

Free Flight News

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FFn DIARY

October 4-8 Lost Hills, California, USA	Sierra Cup. F1A F1B F1C F1E F1P F1Q World Cup event Contact: Mike McKeever, tel: +19163903212, yamckeever@aol.com	October 29 (Saturday) Barkston Heath	BMFA Midland Gala F1H, F1G, 1/2A, E36, SLOP, Mini Vintage, P30, H/CLG, CO2.. Contact Phil Ball 07470177947 Phil.ball@ntlworld.com
October 4-10 Lost Hills, California, USA	Kotuku World Cup of New Zealand. F1A F1B F1C F1P F1Q F1E World Cup event Contact: Brian Van Nest, tel: +17609370177, bisheatfla@gmail.com	October 29-30 Mühlethurnen, Switzerland	2 F1Q World Cup events. Oct 29: F1Q- Eurofly. F1Q, Oct 30 Alpen Cup. World Cup event Contact: Walter Eggimann, email: walter.eggimann@belponline.ch
October 7-8 Mendoza, Argentina	Mendoza Cup. F1A F1B F1C F1Q World Cup event Contact: Neyra, Federico Nicolas, tel: +543512135233, neyra.federico@gmail.com	November 5-6 Tapolca, Hungary	31th Herend Cup (postponed from April). F1A F1B F1C F1P F1Q World Cup event Contact: Ferenc Kerner, +36205815349, ferenc.kerner@hotmail.com
October 8 Salisbury Plain	Croydon Coupe Europa, F1G (in rounds), Vintage CdH. Start 10.00. Contact Ray Elliott, tel 07513 649 734 ray.elliott8@btinternet.com	November 6 or 13 Buckminster	BMFA Buckminster Gala. Events TBC. Contact TBC
October 8-9 Capannori (Lucca), Italy	16 Trofeo Città di Capannori - Memorial Bruno Fieg. F1A F1B F1C F1Q Contact: Fabrizio Ceccarini, tel: +393474308840, f_ceccarini@tin.it or fabri1947@gmail.com	November 12 Jedlicze, Poland	Carpatia Cup. F1N Contact: Henryk Krupa, tel: +48668185394, email: kruhen@poczta.fm
October 9-10 Mendoza, Argentina	Condor Cup. F1A F1B F1C F1Q World Cup event Contact: Neyra, Federico Nicolas, tel: +543512135233, neyra.federico@gmail.com	December 4 North Luffenham	8th Grande Coupe de Birmingham. See FFn 2209. F1G 2 flights between 10.00 and 12.00 then 3 rounds to a timetable. Pre-1970 Coupe 3 flights no rounds including pre- 1958 vintage Start 10.00, finish 14.45, followed by flyoffs Entry £10. Contact:- Gavin Manion gavin.manion84@gmail.com tel 01543 422509 or Stuart Darmon stuardarmonf1@yahoo.com 01858 882057
October 14-16 Šentjernej, Slovenia	Krka Cup. F1A F1B F1C World Cup event Contact: Dragan Stankovic, tel: +38641860891 aeroklubkrka.f1@gmail.com	December 10-11 Slanic Prahova, Romania	Otto Hints Memorial. F1D Contact: Ioana Dumitru, tel: +40723620600, email: ioanaeu822@yahoo.com
October 16 Area Venues	BMFA 8th Area - Team Glider Day. CG (Model Engineer, Plugge, Team), CP, F1B (Duce, Plugge), SLOP (Frog Senior, Plugge), Mini Vintage, H/CLG, E30, P30, F1J. Contact: Area Comp Secs.	December 12-15 Slanic, Romania	2022 F1D Indoor World Championships
October 20 – 23 Peak District or Melton Mowbray	BMFA 6th F1E. Team selection.. Contact: Ian Kaynes 01252 512538 kaynes@btinternet.com	December 22-24 Urim, Israel	2 World Cup events. Dec 22: Negev Open, Dec 23-24 Hanukha Open. F1A F1B F1C F1P F1Q World Cup event Contact: Itsik Omer +972528566200 itsik@aeroclub.org

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Compiled and produced by Ian Kaynes

NEWS FROM BMFA FF TECH COMMITTEE

All correspondence re this news to the FFTC Secretary: Simon Dixon 8 Capulet Drive Bards Meadow Warwick Gate Warwick CV34 6EU email;- Dixonfamily100@yahoo.co.uk

Fuse and Band Burners

As the extreme dry weather has now passed the ban on dt fuse and band burners at the sites we are responsible for is now lifted.

Cancellation of 6th Area

Following the death of Queen Elizabeth II the FFTC, via Grantham Club, received an instruction from the representative at RAF Cranwell that an MOD directive had been issued that all flying, including model flying, will cease until further notice. As most of our area venues are on MOD Land (Barkston, North Luffenham, Sculthorpe and Salisbury Plain), and as a sign of respect, we decided that the 6th Area would be cancelled.

Flying has subsequently been allowed to recommence at some of the MOD lands with the commanding officer's consent, with Salisbury Plain, Sculthorpe and North Luffenham permitting model flying once again. The Crookham Gala will go ahead as planned on the 18 September provided the usual Friday permission is granted. The remainder of the FFTC Contest Calendar are after the Queens funeral so all restrictions should be lifted.

SOUTHERN COUPE LEAGUE

Eighth Round - Southern Gala, Salisbury Plain, Aug 21

By Peter Hall

It was a treat. Well organised, well attended, lovely weather. Nine flew the Coupe event. The detailed results reflect the conditions; out of 32 flights 24 were maxes. Percentage maxes for rounds one to five were 67, 78, 43, 83, 67. A familiar pattern. Only Chris Chapman maxed out but four were close.

Chris writes -

The Southern Gala was blessed with the very best of English summer weather.

I had intended to make a prompt start but I was delayed in chatting to friends and helping with some timing. This was fortunate as the weather possibly became even better as the afternoon progressed. I was lucky to launch in some fairly obvious good patches of air on each flight.

I am very grateful to my wife Marion for her help in retrieving and to Andy Crisp who found my model in the long grass. Our sincere thanks must also go to Brian Silcocks who took on the task of running the event with all the various classes.

