

# Free Flight news



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## DIARY

June 12 Area Venues	BMFA 4th Area. O/P & SLOP combined team (Keil/Plugge), F1B (Gutteridge), F1H (Plugge), CO2, O/E	June 25 Saturday Church Fenton	Morley Heath Common Meeting. 5 events: (1) Brit.P, (2) CdH+A1, (3) P30, (4) Midi Vint, (5) Veron/KK Scale. Number of flights and maxes will be decided on the day. Contact: Joe Northrop, 01132581292
June 16-18 Turda, Romania	2 F1E World Cup. June 16-17 Turda Cup; June 17-18 Popa Cringu Mem. Contact: M.Conu, t:+4021 33 00103, fax: +4021 33 00103, email: mzanciu@modelism.mcit.ro	June 25-26 Newbigging	Scottish FF Nationals. Sat: F1A F1B, 2 flts at will 10.00 to 13.30 then rounds for flts 3 to 5; open vint McManus Trophy 10.00-17.30. Sun: O/G, O/R Waulkmill Shield, comb O/P SLOP Flying Dutchman Trophy, F1G, F1H, ½A/F1J. See FFn 0503. Contact: J Arnott, tel 01383 510279 arnott.downside@quista.net
June 18-19 Port Meadow, Oxford	Oxford MFC FF Rally. Saturday: "Champagne flyoffs" from 7pm CdH, A1, HLG/Cat G. Sunday, start 10am: 5x2 min in rounds: CdH, A1, E30+P30. No rounds 3x2 min for: vint rubber (max 34" span), vint G (max 72" span or A/2), Nostalgia G (1951-60, no span limit), tailless R+G comb, HLG+Catapult comb. All G 50m lines. No thermistors, streamer poles, etc. No motor heaters, no power models to be flown, all flyers must be insured. Contact: A Crisp, tel 01865 553800	June 25-26 Salisbury Plain	FF Trimming. See June 18-19 entry/
June 18-19 Salisbury Plain	FF Trimming. See FFn 0502. Must be on security list SAE to Bernard Aslett, 25 Honeyhill, Wooton Bassett, Swindon, Wilts, SN4 7D to receive site and fee details. Essential to call Peter Tribe on 01225 862748 on Friday before travelling to check availability.	June 25-26 Stadium de Bordeaux, France	Concours International F1D, F1L. Contact: J-P Darrouzes, tel: +33 5 56 07 65 66, fax: +33 5 56 36 95 44, darrouzesjp@aol.com
June 19 Near Sheffield	BMFA F1E. Contact & CD: Trevor Faulkner 0114 2363397	June 25-26 Gliwice, Poland	World Cup Contest F1A. Contact: Stanislaw Kubit, t:+48 32 230 1822, qbit@digip.pl
June 19 Cardington	BMFA Indoor 35cm, F1L. BMFA members only. See FFn 0505. Must be on list: L Barr lauriebarr@btinternet.com or 01628 487544.	June 26 Barkston Heath	Brumfly. O/R, O/G, O/P, SLOP, Mini Vintage, CdH, A1, F1J/½A, CLG and HLG. Start 9.00, no rounds. All except CLG and HLG must be flown upwind of a line. Field charge. Contact: S Darmon on 02476678520. Possible FF scale event, contact Bill Dennis on 01623 882 020.
June 24-25 Gliwice, Poland	15th Open International Black Cup Contest. F1G, F1H, F1K, F1P. Contact: S Kubit, t:+48 32 230 1822, qbit@digip.pl	July 1-3 Rinkeby, Sweden	Scania Cup F1A,F1B,F1C World Cup. See FFn 0505. Contact A Persson, t +46 409 69862 friglyg@bolina.hsb.se or L Hansson tel/fax +46 40 193790 not later than 9pm.
		July 2 Saturday Church Fenton	Welcome to the Pleasure Drome. See details in this issue

## WORLD CHAMPIONSHIPS F1A F1B F1C

Report by Ian Kaynes

The 2005 World Championships were held at Embalse in Argentina from May 21 to 28. This was the same site used for the previous Argentina World Champs in 1989. Embalse is approximately 450 miles west of Buenos Aires. Most teams flew to Buenos Aires and then either drove from Buenos Aires or took a domestic flight to Cordoba which is a two hour drive from Embalse. The British team took a different approach and flew into Brazil and caught a flight to Cordoba from there. By any route it means a journey of over 24 hours from Europe or North America and makes you understand the journey flyers from the southern hemisphere have to make in order to reach the usual Champs venues.

The Champs were preceded by a World Cup event which helped to familiarise flyers with the field and find organisational snags. The fields used had usually been planted with crops which left smooth fields after harvest but farming finances had led to the choice of maize for last summer. Most had been harvested and this left hard stalks several inches high - you can imagine the possible damage on landing. The central area apparently had been rolled to improve the surface but it was still rough, and some fields had not yet been harvested - with 6ft high maize to trouble the retrievers.

I arrived in time for the World Cup morning flyoff for F1B and F1C. The notable feature was how cold it was at 8.30 (a few minutes after the sun rose over the hills) - about -8°C - and this gave problems starting engines, so much so that John Cuthbert did not manage to get a flight away within the 10 minute period. Some of the other flyers had used lighter fuel as primer to help start - which was discussed later and decided to allow for the Champs if conditions required it. Clear winner with the only clean run was Babenko flying a folder, quite different from Fuzeyev's familiar model, notable for having only a subfin. One was predominately white, which I would have thought not the best colour for long distance visibility.

Another result of the cold was the desire to keep rubber motors warm. Alex Andriukov had a helper keep his loaded motors inside his anorak. This produced a protest against heating motors. George Batiuk, head of the jury for the World Cup and a member of the championships jury, ruled that body contact was acceptable (including handling the motors) and that the heater ban referred to using mechanical, electrical or chemical heat sources. This interpretation was adopted as guidance for the World Champs and announced at the team managers meeting. Otherwise, and apart from poor acoustics in the room, the meeting was notable for the slick computer generation of the starting position draw, albeit slightly hindered by a computer crash in the middle. Another decision announced was that, in the interest of equality, all timekeepers were to use the standard binoculars and not accept higher powered ones offered by the teams. The tripods to be used were the same wooden ones first produced at the 1989 Champs.

Teams were accommodated in two hotels and separate bungalows within the same complex. The hotel rooms were basic but adequate, while some of the bungalows were found to be damp and unpleasant with dubious gas fired heaters. Some people, including part of the British party, declined to occupy these and decamped to a motel in town, while others worked on it and made them habitable.

Meals varied from adequate to good and it was notable that there was a charge for all drinks including mineral water, but the wine available included some Argentinian wine bottled and labelled specially for the champs.

During the champs a fair number of people suffered from stomach upsets, some identified as related to food eaten at

restaurants in town. I don't know of any positively related to specific meals at the hotels but there might have been some because of the proliferation of cases. Hugo Benedini was affected and had to be replaced as chief timekeeper. Pierre Chaussebourg, president of the jury, suffered on the first day but still managed to make a speech at the opening ceremony. This was held in the Embalse sports stadium and was followed by RC flying and a tango dance display. When this finished we moved to the sports hall for lunch at tables laid out in the main hall. It gave advance warning that the acoustics were terrible in the concrete walled building which was also to be used for the closing ceremony and prizegiving.

A total of 32 countries were represented, which included Uruguay who flew under the auspices of the FAI since the country currently does not have FAI membership.

F1A flying started at 8.30 on a morning much warmer than it had been for the World Cup flyoff. There was just gentle drift. Makarov was one of the first to fly and recorded an easy 4 minute supermax time. A number of other models were seen DTing low down and it was no surprise that 64 of the 75 entry maxed the round. Only Mike Fantham managed it at pole GB, with John Carter losing 20 seconds and Bill Colledge having tow problems leading to a 2½ minute flight.

By round 2 there were a number of cars being driven around downwind, despite the policy that only motorbikes were allowed - these had been supplied one per team under sponsorship from Honda. Worst result of the round was the zero by Bagari of Slovenia, having towed in twice the whole team was angry that the timekeepers did not allow him any more attempts!

The wind continued to increase during rounds 3 and 4 so that models were going into the lake or the nuclear establishment which were both about 3km from the line. Most of the models were recovered by boat and by allowing people to be accompanied into the plant. The nearest piece of water was the cooling water outflow canal from the nuclear power station. One of the French retrievers swam in this to get a French glider, and when he swam to shore one of the anglers fishing there took him back to the start line in his horse and cart.

In round 4 the remaining British hopes were dashed by a dismal 89 seconds when Mike Fantham deviated from his plan and went on his own without any marking models.

The line was moved as far upwind as the field would allow, just a few hundred metres of extra space, and this was done efficiently and flying could restart with only a thirty minute delay. It was important to keep lost time to the minimum because winter daylight hours were quite short and 18.00 would be the latest time for a flyoff.

Flying was quite difficult and it became apparent that many people had dropped. Pieter de Boer had his model DT on the line - a failed release mode which triggers DT after 5 seconds - and recorded a flight of 10 seconds in the time between the line coming off the model and it landing. There was some discussion about this and a possible reflight but the jury ruled that the original 10 sec stood - the 20 second attempt rule does not apply if the models lands DTed, whether it was set in this position before or after release. To avoid problems of running out of time for a reflight in the event of a disagreement near the end of a round, timekeepers had been instructed that they should time a reflight and keep the time secret until the jury decided that a reflight would be allowed.

