F1A-Junior 1 flew

1	A Segerstrom	SWE	839
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F1B 6 flew

1	B Eimar	SWE	950
2	V Nereng	NOR	934
3	D Larsen	NOR	930

F1Q 3 flew

1	O Maksymov	UKR	960
2	P Grunnet	DEN	893

FINNISH SUMMER CUP, MYSINGE HÖG, SWEDEN, JULY 9**F1A 16 flew**

1	D Halbmaier	GER	720	+287
2	P Findahl	SWE	720	+285
3	L Jensen	DEN	720	+275
4	P Rasmussen	DEN	678	
5	A Segerstrom (J)	SWE	672	
6	L Nielsen	DEN	653	

F1A-Junior 1 flew

1	A Segerstrom	SWE	672
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F1B 3 flew 2 full scores

1	D Larsen	NOR	720
1	B Eimar	SWE	720

F1Q 2 flew

1	O Maksymov	UKR	360
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KAZAKHSTAN FF CUP, ALMATY, KAZAKHSTAN, JULY 14**F1A 7 flew**

1	S Zuyev	KAZ	660
2	A Bundin	UZB	624
3	S Podlesnyy	KAZ	622

F1B 5 flew 2 full scores

1	A Banin	KAZ	660	+264
2	Y Ossipov	KAZ	660	+200

F1C 5 flew

1	S Podlesnyy	KAZ	660
2	S Astrelin	KAZ	600

EURASIA CUP, ALMATY, KAZAKHSTAN, JULY 16**F1A 6 flew**

1	S Zuyev	KAZ	660	+285
2	S Boboev	UZB	660	
3	A Petrov	KAZ	652	

F1B 5 flew 2 full scores

1	A Banin	KAZ	660	+298
2	Y Ossipov	KAZ	660	+200

F1C 4 flew 2 full scores

1	S Podlesnyy	KAZ	660	+288
2	S Astrelin	KAZ	660	+200

MONGOLIAN CUP, ULAANBAATAR, MONGOLIA, JULY 23

F1A 12 flew

1	C Ganzorig	MGL	1320	+382
2	A Amartuvshin	MGL	1320	+262
3	G Bilegt	MGL	1310	
3	G Tulga	MGL	1310	

F1A-Junior 2 flew

1	G Margad	MGL	1177	
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F1B 8 flew

1	B Erdenedavaa	MGL	1320	+342
2	M Gongor	MGL	1320	+238
3	B Sukhbat	MGL	1290	

F1B-Junior 1 flew

1	S Ariunbold	MGL	962	
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F1C 4 flew

1	U Erdenebayar	MGL	1320	
2	S Bat-Itgel	MGL	1318	

F1Q 6 flew

1	L Byambajav	MGL	1278	
2	B Munkhbaatar (J)	MGL	614	

F1Q-Junior 4 flew

1	B Munkhbaatar	MGL	614	
2	B Batbileg	MGL	553	

ASIAN CUP, Ulaanbaatar, Mongolia, July 24

F1A 13 flew

1	C Ganzorig	MGL	1320	+420
2	A Amartuvshin	MGL	1320	+282
3	G Bat-Erdene	MGL	1273	
4	G Tulga	MGL	1256	

F1A-Junior 3 flew

1	G Margad	MGL	934	
2	A Orgil	MGL	844	

F1B 7 flew

1	M Gongor	MGL	1320	
2	B Sukhbat	MGL	1294	

F1B-Junior 1 flew

1	S Ariunbold	MGL	1092	
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F1C 4 flew

1	U Erdenebayar	MGL	1315	
2	S Bat-Itgel	MGL	1305	

F1Q 4 flew

1	L Byambajav	MGL	1266	
2	T Erdenedalai (J)	MGL	688	

F1Q-Junior 3 flew

1	T Erdenedalai	MGL	688	
2	B Batbileg	MGL	601	

NOTICEBOARD

E30/RDT/BMK/E20 BATTERIES FROM RON MARKING

The 75mAh lipo's which I sell for E30 now come with Micro JST plugs which make them suitable for BMK timers etc. Since they do not have the current limiter, they work well with the Band Burner and can also be used as lightweight E20 batteries. Just send me £10 and I will put 4 in a Jiffy bag. I still have some without connectors which are now 5 for £10. Ron Marking, Pros Kairon, Pennance Road, Lanner, Redruth TR16 5TF. Alternatively, use PayPal but e-mail me your address. ron.marking@btinternet.com (UK only)

TREVOR PAYNE'S MODELS AND EQUIPMENT

The following items are available from his son Stephen Payne at stefan.payn@gmail.com

5 open power models, 7 electric models.

Engines:

2 K&B 6.5s, and 1 unknown type of K&B.

6 that I think are Nelsons as they have an N on the crankcase.

(engines shown on right: 1 has an N on it, 1 is a K&B, the other is unknown)

1 magnum pro 45.

1 ADO6.

1 Cyclon.

1 KDC Max3 OS15.

1 portable battery powered engine starter.

There are cylinder head gaskets of various sizes along with glow plugs, engine bearings, engine parts and a couple of partly used containers of fuel.

For the electric powered, there are 6 electric models powered by Turnigy D2826/6 and d2830/11 motors.

There is also a E-Max CF 2805 7-9v motor and a couple of Cobra 2203/28 motors.

Along with this there is a Aeris radio DT and a Turnigy accuel-6 50w charger.

A KP aero E36 timer and a electronic speed controller /programmer.

A Pyxis GPS tracker, 3 handheld trackers, various batteries.

Along with these there are assorted electric props, servos and battery boxes.



BMFA CENTENARY EXHIBITION

As part of the BMFA 100 celebrations, there is an exhibition at Buckminster from July 18th to August 31st 2022

It includes many models spread of the 100 years, and that shows that for a good part of the 100 years free flight was the only form of model flying. Coverage of free flight continues to the present. There is a good display relating to Elton Drew's F1A win which, in 1969 is close to the middle of the 100 years. See <https://nationalcentre.bmfa.org>

The exhibition at the National Centre is open most days from 10am to 4pm (last entry 3pm). This depends on staff availability, etc, so please check opening before travel: tel 0116 2441091 or manny@bmfa.org