Dusan Jiricny in second place, reports -

The weather forecast for Salisbury plain venue seemed to be quite good. I enjoyed great Gavin's company as we travelled together. Simply all was set for another great flying day. However the first round was not great, I dropped the flight by 7 seconds. Surprisingly my club mate Gavin did exactly same. If we wanted we wouldn't have been able to make such perfect time match. But going forward, I maxed for all remaining 4 rounds. My model has finally become very reliable. I was enjoying out of fuselage winding using my own made half tube. The last flight was particularly exciting as my model was not much willing to come down after it D/T-ed. Luckily it landed behind the patch of dense woods, cca 0.6m in distance from start. Bob Garner was not so much lucky, his power model landed on the dense canopy. It took Bob, Gavin and myself half an hour to locate it and other 1.5 hr to get it down using 15m pole. It was very hard work but we got the model down surprisingly with fairly minimal damage. What a great day it was - weather much better than forecast, I finished second, we all got our models without significant damage, we got late but safely back home.

My model is based on Kadet 2 design by Miroslav Rohlena and Josef Kubes, published in February issue of Czech free-flight magazine. The design is entry level Coupe for beginners but with competitive performance. It is locked on model with simple wooden wing structure, boxed balsa fuselage. I'm currently using tubular fuselage with my own made carbon motor tube and boom from Ivan Treger. I'm not using any gadgets, I prefer simplicity over too much hassle with complicated operation.

Gavin Manion, in third place reminisces -

I remember when the Southern Gala in its Little Rissington days was second only to the Nationals in popularity. Held always on a Friday, somehow everyone managed to duck a day from work to attend. With at least two Birmingham area dentists in attendance, Graham Walker and, I think it was Derl Morley, it used to be said that you couldn't get a dental appointment in the West Midlands that Friday.

Sadly Salisbury Plain even in near perfect weather doesn't pull them in like the Cotswolds did, or maybe we're just not there anymore to be pulled?

All this reminiscing is to cover up the fact that my Simple Coupes are brilliant if I hit the thermal, less so if I don't. The resultant lovely max sandwiched by two small drops was a perfect demonstration. I switched to the Coupe in a Box which has a markedly better glide but it didn't need it as the last two flights were in good lift.

Mid afternoon the drift was straight on to The Copse which Dusan's coupe easily cleared and clubmate Bob Garner's SLOP didn't- with a vengeance. It took a good hour and a half with Chris Redrup's (thanks again Chris) poles to get it out. All safely gathered in there was time for much needed coffee and a look over the results before setting out on the journey home. Best part of my day? Being beaten by Dusan who flew well and produced his best result "on the tour" so far.

Alan Brocklehurst, fourth, writes -

We were lucky to have good weather once again. The wind was generally less than I was expecting from earlier forecasts, although early-on the direction was NW for a while and initially took some models across the valley which may explain why some dropped a few seconds on their first flight. I waited until the wind had swung back to nearer the forecast WSW direction. My first flight went along the southern edge of the trimming field for an easy max in good air. The second was similar, just a case of waiting for the wind to lull and the streamer to rise. All I can say regarding my third flight is that I got it wrong - perhaps I was a little over-confident, or was just impatient, but as Martin Stagg said afterwards, he wouldn't have launched at that time! Lesson learnt - on my fourth I took it steadier and launched when conditions were right. Apart from a little right-wing down, the model climbed away nicely, drifting diagonally across the field and continued to climb as it went. I was considering using the RDT as it circled towards the trees, but then it DT'd anyway and landed clear. My final flight was similar, but with a better launch and in even stronger lift, this time I did use the RDT to prevent it getting too high and usefully shortened the retrieve. On the way back, I watched Chris Chapman's new high AR Coupe soaring to great height in the lift. After his model D/T'd it hesitated on the way down (below it were lots of birds circling in the lift) and I thought it wasn't going to descend, but eventually it landed a fair way out to the north of the line of trees. Clearly, Chris hasn't lost his competitive touch and was to only one to get all 5 maxes for a well deserved win.

Richard Fryer in fifth place observes -

A very pleasant day's flying with a light variable breeze and occasional sunshine. The wind was moving round a fair bit, eventually pointing towards the woods and hedges by the water tank. Though it was not especially breezy and the air was warm

there were big gaps in the lift and nearly everyone dropped flights. I did quite well early on and before my last flight was in a good position on the score board. All was to change when Gavin Manion tree'd his model on his third or fourth flight. Gavin and Dusan Jiricny were flying and time keeping together amid a fair bit of banter and hilarity.

I had been using Dusan's streamer to pick my lift (as well as an occasional peak at Pete Watson's thermal sensor when he was retrieving!) Gavin and Dusan had to take down the carbon pole so it could be used to retrieve Gavin's model. Dusan's streamer was the only one on the flight line. This meant I was reduced to trying to sense lift without a visual indicator of any sort. This I failed to achieve and subsequently launched into dreadful air for 1.23! Lesson learnt I will now be sorting my own thermal sensing equipment as a matter of urgency!

Andrew Crisp, writes in his elegant manuscript -

In view of the Salisbury Plain terrain and the state of my ankle and knee I decided to fly FIG as I have six in going trim. Space restrictions in the car forced me to bring a pair of my 'Mini Rip-offs' which at 32" span fit into a trombone case. The design is a shameless take - off from Bernard Boutillier's 'Microcorico' (Vol Libre '86)

First flight was an easy max. straight into the waist high grass of the 'Valley of Doom'. Searched for ages on a good line to no avail. Time running out so I decided to do four 'terminated' flights to make the day worthwhile and to run- in some new Super Sport rubber. Totalled around eight minutes. half way to being respectable but 'could do better.' One good thing is that Chris Parry in searching for his FIH glider also found my Coupe so that was good.

I know I don't get to as many comps. as I would like but I have found the falling numbers of participants rather depressing. Is it that we are getting too old for the rigours of the chase, or that our models are considered not sufficiently well trimmed to fly in a competition ?

Peter Hall, seventh, reveals -

A dramatic shift in my practice. As previously confessed, weary with the fumble and bumble of VIT and WW, I used WW only without re-trimming. Three easy nice pattern maxes. Much less critical chuck and adaptable to wind conditions. Overcome by my success I then retired.

Ben Hobbs eighth, comments -

Another fine August day, with a light ish breeze, oodles of rising air and plenty of sink. My first launch was very average and not looking like a max, until the glide took the coupe

Into good air, 2 minutes past with no sign of the DT, 4 mins 50 secs later it came down. Obviously at twice the distance, it took a while to find it but the Bodnar performed well.

Found it in long grass.

A bad second launch started in a similar way, finding lift on the glide, and once again, no DT at 2 mins.