In the final round it was Jari Valo who recorded a very short time, after releasing low and the bunt almost took the model into the ground but it just pulled out and continued for an agonising 21 sec flight. There was much discussion of why this flight should stand whereas if it had been 2 seconds shorter he

Scores were being displayed as computer printouts on A4 sheets stuck on the back of the clock display board. This was misleading as far as places of people who had dropped was concerned because at this stage the extra supermax time had not been removed for the people who dropped later flights. The team scores were accurate and showed that after round 6 Ukraine was in the lead (with all three flyers clean) followed by Finland and Sweden. The Jari Valo had his short flight and combined with a bad drop by Kimmo Kulmakko, Finland plummeted from 2nd to 13th. A half minute lost by Mikael Holmbom was not enough to affect Sweden's position and they stayed second, but there was amazement for the Brits when it was found that, despite dropping two minutes, they had then moved up to third team place. A real indication of how difficult the day had been.

The remaining 10 that had maxed had flown to within a short distance of the lake. It was much calmer and less lift when the seven minute round was started at 18.00. It seemed rather darker than expected when the sun went behind some cloud. McKeever was one of the first to launch, closely followed by Stamov. Makarov and Aringer got applause for their launches.

Later there was a complaint from Russia that Makarov was clocked off early by his timekeepers before the model landed, claiming a time which would have given him second place. To back this up “evidence” was produced from the onboard altitude recorder, which also showed a maximum height of 70m and the landing site about 12m below the nominal zero of the launch site. As they anticipated, the timekeepers scores were confirmed, but the timekeepers were briefed to reinforce that they should time flights independently and not confer between themselves to all stop at the same time. This did seem to be carried out on most of the later flights.

## F1A WORLD CHAMPIONSHIPS

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38	Shoji Shirai	JPN	240	167	180	104	180	180	180	1171	+60e
40	Mike Fantham	GBR	240	180	180	89	180	180	180	1169	+60e
40	Sergey Pankow	RUS	240	89	180	180	180	180	180	1169	+60e
42	Claudio Bognolo	ITA	240	180	180	123	180	163	162	1168	
43	Dusan Ibehej	CZE	138	180	180	180	180	128	180	1166	
44	Kimmo Kulmakko	FIN	240	180	180	180	180	180	81	1161	
45	Eyal Zvi Galor	ISR	240	166	180	180	180	180	94	1160	
46	Ants Selgoja	EST	145	180	111	180	180	180	180	1156	
47	Antoon van Eldik	NED	240	180	180	180	68	180	180	1148	
48	Thierry Marilier	FRA	240	162	153	180	180	95	180	1130	
49	Bohuslav Ryz	CZE	240	84	143	180	180	180	180	1127	
50	Craig King	NZL	240	180	180	49	174	180	180	1123	+60e
50	Fan Sun	CHN	240	132	91	180	180	180	180	1123	+60e
52	Ken Bauer	USA	240	162	113	115	180	180	180	1110	
53	Eduardo Buchard	ARG	240	180	97	180	104	180	180	1101	+60e
53	Jari Valo	FIN	240	180	180	180	180	180	21	1101	+60e
55	Gottfried A Bachmann	SUI	230	180	130	135	109	180	180	1094	
56	Ingolf Steffensen	NOR	240	180	180	180	180	180	12	1092	
57	Pieter de Boer	NED	240	180	180	180	180	10	180	1090	
58	Vin Morgan	AUS	183	180	180	180	180	95	88	1083	
59	Franz Wutzl	AUT	240	180	180	41	140	180	180	1081	
60	Dalong Sun	CHN	240	180	180	180	180	180	0	1080	
61	Dirk Halbmeier	GER	240	108	180	142	180	180	80	1050	
62	Wojciech Siodmok	POL	240	180	143	0	180	180	180	1043	
63	Stefano Pagnini	ITA	240	180	62	165	80	180	180	1027	
64	Jorg Schellhase	GER	240	180	127	180	78	180	95	1020	
65	Roberto Rojas	CHI	145	180	159	0	180	173	180	1017	
66	Avi Romi	ISR	240	180	180	21	94	180	180	1015	
67	Vegar Nereng	NOR	199	180	180	180	49	86	148	1003	
68	Benito Bertolani	ITA	228	180	180	24	78	180	180	1002	
69	Chris Murphy	NZL	212	164	143	143	180	81	108	999	
70	Javier Abad	ESP	240	180	58	89	180	180	114	981	
71	Bostjan Bagari	SLO	240	0	180	180	71	180	180	971	
72	Antony Koerbin	NZL	240	180	0	180	69	180	180	969	
73	Win Bellen	NED	240	180	180	140	75	180	28	963	
74	Christoph Bachmann	SUI	240	180	180	180	0	0	0	720	
75	Peter Allnut	CAN	240	180	100	38	0	0	0	498	
Number of maximums			64	60	55	52	57	64	56		
Number of basic maximums			71	60	55	52	57	64	56		
Number of full scores			64	50	39	28	23	21	15		

## F1A TEAM RESULTS

	Country	Abbrev	Total	Round-by-round team place								Team member places		
1	Ukraine	UKR	3780	1	1	1	1	1	1	1	1	4	4	14
2	Sweden	SWE	3662	1	17	10	6	5	3	2		15	23	36
3	Great Britain	GBR	3656	18	13	6	9	6	5	3		16	24	40
4	Russia	RUS	3654	1	19	13	7	7	6	4		7	25	40
5	USA	USA	3630	1	10	12	10	8	7	5		1	12	52
6	Estonia	EST	3618	19	15	18	11	9	8	6		6	31	46
7	Argentina	ARG	3611	1	1	11	8	10	9	7		11	20	53
8	Japan	JPN	3588	1	7	14	16	13	11	8		28	32	38
9	France	FRA	3570	1	10	8	5	4	12	9		3	34	48
10	Australia	AUS	3568	1	1	7	3	3	4	10		17	25	58
11	Czech Republic	CZE	3553	21	20	19	14	11	13	11		10	43	49
12	Austria	AUT	3512	1	1	1	17	17	16	12		9	38	59
13	Finland	FIN	3495	1	12	5	2	2	2	13		22	44	53
14	Israel	ISR	3435	1	8	4	13	15	14	14		13	45	66
15	China	CHN	3412	1	16	17	15	12	10	15		29	50	60
16	Slovenia	SLO	3405	1	21	21	18	19	18	16		2	36	71
17	Chile	CHI	3381	19	14	9	19	18	17	17		33	35	65
18	Germany	GER	3330	1	18	16	12	16	15	18		8	61	64
19	Netherlands	NED	3201	1	1	1	4	14	19	19		47	57	73
20	Italy	ITA	3197	1	1	15	20	21	20	20		42	63	68
21	New Zealand	NZL	3091	1	9	20	21	20	21	21		50	69	72
22	Denmark	DEN	2480	22	24	23	23	22	22	22		19	27	
23	Norway	NOR	2095	22	22	22	22	23	23	23		56	67	
24	Switzerland	SUI	1814	22	22	24	24	24	24	24		55	74	
25	Slovakia	SVK	1235	25	25	25	25	26	26	25		21		
26	Uruguay (as FAI)	FAI	1209	25	29	26	26	25	25	26		29		
27	Poland	POL	1043	25	25	27	28	28	28	27		62		
28	Spain	ESP	981	25	25	29	27	27	27	28		70		
29	Canada	CAN	498	25	25	28	29	29	29	29		75		

Wakefield morning had gentle drift in almost the opposite direction of the previous evening's flyoff. The first flight landed at 5.05 but soon Andriukov demonstrated his performance with a flight time of 5.55, that is comfortably exceeding the five minute supermax. For GB, Ray Jones maxed, but Bryan Spooner and Daniel Billam both dropped. Daniel, flying in the senior team after his Junior World Champs experience in France last year, was a tantalising 2 seconds short of a max. From the strong Ukrainian team, Igor Vivchar stalled down on the glide for less than three minutes.

There had been a discussion about the 5 seconds dropped by Ivan Kolic, but the timekeepers' time was maintained. Ivan did not fly again - he hurt his hand in a motorcycle mishap downwind and they went for it to be bandaged and then left Embalse.

The wind began to freshen quite quickly today and after round 3 the line was moved, this time at the cost of a one hour delay. During round 4 and 5 the wind increased from 5 m/sec to more than 6 m/sec measured on the ground and considerably stronger higher up. There was lots of air movement - the lift at one time shown by a magnificent condor soaring past - and some large drops and also narrow escapes on flights on which the climb had appeared to be in super air. Round 5 again saw Billam and Spooner both drop time but Jones continued clear.

The wind was getting up to 8 m/sec in round 6. The models were going a long way into difficult terrain including cornfields and streams.

There were 12 full scores going into the final round. In addition the USA were interested in the team scores - as the only team still clear if they all maxed they were certain of team gold. Andriukov maxed in strong lift, in contrast to his previous two close scrapes landing at seconds over the max. Tymchek and Morrell maxed to confirm their win, Roger Morrell after executing a complete loop from launch, prop folding very low but then going up in lift.

The only one to drop the last round was Terry Bond, leaving Richard Blackham as the sole Australian in the flyoff. The third Australian was the sole lady flyer, Leigh Morgan, who placed 27th. The only other lady competitor in recent years has been Verona Greimel, with a best place of 33rd at the previous Argentina Champs 1989, and for the only better placed ladies you have to go back to Cranfield in 1953 when Ferber of Belgium was 5th and Samaan of Germany was 8th.