This time the model went about 2 miles, before descending amongst trees, Bodnar did not behave itself, bouncing off trees, and sending me in all directions. Eventually, the coupe was spotted hanging in a tree. But by then a day's flying had passed.

Martin Stagg, ninth, confesses -

I arrived late and did my usual dithering round, chatting to people etc which was very pleasant. I timed Alan Brocklehurst's third flight but he launched in to bad air and was down in 1.28. I always feel bad when I time a poor flight although it obviously is not my fault. Having said that, I felt quite strongly that Alan

should not have launched when he did but I did not say anything. This raises an interesting point, what should one do in this situation? I have always taken the view that to say anything is interfering with the flyer's judgement and so I say nothing but that is not very charitable. I suppose that an agreement can be made between flier and timekeeper. What do others think about this?

I finally got round to getting my reliable coupe ready, wound up and with Alan timing, launched. My normally reliable coupe decided not to be reliable, went flat and straight on the climb and staggered round for 1.42. Drat! Decided to use the rest of the competition to trim my newer model. On its first flight this, in spite of the mods I had made at home, flew in tight left hand circles under power. Really annoying. Glide was ok. So after some lunch and timing Alan's remaining two flights (Both maxes) I introduced a shed load of right side thrust to my newer model. This, with only ¾ turns on a knackered motor looked reasonably on trim and managed 1.27. I decided that more time was required on the bench at home. I spent some time timing my old mate Mike Cook from the south east in CLG. He racked up a very respectable score, it was pity this class was not better supported. At this stage I packed up and left but not before finding out that Chris Chapman had won the Coupe comp. with the only full house. It is good to witness Chris's renaissance over the last two seasons.

All in all a very pleasant day, the weather gods were kind and there was a good turnout. Special thanks are due to Brian Silcocks who made a splendid job of running the event, much better than last year which was run by....oh, me!

Two rounds to go, the Crookham Gala, September 18th and Coupe Europa, October 8th. both on Salisbury Plain (Cagnarata was blown out.).

Gavin and Alan look favourites but Chris Chapman has been improving consistently throughout the year and could overtake. Dusan Jiricny and Roy Vaughn are also waiting to pounce.

Southern Gala League scores

1	C Chapman	12	6	A Crisp	5
2	D Jiricny	9	7	P Hall	4
3	G Manion	8	8	B Hobbs	3
4	A Brocklehurst	7	9	M Stagg	2
5	R Fryer	6			

League scores with Southern Gala

			S. Gala	Total
1	G Manion	Birmingham	8	43
2	A Brocklehurst	Bristol & West	7	42
3	C Chapman	Bristol & West	12	29
4	D Jiricny	Birmingham	9	28
5	R Vaughn	Crookham		27
6	D Thomson	Croydon		23
7	R Fryer	Oxford	6	20
7	I Davitt	Morley		20
9	B Dennis	Oxford		18
10	A Crisp	Oxford	5	15
11	M Marshall	Impington		13
12	C Foster	Morley		12
12	S Willis	Croydon		12
12	B Hobbs	Oxford	3	12
15	P Woodhouse	Morley		11
15	R Elliott	Croydon		11
15	P Hall	Crookham	4	11
18	C Redrup	Crookham		10
18	A Moorhouse	Vikings		10
20	D Norwood			8



photo Alan Brocklehurst

1. Chris, you have great experience and success over the whole range of free flight classes and you have been a champion of self built models using traditional materials. Can you comment on this history and this approach?

I have been building and flying model aircraft since my schooldays.

In my late teens a small group of us drifted towards competitive free flight, particularly Open Rubber. Losing models was inevitable so there needed to be a production line of replacements.

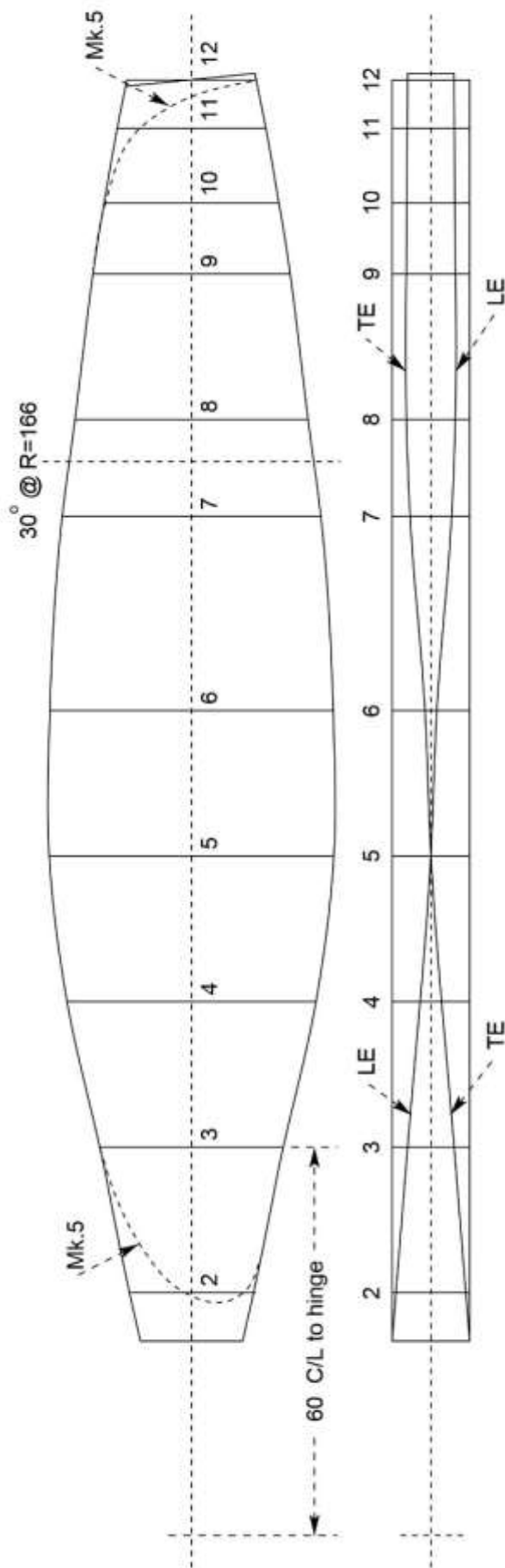
A collective design trend emerged to build light but durable models using conventional materials. Trimming needed to be a quick and easy process. Gadgets, general complications and more advanced materials were just not our style. The familiar construction of 'egg box' or geodetic wing and warren girder fuselages prevailed as did the right power turn and left glide trim.

There followed joining the Bristol and West Model Aircraft Club which pulled together a remarkable collection of talented and enthusiastic free flight competitors. People concentrated on their favourite classes but had the support to have a go at everything else given the drive every year to win the Plugge Cup. The resurgence of vintage flying at Middle Wallop and the opportunity to go to Poitou in France just added to the fun. This was a golden age and we knew it.

2. Tell us about your approach to coupe flying.

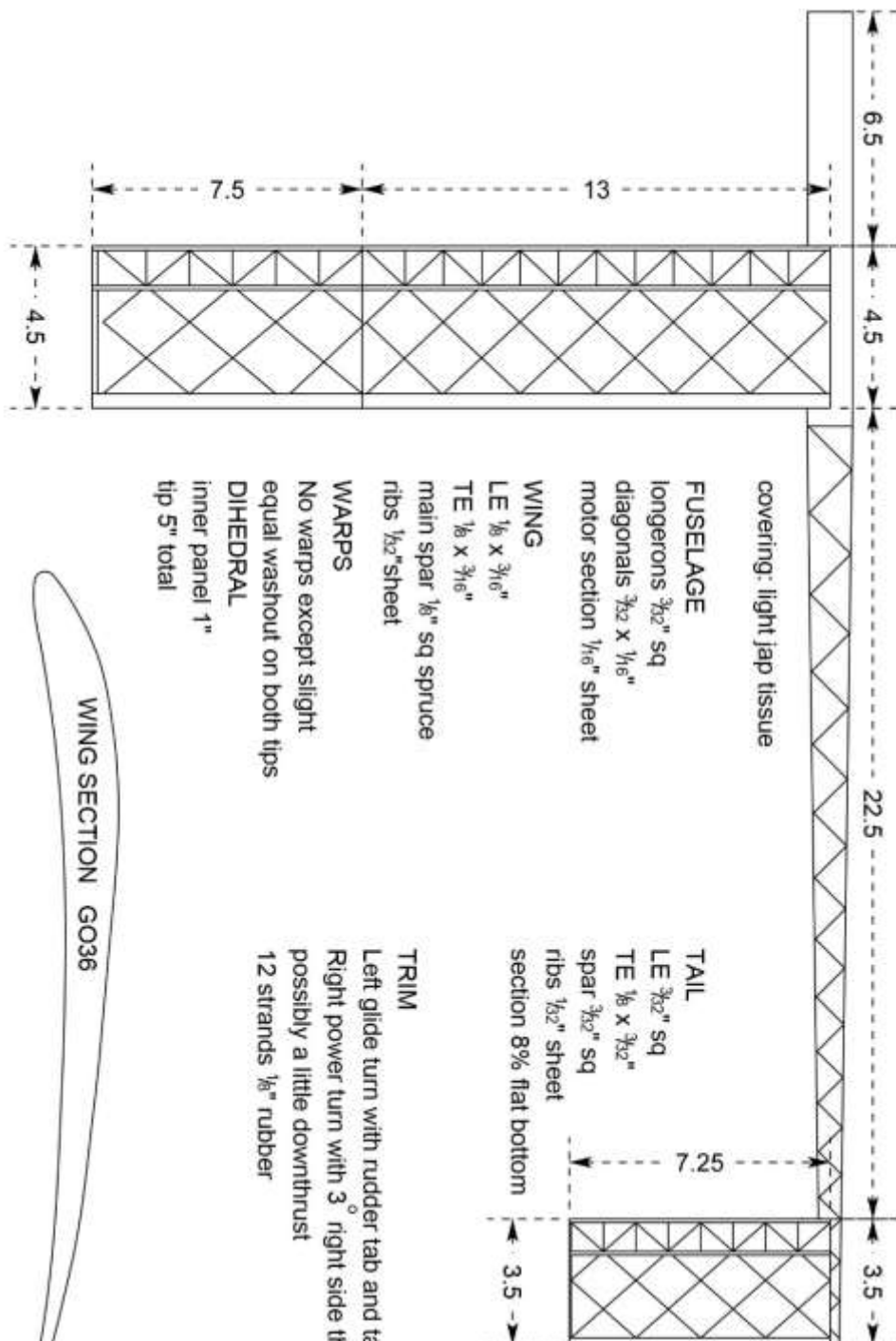
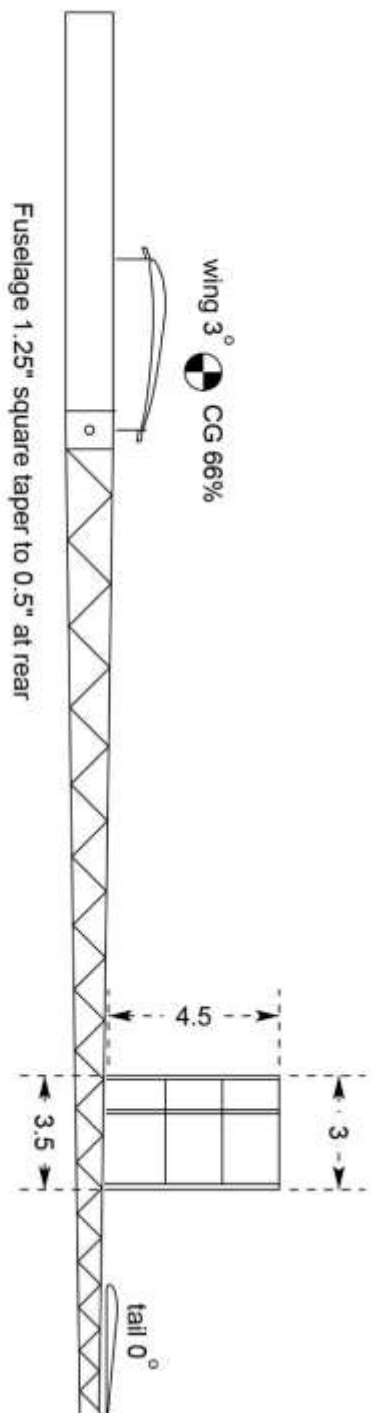
During this time I stayed with the basic design approach and applied my ideas to Coupe and FIB. I tried to have several well trimmed models in the box which I could fly with some confidence in all weathers. I would then have a go at as many competitions as possible. It was never the intention to have the highest performing and most sophisticated aircraft.