A select group of 11 individuals were through to the flyoff. There would be time for one round that evening but with the wind still strong and becoming hazy in the distance it would not have been possible to see the models for five minutes unless the wind dropped dramatically. After waiting until 17.45 without enough of an improvement in the weather, it was decided to postpone the flyoff to the following morning.

Thursday morning at 8.30 certainly produced much more pleasant weather for the flyoff, which now, of course, would be to a ten minute max. Everyone started winding immediately and soon the sound of breaking motors resounded up and down the line. At least it was warm enough that there was no need to take special precautions to keep the motors warm. The first flight was soon away and this was soon joined by half the models. Jones followed after a couple of minutes later and after that the last three included Komarov and Andriukov. The latter two and Kulakovsky were among the highest climbs.

The models were seen clearly drifting towards the hill. The longer flights reached the trees and at least Andriukov landed in a small one to lose a few seconds to give a time of exactly six minutes. Kulakovsky won again with a time of 6.16. The GB camp was pleased that Ray Jones' model glided very well but was down just under six minutes.

The Jury went through the times recorded by all the timekeepers and worked out the average, including for

Vivchar, although his times did show a few seconds difference. Averaging his times put him in third place just behind Andriukov, but the Ukrainians claimed the flight was longer. When we investigated it was found that two timekeepers had lost the model when it glided behind a bus and did not see it again, while the third saw it come out from behind the bus and glide for a few seconds before landing. Since there could have been no confusion with other models, the longer time was accepted in these circumstances and this swapped second and third places. Alex took it very well, it seemed the major disappointment was not winning and the difference between second and third was much less significant. Now flying for USA, he has previously represented Ukraine and before that USSR. The last time in Argentina he had achieved second place when flying under the USSR banner, with, of course, wins in the intervening time in 1991 and 1997.

The Wake flyoff line had been set up away from the Power line so that the F1C preparations could continue without disturbing the F1B flyers and this helped minimise the delay so that power started at 9.00. The wind was still back across the road to the hill and trees, just reaching these for the five minute max of round 1. The gentle drift stayed in the same direction for the second round and so the line was moved out further away from the road for round 3. An added concern were the power cables in front of the wood, but even from the new position models were dropping a bit close to these until the wind veered.

Round 4 was the difficult midday combination of strong lift and down. The Brits were amongst those to suffer: Screen missed the air and was done well under the three, while Cuthbert, flying in the last few minutes of the round without much time for picking air, glided in two seconds short. Pete Watson continued to max, in the company of 13 others. The team scores, which exclude the extra time of the supermax, had full team scores by USA, Ukraine and Austria.

Round 5 continued the difficult conditions, with some more breeze but nothing like as strong as the day before and also warmer. Aringer was one of the two to drop in this round, flying his flapper which glides well but less visually noticeable than the folders now flown by Babenko as well as Fuzeyev.

The air in the remaining two rounds was easier to read and the 12 flyers with full scores survived to the end. Team scores were interesting in that USA and Ukraine, equal with full scores, were followed by France in third place and then GB one second behind them. The French were keen to maintain this lead and Alain Roux was the first person to fly in this round. He maxed and so did his colleagues to clinch the podium place, and in fact the lead expanded to three seconds when John Cuthbert dropped another two seconds. The US and Ukraine maintained their clean scores and so the top team prize would be decided on their flyoff places.

There was time for two flyoffs in the evening. The first one at 17.00 was just a formality with good lift about. The seven minute flight had less drift and little obvious lift. Most models were seen clearly, including at some DTing but a few lost some seconds near the ground. Peter Watson had a few stalls on the glide but settled well then glided down very close to the max, recorded at 12 seconds short. The five that maxed would reassemble the following morning for a 10 minute max flight: no surprise in Randy Archer of USA and Eugeny Verbitsky of Ukraine, but less regular flyoff attendees were Timo Niiranaen of Finland and Shigeru Kanegawa of Japan.

It was a lovely morning for a flyoff, the only doubt was which way the gentle drift would take the models (it was suggested that helium balloons would be useful for this situation when streamers show one direction and the models at higher altitude drift another way). In fact the drift turned out to be the same as yesterday's morning, in the general direction of the hill.

Verbitsky was there with two of his six panel geared models, VE72 and 74, of which there had been many other examples on

the field during the day. Niiranen was first to launch but the motor was not running well and it started to dive, but an overrun gave him another attempt. He flew that before anyone else had moved, rather better this time and gliding with a very wide circle. Fuzeyev was next with a very high climb but agreed to be a clear over run. Verbitsky flew third followed by Kanegawa with a very good climb and the run right on the exact time. Randy also climbed well with a well judged run time. These flights had been spread through the round and finally Fuzeyev was preparing to launch his other folder for the second attempt but just as he brought it up into position the hooter started to sound. He continued and launched but it was 3 seconds after the end of the round. While the flyers accepted the decision, there was some unhappiness of the officials in the Russian camp: they had a manager and a photographer conspicuously wearing a tie and with a raincoat - quite like the old USSR days when the team were accompanied by representatives of various national agencies!

During the random processing checks on the day Rostislav Pecherski of Canada had been found to have a model that appeared underweight judged against the nominal weight of 750g. In the evening the area was checked and found to be slightly above the baseline  $37.5 \text{ dm}^2$  which would have required a weight slightly above 750g and so he was disqualified (if the area loading had been OK then the motor

[illegible]

would have been checked to get the exact weight required against the 300 g/cc power loading rule).

28	Josef Petras	SVK	283	180	136	180	180	180	180	1216	
29	Nikolay Mikheyev	RUS	300	180	180	180	145	168	180	1213	
30	Terry Bond	AUS	300	180	180	180	180	180	131	1211	+120e
31	Andreas Gey	GER	254	180	180	180	131	180	180	1211	+74e
32	Hongjun Zhang	CHN	300	180	180	180	180	130	180	1210	
33	Yrjo Waltonen	FIN	300	180	151	180	154	180	173	1198	
34	Stas Stankovic	SLO	266	180	180	180	180	180	114	1194	
35	Gunnar Wivardsson	SWE	300	180	180	164	180	180	127	1191	
36	Daniel Billam	GBR	298	180	180	180	155	180	129	1184	+118e
37	Miguel Angel Gordillo	ESP	185	180	180	180	180	180	104	1184	+5e
38	Ramon Durendez	ESP	227	180	180	101	180	180	180	1181	
39	Francois Ducassou	FRA	190	180	180	91	180	180	180	1171	
40	Bror Eimar	SWE	300	180	180	180	180	89	180	1169	
41	Markku Kiiskinen	FIN	163	164	180	180	180	113	180	1160	
42	Tor Bortne	NOR	280	180	180	180	180	146	104	1150	
43	Bryan Spooner	GBR	283	180	180	180	145	180	93	1138	
44	Jan Cihak	CZE	279	180	165	180	180	68	180	1133	+99e
45	Mirsad Kapetanovic	BIH	213	180	180	180	86	147	180	1133	+33e
46	Ladislav Horak	CAN	300	180	180	180	149	176	86	1131	
47	Herald Meusburger	AUT	267	180	180	180	167	180	63	1130	
48	Tiit Lilloveer	EST	235	112	180	180	180	149	146	1127	
49	Guy Buisson	FRA	280	180	165	131	110	180	180	1126	
50	Anselmo Zeri	NED	300	180	180	180	91	134	180	1125	
51	Kenan Jusufbasic	BIH	300	180	180	180	180	117	103	1120	+120e
52	Ole Torgersen	NOR	250	180	180	107	113	180	180	1120	+70e
53	Gil Mitzmacher	ISR	223	141	157	180	180	180	99	1117	
54	Jose Lorenzo	FAI	186	180	180	129	87	180	180	1116	
55	Itzhak Itzik Ben	ISR	300	180	180	180	180	33	180	1113	
56	Mario Lovato	ITA	236	180	180	111	95	180	180	1106	
57	Wilfrid Czincel	GER	284	180	180	180	65	131	180	1096	
58	Janne Isotalo	FIN	35	180	180	160	180	180	180	1095	
59	Indrek Harjo	EST	185	180	180	123	139	180	112	1094	
60	Horacio Ortiz	ARG	270	180	147	159	180	122	122	1090	
61	Stephen Jallet	FRA	216	175	180	180	113	81	180	1089	
62	Juan Giol	ARG	274	180	180	123	85	180	152	1080	
63	David Ackery	NZL	173	180	131	124	180	102	180	1070	
64	Bohuslav Ryz	CZE	280	180	153	180	180	93	103	1069	
65	Mario Kusterle	ITA	242	180	180	180	130	100	103	1053	
66	Walter Liberatore	ITA	290	180	180	180	142	180	0	1042	
67	Dragan Stankovic	SLO	272	180	180	115	180	0	180	1015	
68	Toshio Sakamaki	JPN	180	180	180	180	88	150	0	958	
69	Tarik Jusufbasic	BIH	227	180	180	180	180	0	0	900	
70	Lincoln Vincent	NZL	212	180	180	180	4	2	0	726	
71	Ivan Kolic	SCG	295	0	0	0	0	0	0	180	
Number of maximums			28	65	60	52	45	47	48		
Number of basic maximums			67	65	60	52	45	47	48		
Number of full scores			28	27	25	20	17	12	11		