I had sufficient success every now and again and my enthusiasm never faltered.



LINDA 4 Prop full size
Mk5 as used by Chris Chapman
D=450, P=630 @ 80% rad
Andrjukov pitch distribution
Original chord distribution
From FFn March 1991

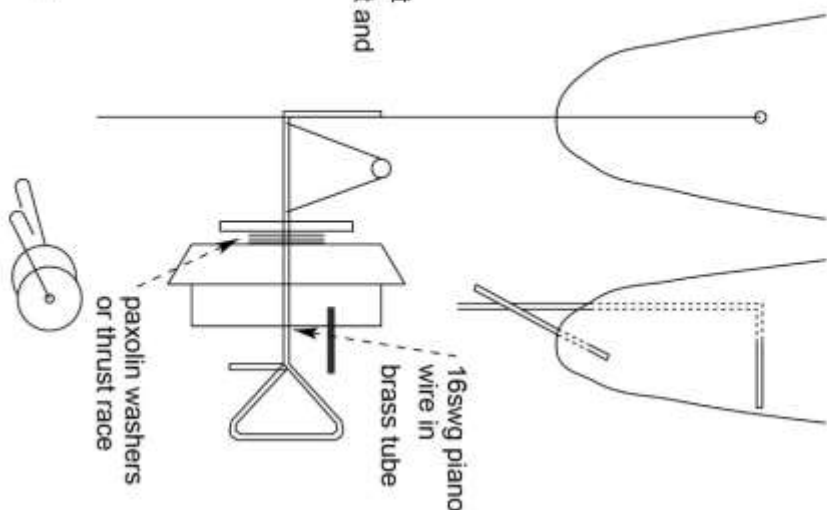
Position	2	3	4	5	6	7	8	9	10	11	12
Radius mm	37.5	60	82.5	105	127.5	157.5	172.5	195	206	217.5	225
Chord mm	19.5	28	38.5	44	43.8	40	36	30.5	27	23	20
Angle deg	66.3	55.6	47.2	40.9	36	31.3	29.3	27.2	25.2	22.6	20.4
Pitch mm	538	550	559	572	584	60	609	630	609	568	526
Thickness (mm,%)	2, 10%	2.24, 8%	2.3, 6%	2.2, 5%	2.2, 5%	2, 5%	1.8, 5%	1.53, 5%	1.4, 5%	1.2, 5%	1, 5%



This is a typical example of many similar Coupe models. Structure for the flying surfaces can vary from egg box to geodetic.

F1G by Chris Chapman

FFn Scale 1:5 All dimensions inches



3. How do you pick the air ?

Picking the air in which to fly has never been a strong point for me. Some days I get it right but on other days I lose patience.

4.. What developments in coupe design do you anticipate ?

The future of free flight is not clear at present but we must cling on to optimism. Over the years I have seen some remarkable Coupes and some wonderful flying. A glance back through the magazines shows these glory years. As far as I am concerned, I shall continue with my approach. Coupe will continue to allow all sorts of designs. I have several models trimmed and a couple in the course of final adjustments. There is a new one featuring a higher aspect ratio wing and I have a large and very light 'open Rubber wing which is tempting me to try a large Coupe. I enclose a drawing of a typical model which shows some important detail. All my models vary slightly and I try to get close to the minimum weight.



Chris' latest higher A.R. Coupe Photo Alan Brocklehurst

BULGARIA CUP, VALCHITRAN, BULGARIA, JULY 23-24

F1A 36 flew

1	C Ragot (J)	FRA	1320	+360
2	E Ragot	FRA	1320	+163
3	E Cohen (J)	ISR	1320	+137
4	G Malizki (J)	ISR	1320	+127
5	F Rumpp (J)	GER	1320	+121
6	P Findahl	SWE	1320	+37
7	M Jeziorna (J)	POL	1306	

F1A-Junior 24 flew 4 full scores

1	C Ragot	FRA	1320	+360
2	E Cohen	ISR	1320	+137
3	G Malizki	ISR	1320	+127

F1B 26 flew

1	R Saatvali	EST	1260	+508
2	Y Sarig	ISR	1260	+370
3	H Stendal	GER	1260	+348
4	C Ragot (J)	FRA	1246	
5	F Jackel (J)	GER	1165	
6	E Gorban	UKR	1141	

F1B-Junior 15 flew

1	C Ragot	FRA	1246	
2	F Jackel	GER	1165	
3	L Horak	GER	865	

F1C 3 flew

1	A Babenko	UKR	1231	
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F1PJ 1 flew

1	B Dochev	BUL	405	
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F1Q 3 flew

1	Y Vaknin	ISR	483	
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UNITED STATES NATIONALS, MUNCIE, USA, JULY 25-29

F1A 6 flew

1	J Danier	CAN	960	+342
2	J Parker	USA	960	+305
3	G Ulm	USA	913	

F1B 7 flew

1	P Makenzie	CAN	960	+277
2	A Andriukov	USA	960	
3	G Simon	USA	919	
4	E Simon	USA	822	

F1C 1 flew

1	F Parker	USA	897	
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F1Q 4 flew

1	R Sifleet	USA	900	
2	D Sechrist	USA	850	

BELGIAN CUP, NOIZÉ, FRANCE, AUGUST 6-7

F1A 37 flew

1	F Aberlenc	FRA	1020	+465
2	B Duijghuisen	NED	1020	+434
3	C Ragot (J)	FRA	1020	+394
4	F Adametz	GER	1020	+373
5	F Moreau	FRA	1000	
6	M Van Dijk	NED	994	
7	E Ragot	FRA	991	
8	D Echivard	FRA	990	
9	B Pouzet	FRA	972	

F1A-Junior 12 flew

1	C Ragot	FRA	1020	+394
2	M Morandini	FRA	946	
3	T Van Dijk	NED	937	

F1B 24 flew

1	M Morandini (J)	FRA	990	+377
2	A Pineau	FRA	990	+368
3	L Jacquemin (J)	FRA	990	+352
4	M Rigault	FRA	990	+344
5	B Marquois	FRA	958	
6	D Barberis	FRA	957	
7	A Andriukov	USA	954	

F1B-Junior 5 flew

1	M Morandini	FRA	990	+377
2	L Jacquemin	FRA	990	+352

F1C 3 flew

1	F Ducassou	FRA	990	
2	P Marrot	FRA	800	

F1Q 6 flew

1	N Finke	GER	1020	
2	W Gerlach	GER	990	
3	P Buchwald	DEN	986	

HISPANO-FRANCE, NOIZÉ, FRANCE, AUGUST 8-9

F1A 37 flew

1	B Pouzet	FRA	960	+438
2	M Van Dijk	NED	960	+420
3	F Moreau	FRA	960	+346
4	F Adametz	GER	960	+335
5	L Nielsen	DEN	960	+243
6	E Ragot	FRA	960	+48
7	B Duijghuisen	NED	955	
7	S Soulard	FRA	955	
9	J Adametz (J)	GER	917	
10	J Abad	ESP	907	
11	G Ravard	FRA	903	
12	L Chene (J)	FRA	897	

F1A-Junior 7 flew

1	J Adametz	GER	917
2	L Chene	FRA	897
3	A Nevers	FRA	825

F1B 23 flew

1	K Lamer	NED	960	+364
2	D Barberis	FRA	960	+344
3	J Bodin	FRA	960	+323
4	L Jacquemin (J)	FRA	960	+305
5	J Jacquemin	FRA	960	+289
6	G Buisson	FRA	960	+194
7	A Pineau	FRA	959	
8	A Andriukov	USA	927	

F1B-Junior 5 flew

1	L Jacquemin	FRA	960	+305
2	L Morandini	FRA	906	

F1C 2 flew

1	M Dupont	FRA	420
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F1Q 5 flew 3 full scores

1	T Oxager	DEN	960	+400
2	R Pijnappels	NED	960	+392
3	M Dupont	FRA	960	

**CONCOURS LOUIS
MONCONTOUR, AUG 8-9****F1G 12 flew**

1	A Pineau	FRA	660
2	D Laty	FRA	613
3	R Lepage	FRA	608
4	D Chevenard	FRA	547

F1H 4 flew

1	G Bernard	FRA	652
2	E Bernard	FRA	593

F1S "E36" 6 flew

1	G Bernard	FRA	634
2	F Neraudeau	FRA	546
3	P Ceres	FRA	525

POITOU, NOIZÉ, FRANCE, AUG 10-11**F1A 26 flew**

1	B Pouzet	FRA	1020	+433
2	S Jensen	DEN	1020	+317
3	M Van Dijk	NED	1020	+316
4	J Abad	ESP	1020	+278
5	F Adametz	GER	1017	
6	A Van Wallen	NED	1010	
7	L Chene (J)	FRA	1005	
8	G Bernard	FRA	995	
9	J Maasen	NED	993	

F1A-Junior 4 flew

1	L Chene	FRA	1005
2	J Adametz	GER	930

F1B 22 flew 8 full scores

1	R Lucassen	NED	1020	+347
2	C Morandini (J)	FRA	1020	+333
3	M Woodhouse	GBR	1020	+329
4	J Jacquemin	FRA	1020	+307
5	D Barberis	FRA	1020	+301
6	A Andriukov	USA	1020	+235
7	B Jacquemin	FRA	1020	+233
8	D Chevenard	FRA	1020	+200

F1B-Junior 5 flew

1	C Morandini	FRA	1020	+333
2	M Morandini	FRA	1002	

F1Q 6 flew

1	T Oxager	DEN	1020	+406
2	R Pijnappels	NED	1020	+367
3	N Finke	GER	962	

**CANADA CUP, TOTTENHAM, CANADA,
AUGUST 13****F1A 5 flew**

1	A Barron	USA	1440
2	J Danier	CAN	1390
3	V Nikolajavas	CAN	1304

F1B 7 flew

1	G Simon	USA	1440	+378
2	L Horak	CAN	1440	+354
3	T Mathews	CAN	1440	+348
4	P Mackenzie	CAN	1440	+340

F1C 1 flew

1	Y Shvedenkov	CAN	1434
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**HURON CUP, TOTTENHAM, CANADA,
AUGUST 14****F1A 6 flew**

1	J Danier	CAN	1121
2	C Lenartowicz	CAN	974
3	A Baron	USA	963

F1B 8 flew

1	A Schlosberg	USA	1054
2	L Horak	CAN	1030
3	G Simon	USA	1029
4	T Mathews	CAN	1007

F1C 1 flew

1	Y Shvedenkov	CAN	1130
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**51ST EIFELPOKAL, ZULPICH, GERMANY,
AUG 26-28****F1A 55 flew**

1	A Van Wallene	NED	1350	+597
2	C Ragot (J)	FRA	1350	+498
3	M Donner	GER	1350	+361
4	B Duijghuisen	NED	1350	+351
5	C Thom	GER	1350	+343
6	C Andrist	SUI	1350	+319
7	A Rink	GER	1350	+284
8	V Bajorat	GER	1350	+257
9	S Reuss	GER	1350	+240
10	B Pouzet	FRA	1350	+116
11	B Van De Kerkhof	NED	1345	
12	T Weimer	GER	1343	
13	E Ragot	FRA	1342	
14	F Moreau	FRA	1338	

F1A-Junior 11 flew

1	C Ragot	FRA	1350	+498
2	F Rumpp	GER	1314	
3	T Van Dijk	NED	1204	

F1B-Junior 3 flew

1	L Horak	GER	1177
2	J Wiesiolek	GER	1160

F1B 22 flew

1	H Pietzko	GER	1200	+396
2	K Desinger	GER	1200	+364
3	A Andrist	SUI	1200	+355
4	M Seifert	GER	1200	+301
5	P Monninghoff	GER	1200	+207
6	N Kovalenko	UKR	1200	
7	R Lucassen	NED	1194	
8	K Lammersmann	GER	1183	

F1C 7 flew

1	D Seifert	GER	1200
2	G Aringer	GER	1164
3	H Aukstakis	LTU	1150

F1Q 5 flew 3 full scores

1	D Seren	GER	1200	+126
2	P Seren	GER	1200	+108
3	T Wiesiolek	GER	1200	+76

STONEHENGE CUP, SALISBURY PLAIN, SEPTEMBER 3

F1A 5 flew

1	J Williams	GBR	945
2	R Jack	GBR	876
3	H Aukstakis	LTU	875

F1B 5 flew

1	P Brown	GBR	960	+262
2	P Martin	GBR	960	+88
3	M Woolner	GBR	861	

F1C 5 flew

1	H Aukstakis	LTU	942
2	N Allen	GBR	941
3	S Dixon	GBR	908

F1Q 6 flew

1	I Kaynes	GBR	925
2	P Watson	GBR	815
3	C Redrup	GBR	785

EQUINOX CUP, SALISBURY PLAIN, SEPTEMBER 4

F1A 2 flew

1	R Jack	GBR	715
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F1B 3 flew 2 full scores

1	P Brown	GBR	780	+318
2	M Benns	GBR	780	+223

F1C 1 flew

1	A Jack	GBR	313
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58TH MOSTAR CUP, MOSTAR, BOSNIA-HERZEGOVINA, SEPT 3