## F1B TEAM RESULTS

	Country	Abbrev	Total	Round-by-round team place								Team member places		
				1	1	1	1	1	1	1	1	3	6	7
1	USA	USA	3780	1	1	1	1	1	1	1	1	3	6	7
2	Ukraine	UKR	3746	19	17	12	11	5	3	2		1	2	25
3	Russia	RUS	3730	1	1	1	1	6	5	3		4	20	29
4	China	CHN	3715	1	1	13	8	3	7	4		11	21	32
5	Australia	AUS	3696	1	1	11	7	6	4	5		8	27	30
6	Austria	AUT	3650	1	1	1	1	2	2	6		12	15	47
7	Sweden	SWE	3618	1	1	1	10	4	8	7		18	35	40
8	Netherlands	NED	3610	1	1	1	9	13	10	8		13	26	50
9	Great Britain	GBR	3582	1	1	1	1	8	6	9		5	36	43
10	Germany	GER	3567	1	1	1	1	15	12	10		9	31	57
11	Israel	ISR	3490	1	19	19	14	9	11	11		14	53	55
12	Slovenia	SLO	3469	1	1	1	15	10	13	12		10	34	67
13	Finland	FIN	3453	20	20	20	20	18	16	13		33	41	58
14	Japan	JPN	3444	1	18	16	11	14	9	14		17	24	68
15	Czech Republic	CZE	3437	1	1	17	13	11	15	15		22	44	64
16	Argentina	ARG	3430	1	1	15	17	16	14	16		16	60	62
17	France	FRA	3386	1	15	14	19	20	19	17		39	49	61
18	Italy	ITA	3201	1	1	1	16	17	17	18		56	65	66
19	Bosnia Herzegovina	BIH	3153	1	1	1	1	12	18	19		45	51	69
20	New Zealand	NZL	3054	18	16	18	18	19	20	20		19	63	70
21	Spain	ESP	2365	21	21	21	22	21	21	21		37	38	
22	Norway	NOR	2270	21	21	21	21	22	22	22		42	52	

23	Estonia	EST	2221	21	23	23	23	23	23	23	48	59
24	Slovakia	SVK	1216	24	24	26	25	25	25	24	28	
25	Canada	CAN	1131	24	24	24	24	24	24	25	46	
26	Uruguay (as FAI)	FAI	1116	24	24	24	26	26	26	26	54	
27	Serbia & Montenegro	SCG	180	24	27	27	27	27	27	27	71	

## F1C INDIVIDUAL

1	Shigeru Kanegawa	JPN	1260	+120e	+300	+420	+488					
2	Randy Archer	USA	1260	+120e	+300	+420	+430					
3	Yevhen Verbytsky	UKR	1260	+120e	+300	+420	+410					
4	Timo Niiranen	FIN	1260	+120e	+300	+420	+289					
5	Leonid Fuzeyev	RUS	1260	+120e	+300	+420	+0					
6	Kenny Happersett	USA	1260	+120e	+300	+413						
7	Viktor Semenyaga	UKR	1260	+120e	+300	+408						
7	Peter Watson	GBR	1260	+120e	+300	+408						
9	Reinhard Truppe	AUT	1260	+120e	+300	+389						
10	John Warren	USA	1260	+120e	+300	+382						
11	Artem Babenko	UKR	1260	+120e	+300	+350						
12	Ge Wei	CHN	1260	+120e	+300	+267						
13	Claus Peter Waechtler	GER	1260	+101e								
14	Bill East	AUS	1260	+82e								
15	Alain Roux	FRA	1260	+81e								
16	Michel Reverault	FRA	1260	+66e								
17	John Cuthbert	GBR	300	180	180	178	180	180	178		1256	
18	Mauricio Zito	ARG	246	180	171	180	180	180	180		1251	
19	Juri Roots	EST	271	180	180	180	168	180	180		1248	
20	Bruno Fiegl	ITA	300	180	180	164	180	180	180		1244	
21	Gerhard Aringer	AUT	300	180	180	180	157	180	180		1237	
22	Jury Opevalov	RUS	300	180	180	180	167	169	180		1236	
23	Kazumasa Sekizawa	JPN	188	180	180	180	151	180	180		1231	
24	Kenan Mandra	BIH	150	180	180	180	180	180	180		1230	
25	Uwe Glissman	GER	220	180	180	180	148	180	180		1228	
26	Jiongyu Zou	CHN	300	180	180	147	180	180	180		1227	
27	Stafford Screen	GBR	300	180	180	139	180	180	180		1219	
28	Bernard Boutillier	FRA	237	180	180	138	180	180	180		1218	
29	Giorgio Venuti	ITA	260	180	180	134	180	180	180		1214	
30	Raimond Naaber	EST	212	180	180	180	180	180	127		1207	
31	Dittmar Meissnest	GER	126	180	176	180	180	180	180		1202	
32	Alexander Miskhailenko	RUS	110	180	180	180	180	180	180		1190	
33	Yungfeng Jing	CHN	300	180	180	179	145	180	144		1188	
34	Franco Gradi	ITA	300	131	180	180	180	180	138		1169	
35	Robert Hegenbart	AUT	249	180	180	180	120	145	180		1165	
36	Roy Summersby	AUS	294	180	180	158	155	180	127	1160	+114e	
37	Jon Fletcher	AUS	250	180	180	146	136	158	180	1160	+70e	
38	Fernando Zito	ARG	300	180	99	153	165	180	180		1137	
39	Gabor Zsengeller	HUN	222	112	180	180	100	180	180		1112	
40	Kenan Jusufbasic	BIH	300	180	180	29	180	180	180		1109	
41	Tarik Jusufbasic	BIH	290	180	180	15	134	180	180		1049	
42	Eduardo Furferi	ARG	166	79	165	180	139	136	180		1045	
43	Henning Nyhegn	DEN	152	40	158	180	84	180	159		953	
Number of maximums			22	39	38	31	29	39	37			
Number of basic maximums			38	39	38	31	29	39	37			
Number of full scores			22	21	20	14	12	12	12			

## F1C TEAM RESULTS

	Country	Abbrev	Total	Round-by-round team place						Team member places		
1	USA	USA	3780	1	1	1	1	1	1	2	6	10
2	Ukraine	UKR	3780	1	1	1	1	1	1	3	7	11
3	France	FRA	3738	1	1	1	5	3	3	15	16	28
4	Great Britain	GBR	3735	1	1	1	6	4	4	7	17	27
5	Germany	GER	3690	11	10	10	8	8	6	13	25	31
6	Russia	RUS	3686	12	11	11	9	6	7	5	22	32
7	China	CHN	3675	1	1	1	4	5	5	12	26	33
8	Austria	AUT	3662	1	1	1	1	6	9	9	21	35
9	Italy	ITA	3627	1	9	9	10	9	8	20	29	34
10	Australia	AUS	3580	1	1	1	7	10	10	14	36	37
11	Argentina	ARG	3433	9	12	12	11	11	11	18	38	42
12	Bosnia Herzegovina	BIH	3388	10	8	8	12	12	12	24	40	41
13	Japan	JPN	2491	13	13	13	13	14	14	1	23	
14	Estonia	EST	2455	13	13	13	13	13	13	19	30	
15	Finland	FIN	1260	15	15	15	15	15	15	4		
16	Hungary	HUN	1112	15	16	16	16	16	16	39		
17	Denmark	DEN	953	17	17	17	17	17	17	43		



**WORLD CHAMPIONSHIPS CHALLENGE CUP**

	F1A	F1B	F1C	total
1 Ukraine	3780	3746	3780	11306
2 USA	3630	3780	3780	11190
3 Russia	3654	3730	3686	11070
4 Great Britain	3656	3582	3735	10973
5 Australia	3568	3696	3580	10844
6 Austria	3512	3650	3662	10824
7 China	3412	3715	3675	10802
8 France	3570	3386	3738	10694
9 Germany	3330	3567	3690	10587
10 Argentina	3611	3430	3433	10474
11 Italy	3197	3201	3627	10025

**EMBALSE WORLD CUP, Argentina, May 19-20****F1A 67 flew**

1 J Fox	ISR	1320	+295
2 V Stamov	UKR	1320	+262
3 A Parna	SLO	1320	+261
4 I Yablonvsky	UKR	1320	+255
5 P Mitchell	AUS	1320	+249
6 B Van Nest	USA	1320	+245
7 J Schellhase	GER	1320	+244
7 D Terlep	SLO	1320	+244
9 S Makarov	RUS	1320	+214
10 G Aringer	AUT	1316	
11 V Lazarevich	UKR	1307	
12 P Ysasis	ARG	1259	
13 M Keever	USA	1252	
14 D Bovari	ARG	1248	
15 R Peter	CAN	1244	
16 G Bachmann	SUI	1237	
17 E Galor	ISR	1221	
18 I Bezak	ISR	1218	
19 R Koglot	SLO	1217	
20 J Parker	USA	1211	
21 A Van Eldik	NED	1210	
22 S Pankow	RUS	1209	
23 K Bauer	USA	1207	
24 K Kulmakko	FIN	1202	

**F1B 57 flew**

1 A Andriukov	USA	1260	+300	+342
2 S Stefanchuk	UKR	1260	+300	+318
3 B Eimar	SWE	1260	+300	+310
4 P Ruyter	NED	1260	+300	+279
5 A Rybchenkov	RUS	1260	+291	
6 M Dahlin	SWE	1260	+270	
7 N Mikheyev	RUS	1260	+268	
8 H Van Hoorn	NED	1260	+224	
9 J Giol	ARG	1260	+213	
10 D Ackery	NZL	1260	+177	
11 I Vivchar	UKR	1248		
12 I Itzhak	ISR	1239		
13 T Isotalo	FIN	1238		
14 V Vivchar	UKR	1236		
15 H Ortiz	ARG	1232		
16 B Tymchek	USA	1226		
17 L Horak	CAN	1218		
18 E Gorban	UKR	1216		
19 D Billam	GBR	1214		
20 I Kolic	SCG	1213		
21 A Gey	GER	1209		
21 S Stankovic	SLO	1209		
23 B Jensen	USA	1207		
24 V Komarov	RUS	1205		

**F1C 22 flew**

1 A Babenko	UKR	1260	+300	+479
2 K Happersett	USA	1260	+300	+190
3 V Semenyaga	UKR	1260	+300	+157
4 J Cuthbert	GBR	1260	+300	
5 C Wachtler	GER	1260	+294	
6 R Truppe	AUT	1260	+278	
7 R Summersby	AUS	1260	+237	
8 P Watson	GBR	1250		
9 S Screen	GBR	1231		

**CITY CUP OF LUCENEC, Slovakia, April 23****F1A 27 flew**

1 G Vasas	HUN	1260	+60e	+239
2 P Nosko-Junior	SVK	1260	+60e	+185
3 G Domokova (J)	SVK	1260	+60e	+172 +67
4 M Hudcovic	SVK	1260	+60e	+162
5 I Treger	SVK	1260	+56e	
6 L Butor	SVK	1260	+53e	
7 J Csani	HUN	1249		
8 I Bezak	SVK	1246		
9 M Bohus (J)	SVK	1241		
10 A Notaros	HUN	1240		

**F1A-Junior 4 flew**

1 G Domokova	SVK	1260	+60e	+172 +67
2 M Bohus	SVK	1241		

**F1B 2 flew**

1 K Salzer	AUT	1228		
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**F1C 8 flew**

1 G Zsengeller	HUN	1260	+120e	
2 J Szecsenyi	HUN	1260	+21e	
3 L Magyar	HUN	1207		

**SREM CUP, VOJKA NOVA, SERBIA AND MONTENEGRO, MAY 7-8****F1A 16 flew**

1 J Voros	HUN	750		
2 G Vasas	HUN	707		
3 R Blagojevic	SCG	668		
4 S Mutic	SCG	624		
5 D Lakic	SCG	418		

**F1A-Junior 1 flew**

1 K Richard	HUN	150		
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**F1B 4 flew**

1 V Savov	BUL	588		
2 S Gostojic	SCG	359		

**F1C 3 flew**

1 D Zulic	SLO	133		
2 D Jermol	CRO	38		

**BULGARIA CUP, PAZARDZIK, MAY 13-15****F1A 13 flew**

1 N Nikolov	BUL	1260		
2 R Blagojevic	YUG	1248		
3 D Lakic	SCG	1239		
4 M Tica	SCG	1231		
5 D Zulic	SLO	1216		

**F1B 15 flew**

1 I Kolic	SCG	1260	+120e	
2 S Gostojic	SCG	1260	+104e	
3 R Blagojevic	YUG	1260	+84e	
4 K Kalchev	BUL	1260	+13e	
5 D Zulic	SLO	1242		

**F1C 7 flew**

1 D Zulic	SLO	1260	+50e	
2 N Nikolov	BUL	1130		
3 S Slavov	BUL	1094		

## VSECHOV , CZECH REPUBLIC, MAY 20-22

### F1A 55 flew 23 full scores

1	D Sauter	GER	1260	+120e	+420	+540	+246
2	R Volf	CZE	1260	+120e	+420	+540	+150
3	M Van Dijk	NED	1260	+120e	+420	+540	
4	U Rusch	GER	1260	+120e	+420	+528	
5	F Hofmann	GER	1260	+120e	+420	+470	
6	D Simek (J)	CZE	1260	+120e	+420	+438	
7	T Weimer	GER	1260	+120e	+420	+310	
8	N Wynhowen (J)	NED	1260	+120e	+420	+242	
9	E Kantipaylo	UKR	1260	+120e	+420	+229	
10	R Assmuss	GER	1260	+120e	+420	+185	
11	P Matura	CZE	1260	+120e	+420	+157	
12	P Aanen	NED	1260	+120e	+420	+417	
13	A Szekelyhidi	HUN	1260	+120e	+315		
14	B Trachez	FRA	1260	+120e	+306		
15	H Urban	POL	1260	+120e	+289		
16	V Levy	CZE	1260	+120e	+274		

### F1A-Junior 12 flew

1	D Simek	CZE	1260	+120e	+420	+438
2	N Wynhowen	NED	1260	+120e	+420	+242
3	T Vosejpkova	CZE	1260	+120e	+77	

### F1B 15 flew

1	B Silz	GER	1260	+120e	
2	V Hlozek	CZE	1260	+65e	
3	F Voskens	NED	1260	+40e	
4	P Windisch	GER	1251		
5	M Kubicek (J)	CZE	1235		

### F1C 11 flew

1	V Patek	CZE	1260	+120e	
2	C Gretter	GER	1260	+11e	
3	M Nogga	GER	1256		

## 2 F1E WORLD CUP organised by Hungary at Liptovsky Mikulas, Slovakia, May 21-22

### Mikulas Cup May 21

#### F1E 43 flew, 11 full scores

1	I Treger	SVK	500.00	+420	+477
2	H Kraft	AUT	500.00	+420	+360
3	M Popescu	ROM	500.00	+384	
4	P Nosko	SVK	500.00	+374	
5	P Nosko ml.	SVK	500.00	+348	
6	D Bildea (J)	ROM	500.00	+319	

#### F1E-Junior 13 flew

1	D Bildea	ROM	500.00	+319
2	D Kiss	HUN	500.00	+280
3	A Moisesescu	ROM	488.33	

### Cavalloni cup, May 22

#### F1E 34 flew 6 full scores

1	F Mang	AUT	500.00	+420	+310
2	Z Demeter	HUN	500.00	+420	+249
3	F Kanczok	POL	500.00	+352	
4	F Doupovec	POL	500.00	+345	
5	E Mang	AUT	500.00	+268	
6	D Petcu	ROM	500.00	+263	

#### F1E-Junior 8 flew

1	A Moisesescu	ROM	488.67
2	D Bildea	ROM	486.33
3	D Kiss	HUN	477.67

## COPPA SISEMOL, SISEMOL, ITALY, MAY 6-8

### F1E 18 flew

1	G Berto	ITA	500.00	+218
2	F Brumat	ITA	500.00	+193
3	M Tomazzoni	ITA	493.00	
4	R Sartori	ITA	489.67	
5	G Maggi	ITA	480.00	
6	M Fabro	ITA	458.33	

## PANNETT, KAY & TOPCLIFFE MEETING, CHURCH FENTON, MAY 1

Report by Dave Hipperson

As usual the razor sharp organisation placed control in a novel but best possible position for the awkward south easterly drift that greeted first arrivals. Thankfully it dropped as this direction was straight onto the building complex. When it is that way there are very few launch places on the field that can avoid the obstacle. Within an hour the wind was a drift then nothing. Dark damp overcast after a night of wind and rain - amazing! The slight air then veered away to the south west and took models out of the drome immediately. A few squeezed in contest flights but control moved along the peritrack and within the hour everyone had followed and were getting on with the day of broken sunshine, mild air and 5-10 mph breeze.

Despite the perfect conditions for Glider it was poorly supported. It must be a case of so many people have purchased models now that they can't fly in these events anymore. With his experience and recent form it was no surprise that Doug Bartle maxed out but the rest of the field were well off the pace. Both Vintage events on the other hand attracted good numbers and produced proportionally large flyoffs. We really should have had a bigger max.

Dave Hipperson got very lucky when a timer failed on his first Slow Open flight and cut the motor clean at 6 seconds. Fortunately it slid straight into a floaty glide in buoyant air and just scrapped the 2.30! Pete Woodhouse was flying a model that looked similar to a T34 and also with PAW19 power. However it was slightly longer, with a more Clarkonesque fuselage and a modified section. After maxing out he was trimming extensively during the afternoon with small adjustments to CG and incidence. They were to pay off.

An hour or so before the end the breeze stiffened a little but did nothing to reduce the general scene of flying activity all over the drome. A very comfortable atmosphere pervaded; somewhat reminiscent of the old days but with just so many fewer people. At least everyone was flying and some of them in two or more classes.

Three of the four classes required flyoffs. Vintage went first and already the wind was dropping but thermals were still around. With three competitive power models in it including the recently very effective Rushby Firecracker it seemed all set for their domination. It was a surprise but possibly a slight case of the tortoise and hare that it was only the more sedate of the three, the American of Steve Fielding, that finished in the high places. Richard Wykes picked possibly the best moment with one of a pair of enormous Flying Pencils by going right on the hooter but a loopy climb and a vicious stalling glide, thought afterwards to be a cracked and lifting pylon front, wrecked his chances. Difficult to be sure of the cause as it was this bit that broke in the very hard landing at the bottom of the last hammerhead stall! Rushby flying lateish in very poor air was down in little over 3 minutes. There were other tales of woe too from the rubber flyers. John O'Donnell's New Look stalled down on the glide after a colossal climb in the tail of Wykes air. The reason for this recurrent and infuriating problem is still not known. Great efforts have been made unsuccessfully to cure it. Gerry Ferer's Challenger was flown at a similar time to John's model but hadn't the climb and hadn't had all day. What rubber are you using Gerry? Even Dennis Davit's Lanzo looked a bit gentle but went on to glide well. Ewan Jones who had qualified was still downwind looking for his last San de Hogan flight. Why on earth he didn't come back and at least fly in the Pannett flyoff for which he had also qualified we will never know. Could have been the fact that as current holder of the trophy he had realised that he had forgotten to bring it back with him and wanted to avoid a lynching at the prize giving? It was naughty Ewan but we wouldn't have done that!