F1A 22 flew 3 full scores

1	T Habjanic (J)	SLO	1020	+270
2	A Pesic	SRB	1020	+213
3	A Pozharska (J)	MKD	1020	+166

F1A-Junior 8 flew

1	T Habjanic	SLO	1020	+270
2	A Pozharska	MKD	1020	+166
3	M Habjanic	SLO	929	

F1B 12 flew

1	M Cabaravdic	BIH	1020	+480
2	B Gostojic	SRB	1020	+293
3	I Yurtseven	TUR	1020	+18
4	P Sarkinovic	BIH	965	

F1B-Junior 3 flew

1	V Veselinovic	SRB	952
2	F Cabaravdic	BIH	788

F1C 2 flew 1 full scores

1	B Markusic	CRO	1020
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F1Q 2 flew 1 full scores

1	Z Grepl	CRO	1020
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IZET KURTALIC MEMORIAL, MOSTAR, BOSNIA-HERZEGOVINA, SEPTEMBER 4

F1A 26 flew

1	R Holzleitner	AUT	1020	+302
2	G Meglaj	CRO	1020	+250
3	M Mandichev	BUL	1000	

F1A-Junior 12 flew

1	T Habjanic	SLO	975
2	L Najdoski	MKD	932
3	M Habjanic	SLO	912

F1B 10 flew 4 full scores

1	B Gostojic	SRB	1020	+393
2	S Gostojic	SRB	1020	+306
3	M Cabaravdic	BIH	1020	+293

F1B-Junior 2 flew

1	V Veselinovic	SRB	983
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F1C 2 flew 1 full scores

1	B Markusic	CRO	1020
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PRISTA CUP, VALCHITRAN, BULGARIA, SEPT 10-11

F1A 17 flew

1	B Pouzet	FRA	960	+314
2	M Mandichev	BUL	960	+285
3	V Hristov	BUL	960	+218
4	V Ciucu	ROU	960	+197
5	J Sion	ROU	960	+148
6	L Halasz-Szabo (J)	HUN	938	

F1A-Junior 7 flew

1	L Halasz-Szabo	HUN	938
2	V Peykova	BUL	900
3	A Pozharska	MKD	867

F1B 10 flew

1	N Bitik	TUR	960
2	I Yurtseven	TUR	889
3	D Petcu	ROU	879

F1B-Junior 4 flew

1	N Tsankova	BUL	466
2	V Hristov	BUL	194

F1C 4 flew

1	A Babenko	UKR	960
2	P Genchev	BUL	952

F1Q 2 flew

1	G Petrov	BUL	276
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F1PJ 2 flew

1	B Dochev	BUL	187
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WEST BOHEMIAN CUP, VSECHOV, CZECH REPUBLIC, SEPT 18

The contest was stopped after two rounds because of high winds.

F1A 10 flew

1	P Findahl	SWE	300	+120	78m
2	J Nahlovsky	CZE	300	+120	69m
3	V Papez	CZE	300	+120	62m
4	S Jensen	DEN	300	+95	
5	E Jensen	DEN	284		

F1A-Junior 1 flew

1	J Zajic	CZE	133
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F1B 2 flew 1 full score

1	S Stefanchuk	UKR	300
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F1Q 6 flew 3 full scores

1	M Varadi	HUN	300	+120	52m
2	O Maksymov	UKR	300	+120	-7m
3	I Fodor	HUN	300	+76	

F1Q-Junior 2 flew

1	F Jedrysiak	POL	203
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GOVERNOR'S CUP, TOSZEK, POLAND, AUGUST 19

F1E 21 flew

1	A Trachez	FRA	471.11
2	J Zurowski	POL	467.78
3	V Zima	CZE	455.55
4	F Kanczok	POL	445.55
5	J Drapeau	FRA	441.11
6	K Zurowski	POL	440.56

F1E-Junior 6 flew

1	D Skowron	POL	319.44
2	P Szumska	POL	232.22
3	Z Piechaczek	POL	187.23

TOSZEK CUP, TOSZEK, POLAND, AUGUST 20

F1E 26 flew

1	G Pawlak	POL	407.52
2	K Zurowski	POL	403.35
3	W Moj	POL	388.11
4	J Orel	CZE	383.88
5	A Trachez	FRA	382.66
6	S Kubit	POL	376.96

F1E-Junior 10 flew

1	D Skowron	POL	283.81
2	K Piecha	POL	264.90
3	N Arkhyjska	UKR	255.77

CENTENNIAL CUP, DENVER, CO, USA, JULY 8

F1E 4 flew

1	T Ioerger	USA	300.00
2	P Brocks	USA	257.22

SMERINGAI CUP, LIPTOVSKY MIKULAS, SLOVAKIA, AUGUST 27

F1E 17 flew

1	P Bryja (J)	POL	471.66
2	F Kanczok	POL	450.67
3	A Popa	ROU	447.33
4	T Furjes	ROU	440.67

F1E-Junior 2 flew

1	P Bryja	POL	471.66
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Liptovsky Mikulas Cup scheduled for August 28 was not flown because of the weather.

F1E IN FRANCE, SAINT JEAN DE SAUVES, SEPTEMBER 17-18

Ian Kaynes

The forecast was for a northerly wind so it was no surprise to arrive at the advertised registration at Tourtenay to find that everyone had gone south to the alternative site. Initial wind was from the north, directly on to the slope, but by the time of the first round it was more north-easterly and at only 2m/s there was not much lift on the slope and the 2 minute maximum was quite appropriate. The wind was up to 4 m/s later in the day and the max was increased to 3 minutes for the last two rounds. This left three people with full scores. The flyoff had more settled conditions with a steady breeze. The first 5-minute max flight was managed by Alex Winker and Antonin Ricou. The max was increased to 7 minutes but they both also met that challenge and a third flyoff was needed to find Ricou as the winner. The prize-giving was held at the Pigeonnier and followed by the traditional meal.

The second day was forecast to have wind more from the east and that proved accurate with wind blowing across the slope. The first round was flown with a 2 minute max and then the contest was held to consider the crosswind. Nothing changed and the contest resumed with another 2 minute max, followed by 3-minute max for the last three rounds. There were periods when the wind veered to have a component up the slope and it was possible to have good soaring flights, often drifting to the left. That was my undoing in the last round when I launched the model in a gentle wind up the slope but within 10sec the wind increased and changed to be across the slope. The model had not soared to enough height to be seen through the adjacent row of trees. It carried on to carry out its complete mission of 180 by reaching a distance of 870m away in the fields (RDT battery run down!). No flyoff was needed as Alexander Winker had made the only full score.

16th Poitou Charentes, September 17

F1E 32 flew

1	A Ricou	FRA	500.00	+300	+420	+439
2	A Winker	GER	500.00	+300	+420	+267
3	T Laura (J)	FRA	500.00	+162		
4	C Trachez	FRA	474.17			
5	K Winker	GER	466.39			
6	C Gadal	FRA	465.00			
7	J Laura (J)	FRA	458.06			
8	J Drapeau	FRA	449.72			
9	A Roux	FRA	446.94			
10	A Trachez	FRA	446.11			

F1E-Junior 7 flew

1	T Laura	FRA	500.00	+162
2	J Laura	FRA	458.06	
3	A Chartier	FRA	433.34	

Poitou Moncontour, September 18

F1E 30 flew

1	A Winker	GER	500.00
2	C Gadal	FRA	494.17
3	M Prodanel (J)	ROU	469.44
4	M Rigault	FRA	450.56
5	A Trachez	FRA	450.00
5	C Trachez	FRA	450.00
7	A Roux	FRA	444.45
8	B Marquois	FRA	429.17
9	J Laura (J)	FRA	426.67
10	I Kaynes	GBR	425.00

F1E-Junior 6 flew

1	M Prodanel	ROU	469.44
2	J Laura	FRA	426.67
3	T Laura	FRA	393.05

F1E IN BULGARIA, ALEKOVA, SEPT 24-25

Ian Kaynes

The weekend after France saw the F1E focus shift to eastern Europe and the hill near Alekovo, south of Svishtov – which is on the Danube and the ferry is convenient for Romanian visitors. The only repeat flyers from France were the Prodanel from Romania and myself. Although raining the day before, the weekend was dry, quite sunny and light winds.

The first surprise on the field was to see the classic F1E flyer Daniel Petcu with an electronically steered model, although, in keeping with his traditionalism, he was quick to say it was not a real F1E. The day had been scheduled to start with the first round at 8.00, unusually early for F1E, but the number of comments resulted in it being delayed to 9.00. 55 minute rounds were flown with a 5 minute gap and after 5 flights for the Prista Cup and then a lunch break, 2 flights were made as the start of the Bulgarian Cup – to be completed with 3 more flights on the Sunday morning.



Daniel Petcu with a model without a magnet

A 3 minute max was used throughout which was quite appropriate for the conditions of a moderate wind on the Saturday. There were no full scores remaining by the end of the third round. I had dropped a few seconds on my first two flights but was not too concerned about it, then the trees intervened and cut short my next two flights. One I could reach out with my 9m pole, the other was higher but was poked out by a Bulgarian tree climber plus the pole. The only damage in both cases was broken front fins, and when another was broken when a model on the ground was blown over by a dust devil, I began to wonder if I would run out of spares. By contrast the last flight was a classic soaring flight hovering over the hill and climbing to a great height.



Not that many trees but spread across the site

That had been a nice way to finish, but then we had two flights of the next contest and the stronger more variable wind resulted in two short flights going to one side and backwards. Not the encouragement you want for the next day. The Sunday had lighter more variable wind. For some time it was blowing down the slope, particularly in the last round. I had decided to launch into wind and soar the other side of the hill – but when I got to the line it was blowing u[p] the slope so I flew conventionally. Near the end of round both the Prodanel's flew down the slope and the junior Mihnea made the best score of the round. The final flight of the round was a Romanian flying making the only flight in the other direction, which showed it had been possible with good soaring for a while followed by an upset and rapid descent. Just to prove to myself that I should have gone that way, I made a test flight on the planned setting and it made the full 3 minutes (but might have dropped below the timekeepers view before that). The prize-giving for both events followed with top three awards to the overall category, the juniors, the females, and the 3-person teams. The Prista Cup had been won by Eleonora Pavlova, the partner of Bulgarian flyer Velizar Vladev who was third, with Mihnea Prodanel in second between them. The Bulgarian Cup was a clear Prodanel win with Mihnea in first place and Adrian second, with Darius Barbor in third place – another Romanian junior.

Prista Cup, September 24

F1E 27 flew

1	E Pavlova	BUL	484.44
2	M Prodanel (J)	ROU	465.56
3	V Vladev	BUL	445.00
4	V Peykova (J)	BUL	437.23
5	N Totan (J)	ROU	434.44
6	T Furjes	ROU	426.11

F1E-Junior 10 flew

1	M Prodanel	ROU	465.56
2	V Peykova	BUL	437.23
3	N Totan	ROU	434.44

Bulgaria Cup, September 24-25

F1E 26 flew

1	M Prodanel (J)	ROU	454.44
2	A Prodanel	ROU	440.67
3	D Barbor (J)	ROU	407.34
4	M Tsoleva (J)	BUL	395.66
5	F Draghici	ROU	373.55
6	A Gudumac	ROU	367.45

F1E-Junior 10 flew

1	M Prodanel	ROU	454.44
2	D Barbor	ROU	407.34
3	M Tsoleva	BUL	395.66

BMFA F1E, BURROUGH, SEPT 10

Participation limited by models lost in trees earlier in the day..Contest for the Sheffield Magnet Cup. 3 flights to 120 max.

1	I Kaynes	300.00%
2	P Fynn	154.05%

BOB CHEESLEY



Bob Cheesley passed away on 3rd August after a long illness. He will be remembered on the flying field for his wonderful sense of humour and comradeship. Bob mainly flew F1B Wakefield and always showed great innovation especially in the early days of composite materials. He was a member of British FIB team in 1997 and 2006 plus being the team coach on various other occasions. Although he retired from flying after a foot injury, he kept in touch with his flying friends and often helped, gave advice or just had a chat. Bobs' other love was engineering and his workshop, where he built amongst other things stationary steam engines. The precision was amazing. He will be sorely missed.