Steve Bames flew first in power and in the worst air. A slightly muffed launch and sink did little for the duration. The other

three then waited it out for the sun to reappear which it did but the air was still unhelpful. Dave Limbert had a short run and a poor glide. Hipperson's model was reasonably high and Woodhouse who flew at the same time from further across the drome was also well up but drifting much slower. The top two models were very close with Woodhouse possibly getting the edge by way of flying less far and hence being more visible through a thin line of trees that slightly obstructed the timekeepers view for the last seconds. After a close third in this event late last year Pete has now stamped his authority on the class of Slow Open Power. His models are beautifully built and he knows what he is doing with them. Furthermore he has the longest set of retrieval poles in the country so the sky is the limit.

Another thoroughly uplifting days contest flying at Church Fenton with the usual high standard of efficient yet light hearted organisation.

All Open Events 3x 2.30 max

<b>Slow Open/Open Power</b>		<b>Vintage Topcliffe Trophy</b>	
<b>Tony Pannett Trophy 9 flew</b>		<b>17 flew</b>	<b>8 flew off</b>
1	P Woodhouse 7.30+4.46	1	G Beal 7.30+6.02
2	D Hipperson 7.30+4.37	2	S Fielding 7.30+5.36
3	S Barnes 7.30+3.13	3	D Davitt 7.30+4.58
4	D Limbert 7.30+2.52	4	J Godden 7.30+3.50
5	E Jones 7.30	5	G Ferer 7.30+3.32
6	C Hickmott 7.19	6	F Rushby 7.30+3.17
<b>Northern Area Mini Vintage</b>		<b>Open Glider (Kay Shield)</b>	
<b>League event 13 flew -6 FO</b>		<b>8 flew</b>	
1	J O'Donnell 6.00+3.42	1	D Bartle 7.30
2	D Davitt 6.00+2.57	2	G Peck 7.08
3	G Warburton 6.00+2.39	3=	M Sanderson 6.08
4	J Godden 6.00+2.11	3=	G Abbott 6.08
5	G Coulson 6.00+1.56	5	J Flynn 5.59
6	T Rushby 6.00+1.316		C Hickmott 5.04

## LONDON GALA, Salisbury Plain, May 1-2

Report by Martin Dilly

The London Gala at Area 8 on Salisbury Plain was an innovation and was part of the FFTC's plan to give Areas more responsibility for the organisation of major centralised free-flight events. An event at Church Fenton may have kept people from travelling south on the first day, which was a shame, as they missed some pretty good weather on what newcomers agreed is a superb site. With the aim of having a vehicle both suitable for running the contest from if the weather turned bad, and also one that could extricate vehicles from soft ground, CDs David Beales and Martin Dilly rented a Land Rover from the local village. Driving the thing may be an acquired taste, but Dilly's impression was that all the latches, handles and controls were either inaccessible, sharp-edged or both. Maybe if you're under fire it doesn't matter. Although there were a few minutes of light drizzle on the second day, the ground stayed drivable and the scoreboards stayed outside. The increasing breeze, however, did give those flying on the Monday some pretty long retrieves and probably deterred others from entering.

Another innovation, instigated by the Area, was to invite the various rocketry groups to share the site, and this seems to have been welcomed by the space modellers. It certainly caused no problems and helped to defray the very high cost of the Defence Estates licence. It was good, too, to see that several non-contest flyers turned up as well, though their tendency to launch low-performance power models near the cars did cost Roger Baggott a broken boom on his F1J model when it faced a kamikaze attack from one of them.

The London Area kept the LDICC Cup in circulation and this year it went to hard-working John Bailey. The solid silver cup was originally competed for in the late '40s and '50s when there were sufficient free-flight clubs in the London Area alone

to warrant the annual series of inter-club contests. The usual bottles of wine went to the winners. In case anyone still doubts that we live in rip-off Britain, it turned out cheaper for the CD to drive 70 miles to Dover, buy a day return on the ferry to Calais, drive 15 miles to St. Omer, buy 4 dozen decent bottles of Bourgeuil and Muscadet sue Lie, and drive home again, than it would have cost for him to walk 300 yards to his local Sainsburys and try to get the same thing. Roll on the Euro!

Finally, our thanks go to assistant CDs Mike Warren, Peter Williams and Ted Horne, who manned control and generally mucked in to good effect.

*And a further report on the second day by Dave Hipperson*

Yellow is the fashionable colour for the countryside this year. Fields as far as the eye can see seem to be sown to oil seed rape. Very bright but a nightmare from which to recover a model, even more so later in the season. So it made the heart leap a beat when on the first recovery at this two day BMFA event it appeared the dreaded stuff was actually planted on the plain. No! The carpet of yellow was in fact the innocent dandelion. Acres of the lush grassland were inundated with the plant. Flower heads were hardly a foot apart in some places!

With a firm south south west breeze contestants assembled on the high ridge on the southern edge of the field. Smooth air indeed on such an exposed spot but a considerable slope downwind for many hundreds of yards created a "valley of doom" for the smaller and slower climbing models. Salisbury Plain always dwarfs models like the CdH and seems far more appropriate for the big open classes and their even longer flyoffs. Considering this disincentive and the topographical hazard the standard in Al was very high - doubtless the Biggles League having an effect already. John Bailey after an effective time the day before dominated FIJ -1/2A where entries and enthusiasm slumped. His full score effort was to be crucial to his clinching the Gala Champ award - the very handsome LDICC Trophy!

Entries were best in Mini Vintage but performances also adversely effected by the terrain with a number of leaders in the field uncharacteristically dropping time and many more mysteriously packing up after one flight. Hipperson came back into the Vintage fray now armed with a power model (Helides) and had one lucky flight that went off left, looped a lot and hit lift on the glide to save it Otherwise the only other man to max out was Chapman with his Senator.

The CdH event was well flown by all concerned with Greaves and Vaughan looking as stand out performances all day. Only comparatively late, after an aborted attempt in Al, did Davitt start flying the class. In the last ninety minutes of the day when lift and wind were at their fiercest, often topping 20 mph, his air picking skills were a marvel to watch as he rattled off five maxes and recovered them all in time for the flyoff. Hipperson made his Slow Open Power flights around this time and a number of them flew more than 2 miles downwind in booming lift from the top of high climbs. Foster had already completed his full score in the same event with his trusty Dixielanders earlier, in less breeze.

The wind veered slightly more westerly for the flyoffs which were grouped in two periods. The first for E30 and Mini Vintage, the second for CdH and Slow Open Power. The Electric contestants must have been thanking their luck for flying early in the day when the wind was less - this flyoff was to be a test for them. Their flights were all good, Greys machine climbing remorselessly across the plain making it look very easy indeed. His was to be the longest flight of the night and from one of the smallest models. Runner up Pete Lang, who uses all sheet construction on designs inspired by the late American Keith Hoover suffered a slight visibility disadvantage; his natural balsa coloured airframe although attractive was very difficult to see after a few minutes and was lost still flying. He wouldn't have beaten the winner.

Hipperson's prompt launch in Mini Vintage was well up at the end of the power run, dropped a bit, then slowed down on the glide decent. Chapman's response a few minutes later started poorly but held on very well on the glide but couldn't challenge.

Hipperson was once again first to fly in the second flyoff recognising a momentary lull in the wind. The fill-in hit the model about three seconds out and did its best to upset the pattern but the climb was still quite good. The CdH qualifiers who followed all suffered terrible air being unable to reach the smoother stuff high up. They were very disappointing and down quickly.

The day had been a testing time but with such an enormous expanse of terrain downwind with so little public intervention and the only real hazard at all being the main road some 3-4 minutes away by air it proved a satisfactory venue once again. As someone was heard to remark. "Wonderful if only it wasn't so hilly!"

After the song and dance about encouraging more flyers with even more events the non BMFA (as they have no rules for it) combined Vintage/Classic Glider contest attracted about the same participation as the official ones on offer. Why then could none of the top placers be bothered to attend the prize giving? Worse than that, they had taken their prizes and left early. Perhaps it was just a few too many miles past Middle Wallop for them. Their absence, however insulting to the organisers, was less un-sporting than the actions of some better known contestants who left only a few minutes before the presentation also ensuring they took their prizes but not staying the few more minutes necessary to applaud the fellows that had beaten them!

This wine had been purchased specially for the occasion by CD Martin Dilly. Martin explained to those that had patiently remained that the savings of shopping abroad were so colossal that despite the ferry trip and the drive it actually cost less for him to visit an Auchan in St Omer and buy it there than it would have in his local Tesco. Furthermore I doubt if a beverage of such quality would have been on offer at any price in a British Supermarket as your reporter can vouch for its excellence having consumed the first of the two bottles he won over dinner much later that night.

The BMFA have made a good effort with this improvement in their prizes after there were so many complaints about the measly certificates. It would be polite now both to contest organisers and sporting towards fellow competitors if contestants could ensure they stayed to collect the stuff. It should be a case of attend or at least send a representative or the prize goes to the next man down or to the CD if there isn't a next man!

#### Open Rubber 10 flew

1	S Willis	Croydon	7.30 +8.40
2	E Challis	Bristol & West	+5.47
3	C Chapman	Bristol & West	+5.16
4	E Tyson	Bournemouth	+4.17
5	J Bailey	Biggles	+3.38
6	M Marshall	Impington	+3.30

#### Open Glider 13 flew

1	P Williams	Richmond	7.30 +4.59
2	P Ball	Grantham	+3.17
3	J Cooper	Biggles	+2.32
4	P Tribe	Bristol & West	+2.30
5	S Darmon	Birmingham	+2.05
6	A Jack	Tynemouth	7.24

#### Open Power 7 flew

1	T Payne	Biggles	7.30 +6.47
2	P Watson	Birmingham	+5.53
3	S Screen	Birmingham	+5.47
4	J Bailey	Biggles	+5.42
5	D Cox	Crookham	+3.48
6	F Chilton	Crookham	+3.16

#### Open Electric 2 flew

1	T Grey	MFFG	6.37
2	P Lang	MFFG	4.55

#### Vintage 8 flew

1	C Strachan	Biggles	7.30 +7.15
2	C Foster	Morley	+7.02
3	S Willis	Croydon	+4.50
4	P Ball	Grantham	+2.52
5	J Thompson	Crookham	7.30
6	M Kemp	Oxford	7.14

#### HLG 5 flew

1	P Ball	Grantham	344
2	M Benns	Peterborough	335
3	S Brewer	Biggles	284
4	M Cook		274
5	P Tolhurst	MFFG	228

#### Catapult Glider 4 flew

1	S Brewer	Biggles	231
2	P Ball	Grantham	192
3	P.Tolhurst	Hayes	183
4	J Pennington	Bristol & West	39

#### F1G 7 flew

1	D Greaves	CM	10.00 +2.12
2	R Vaughn	Crookham	+1.28
3	I Davitt	Morley	+1.09
4	R Wilkes	Crookham	9.24
5	T Tyson	Bournemouth	9.09
6	C Chapman	Bristol & West	8.25

#### F1H 6 flew

1	J Cooper	Biggles	9.51
2	B Lavis	Biggles	9.37
3	J Pennington	Bristol & West	9.09
4	A Crisp	Biggles	8.58
5	P Tribe	Bristol & West	2.00
6	I Davitt	Morley	0.38

#### F1J 3 flew

1	J Bailey	Biggles	10.00
2	P Watson	Birmingham	6.00
3	G Fuller	Bristol & West	4.00

#### Mini Vintage 10 flew

1	D Hipperson	CVA	6.00 +3.43
2	C Chapman	Bristol & West	+2.17
3	G Sharp	CVA	5.45
4	I Davitt	Morley	5.40
5	P Ball	Grantham	5.29
6	P Jackson	CM	3.12

#### SLOP 6 flew

1	D Hipperson	CVA	7.30 +5.12
2	C Foster	Morley	+2.28
3	P Ball	Grantham	7.11
4	A Chilton	CM	6.49
5	F Chilton	Crookham	6.45
6	S Darmon	Birmingham	4.10

#### P-30 2 flew

1	C Strachan	Biggles	4.00
2	T Page	MFFG	3.44

#### E-30 3 flew

1	T Grey	MFFG	6.00 +6.27
2	C Strachan	Biggles	+4.21
3	P Lang	MFFG	+3.53

#### Classic/Vintage Glider 5 flew

1	R Kimber	SAM	7.30
2	V Driscoll	SAM	7.09
3	P Michel	CM	6.27
4	D Beales	Croydon	6.17
5	K Best	Birmingham	5.32

#### London and District Inter-Club Challenge Cup - Gala Champion

J Bailey Biggles

Club Champs: Biggles.

## INDOOR NEWS

From Geoff Lefever:

May 1st saw a return to No 1 shed at Cardington after two years flying in the Dome. Recently completed large scale repairs to the cladding at high level on one of the side walls made the conditions fairly stable, though the many holes in the roof fabric make the site weather dependent. Also, unfortunately, thunder storms on the previous night left pools and ponds of water on the concrete floor.

For various reasons the turnout was only modest but those who did turn up found warm stable conditions which permitted excellent times with a minimum of steering. The only casualty was Laurie Barr who lost an F1L on the canopy above the airships.

Contests for the day were F1L (once known as Easy B), and Living Room Stick. After the long winter break there was much trimming of F1Ds with the Euro. Champs to be held in the Velodrome in Bordeaux later in the year. Visits are also planned to open Internationals in Bordeaux in June, The Kibbie Dome in the States, and to Belgrade in September.

Living Room Stick flights late in the day were a hurried affair with uncharacteristically low times.

### F1L

1	G Lefever	23.18	24.28	=	47.38
2	D Richards	23.06	20.06	=	43.12
3	R Wilson	21.03	18.52	=	39.55

### LRs

1	Roy Wilson	10.09	8.22	=	18.31
2	Geoff Lefever	9.11	7.50	=	17.01
3	Clive King	9.29	6.48	=	16.15

The second meeting of the season at Cardington was held on 15th May had an increased turnout and a welcome return of many old faces. It was a perfect day outside but sadly conditions inside the hanger were indifferent, not much in the way of drift but unhelpful air.

Contests for the day were F1M and Limited Penny Plane. Largely as a result of the conditions the entry was low.

### F1M

1	Laurie Barr	15.20	15.11	=	30.31
2	Pete Lawson	12.26	13.47	=	26.13

### LPP

1	Pete Lawson	13.47	13.51	=	27.38
2	Roy Wilson	12.22	12.06	=	24.28

## K. G. SMITH 1933 - 2004

By Dave Hipperson.

Just before Christmas Aeromodelling lost one of its keenest enthusiasts when Crookham Club and before that and for much longer, Croydon Club, member Ken Smith past away on 21st December in Salisbury Hospital after a long battle with heart disease.

Although I knew Ken since I was sixteen I am indebted to Norah his wife for much of the factual material in this obituary. Ken was born in Harrow but soon taken by his parents to Worcester Park in Surrey where he lived for almost 60 years! He married Norah in 1970 and together they took over the Worcester Park house moving in 1996 to Gillingham in Dorset. Up until that time he had been a life long member of the

Croydon Club. He joined Crookham and made his local flying site Beaulieu. Ken had left school in the early 50's already smitten with aeromodelling and mechanical engineering in general. He did the obligatory National Service then found work in various aspects of the model business including a spell with Frog. He became a University technician in 1967 at which he worked until his retirement at 60 years old in 1994.

His best flying successes were mostly in the sixties when he was a key figure in the Croydon Club. Early on his main interest was power and he placed well in quite a few SMAE events including the 1961 Nationals. He was quick to take up 1/2A and was a pioneer of the bigger model when most of us flew tiny things which didn't glide. He was the first person I heard advocate that the glide was the most important part for any duration model. 'They glide out of trouble'. Absolutely right Ken. Later he flew glider just as successfully. His designs were on the angular side but I fondly remember his very light 1/2A power model of 1962-64 which constantly out performed just about everyone else.

I met Ken on my very first visit to Chobham Common Spring 1962. He immediately took charge of me and explained what went on. It was so reassuring to know that after travelling by train to Chobham that if it did rain there would be shelter in Ken's van. I can remember to this day his company on what must have been a very early trip to the Common, a hot and dusty summers evening. We were trimming 1/2A models in the company of Mike Gaster and Dave Posner and he simply informed me that we would break off now and adjourn to the local cafe for supper before returning and resuming flying in the still evening. To me amongst such luminaries and so effortlessly coached by Ken it was heaven. From then on he arranged for my transportation to the more distant contests. We went together in the famous Frog Van to many events including the Bristol Rally at Blakehill Farm in the super freeze of '63 when the snow banks towered up higher than the top of the van on our approach to the field. We had to bounce it along to get traction on the deeply covered peritracks. Ken was totally unfazed by all this as if it happened all the time! Later the same year we were at the Devon Rally and the Nats and then the USAF Champs at Woodbridge in 1964 with Gordon Cornell when we came home after the first day then returned the second just to attend the sit down dinner and prizegiving the Americans had laid on!

Ken was quiet but a tower of strength for anyone close to him. He still had a comedy side however which Norah recounts. For instance his first gift to her on become Mrs Smith was a pair of Wellington boots so that she could accompany him flying on Chobham Common.

Ken waited downwind for my model in August 1962 when at the age of 16 I managed to win my first contest on the Common. Then just a few months before he died he gave me his unused OS engines. The OS 201 sent to Ron Draper to breathe on. Ron kindly gave me his diesel conversion of the same motor as a swap! This motor has won me two flyoff already this year. So Ken was at the very start of my contest Aeromodelling helping and he still is. He showed me the Davis section and how well it glided. I used it Sunday. He showed me how useful lighter fuel was for cleaning power models. I used that Sunday. Most of all he showed me Chobham Common and introduced me to the great men that flew there. Every time I visit the place now to trim I remember him.

You could say that on 21st December last year he glided out of trouble. Like a big model - a big man.

## WING STRUCTURES

*Alan Gibbs:*

In response to Andrew Longhurst's comments (March FFn) as to whether or not an I-beam construction on a highly cambered section is correct my thoughts go back to the model which won F1A at the World Championships in 1983. The model, Pacer 15, built and flown by Matt Gewain had a very large top spar of spruce tapering from 19mm.x 3mm at the root to 2mm. x 1.5mm.at the tip. The bottom spar being only 3mm. x 1.5mm. BALSA. There was a vertical balsa web behind the balsa D-box. From the drawing there appears to be a little carbon in the balsa leading and trailing edges to take the tension loads especially on hard zoom launches. Bill Colledge and I discussed this type of construction at the time, but cannot recall if Bill actually tried this method. The nearest I got to it was the A/1's I used in the early 1990's which had only a tapered spruce top spar and solid balsa front end instead of a conventional D – box. The lack of a bottom spar did not appear to give any problems.

Is the almost universal use of a conventional I-beam as the main spar the best method or is it just convenient to build this way. Perhaps we just follow fashion.

Perhaps the technically minded among us will give the answer.

*From Mike Fantham:*

I'd like to take up Andrew Longhurst's invitation to, "Please discuss", at the end of his letter on wing structures. The proposition that the lower flange of the I-Beam spar takes no load because the LE and TE are 'lower down', is the result of an attempt to apply simple beam theory to what is a complex 'beam' (the wing structure). Andrew's assertion would require that the longitudinal elements in the wing, the LE, TE and the spars were rigidly held in their relative positions in the plane of the ribs and that no relative movement out of the local plane of each rib could occur. That means a large number of ribs that are infinitely stiff in plane and that do not flex out of plane. You would also need a rigid shear connection between the longitudinal elements. This is never approached in practise – the weight would be enormous.

The wing must bend to carry load and this will tend to flatten out the airfoil section, *especially* if you try to use the TE to carry a tensile load to aid the bending strength. Modern structures with open framework behind the spar use stiff ribs to maintain the airfoil and a thin stiff TE to keep the edge straight, and give something for the covering to go around.

The Dave Greaves model that Alan refers to has a two piece wing. In this case, the load in the TE and LE at the root must be zero because there is nothing connecting them across the fuselage to carry any tensile load. The wing joiner, buried in the spar, must therefore be carrying all the wing bending load across the centre-line. By the time it reaches the wing root then, all the bending load must all be in the I-beam spar which is ideal for this purpose. In practise, it's better to keep the bending in the spar right down the wing. It's possible to supply a stiff shear path between the flanges via the web – ideally this should be vertical grain balsa – add +/-45 degree carbon webs in heavier structures.

On balance, the I-beam bending structure in Dave's model seems fine.

However, with the Mylar (plus tissue on the upper surface) covering used, I wonder if the No.14 wing has as much torsional stiffness as Dave would like. Perhaps that is why

Dave has a Carbon tube spar in No.15. In heavier models, torsional stiffness is provided by a 'D-box' forming the wing surface in front of the spar. This is probably too heavy for FIG. An alternative would be diagonal ribs with carbon caps. Alan's idea to wrap the spar in glass or carbon tissue would add little stiffness in torsion. You would need a larger cross-section or a thicker wall to get an effective torsion member.

Advertisement. I did a couple of papers on Structures for Free-Flight models in the 1986 and 1987 Free-Flight Forums. These enlarge on the topics covered above and they are still available from Martin Dilly.

## 14TH ANNUAL WORLDWIDE POSTAL

From Jim Moseley

The purpose of this postal contest is to encourage friendly participation between aeromodellers worldwide with the prime emphasis being on low-key, leisurely flying without the pressures of 'regular' competition. A wide variety of events are offered including classes for types and sizes of models which have been overtaken and/or outclassed by modern developments or are perhaps too small to be considered for 'serious' competition work, such as 20" and 25" Rubber, Embryo Endurance and Cloud Tramp, many of which can be flown at any time on smaller local sites without the necessity of travel to more formal contests. The continuation of these events (or, indeed, any event in this Postal competition) is dependent solely upon the level of support received.

Flights may be made outdoors between May 1st 2005 and February 28th 2006 inclusive; it is not required that all flights in any event be made upon the same day but each is to be pre-nominated as 'official'. The general format (with exceptions as noted) is for three or more flights to the specified maximum; after three (or more) maximums further flights will be made to a score increasing by increments until the model fails to reach the duration target for that flight. The final score will be the total of all flights, recorded in seconds. In classes where maximum sizes are established, the span shall be measured as per plan, not as 'projected span'.

'Vintage/Oldtimer' classes are for designs authenticated to have been flying outdoors prior to December 31st. 1950, 'Classic' from Jan 1/51 to December 31st 1960 even though plan publication may be of a later date in any kit, commercial magazine, SAM publication, club newsletter, etc. Multiple entries with different models may be made in all events but flights in one event may not be 'doubled up' with any other class for which a given model is eligible – separate flights, please.

The 20" Rubber class is to encourage the flying of all such models designed for outdoor use and not usually considered competitive against larger designs. There is no restriction on publication or production date and all designs 'published' in/on freely available sources i.e. newsletters, websites, etc are acceptable provided such source and/or details are made available to others.

The sole power class is a 'Precision' event for traditional cabin models (i.e. glazed cabins; no painted profiles or open cockpits) of any size, with a minimum flight target of 60 seconds. Lowest total error secures 1st. place, etc.

To maximise flying opportunities there is much scope for rubber models and gliders to be flown in multiple events and you are encouraged to take stopwatch, pencil and notepad with you each time you go to your local field, or to a contest, as an added incentive to your flying enjoyment. Bear in mind, also, that any number of models may be flown in any event for which they are eligible.

## EVENTS:-

20" Rubber. For any published outdoor designs not exceeding 20"/51cm span. Three flights to 60 second maximum followed by 30 second increments thereafter.

25" Classic "Two-Bits". Models up to 25"/63cm span, published to December 31st.1960; larger models may be scaled down to size, with similar structure. Propeller type to be as per plan. Three flights to 60 second maximum followed by 30 second increments thereafter.

30" Vintage/Oldtimer. Designs pre-1951, not exceeding 30" / 76cm. 3 flights to 90 sec max followed by 30 sec increments.

42" Vintage/Oldtimer. For designs pre-1951, with spans greater than 30"/76cm but not exceeding 42"/107cm. 3 flights to a 120 sec max followed by 30 second increments thereafter.

P30 Rubber. Standard P30 rules. Three flights to 120 second maximum followed by 60 second increments thereafter.

Freewheel Rubber. Any published design with a freewheeling propeller is eligible, wing span not exceeding 36"/101cm. Three flights to 90 sec max followed by 30 second increments.

Unlimited Rubber. Any rubber model with wingspan not exceeding 42"/107cm. No auto surfaces. Three flights to a 120 second max, followed by 60 second increments thereafter.

Embryo Endurance. Monoplanes not over 50 sq.in wing area (70 sq.in biplanes with 45 sq.in max for largest wing) Stabiliser area not to exceed 50% wing area. Fuselage volume to include minimum space 1.25"x 1.5" x3". Wing and tail surfaces built up, covered both sides with Japanese tissue or equivalent. Landing gear in conventional configuration with 3/4" diameter wheels, or larger, which must turn on axle. Unassisted ROG from a card table top permits bonus points: 5 pts for raised cabin (minimum 30° windshield slant) or windscreen with open cockpit and headrest. 3 pts for 3-dimensional wheel pants, 1 pt for 3-dimensional exhaust pipes. Highest flight total plus bonus points wins. Handlaunch is also permitted but in this instance all bonus points are forfeit. 3 flights to 120 sec max plus one unlimited flyoff flight if required.

Cloud Tramp. Any version of the Cloud Tramp design as published. 8" prop (plastic OK), any type of prop bearing. Five flights, no maximum; longest and shortest will be discarded and balance totalled for score.

Scale Precision. Any type or size of rubber-powered outdoor scale from any freely available plan, whether kit, commercially published or online. Make a timed flight; that score represents a target time for three further 'officials', the total error from same determines placing,. Example: Target time 40 seconds. Flight times 36; 41; 38 = 7 error.

Tomboy/Cabin Precision. Though primarily aimed at the ever-popular 'Tomboy' design this event is open to any diesel or glow powered cabin model of any size. This event is to the same general rules as Scale Precision but with a 60 second minimum target time.

Small Towline. Any glider to a max span 40"/101cm straight tow only. 3 flights to 60 sec max followed by 30 sec increments. Towline 100'/30m. I do not expect people to make up special lines for this event, 40 regular paces should be close enough;equivalent length high-start launch systems permissible

Vintage/Classic Glider. Designs published to Dec 31 1960 with span not exceeding 65"/127cm. 3 flights to 90 sec max followed by 30 sec increments. Maximum towline length 164'/50m; high-start launch systems permissible if unstretched length does not exceed 164'/50m. Straight tow only.

Unlimited Glider. Any glider, straight tow only with no moving surfaces other than autorudder. Maximum line length 164'/50 metres; Equivalent high start launch systems permitted. 3 flts to 120 sec max followed by 60 sec increments.

Catapult/Handlaunch Glider (small). For any glider with wingspan no greater than 12"/30.5 cm. Six flights, 60 second

maximum (flights under ten seconds need not be reported). If six maximums scored, 30 second increments thereafter. Catapult: a 9" loop of 1/4" flat rubber attached to a 6" handle. No minimum 'attempt' flights, multiple entries permissible.

Catapult/Handlaunch Glider (large). For any glider larger than 12"/30.5cms. Rules as above.

A full report will be forwarded to each entrant by mail or e-mail as appropriate. To assist in the compilation of same a brief account of weather, site, flying anecdotes, photographs, etc. would be appreciated when scores are submitted. Please ensure that all scores are forwarded to arrive by March 15th 2006 as I have limited time thereafter to collate, print and distribute results and to also prepare and publicise details of a following contest; earlier submissions would be most gratefully received! I welcome any comments regarding amendment to any event rules that might make same more attractive, or suggestions for other classes that might be considered of general interest.

Please advise if you have an Email address; transmission of entries/scores/reports/results to me by this means helps to reduce overall costs, eases communications and enables wider distribution of submitted photos. Contact the following for an entry form or to return your entries:

Jim Moseley, 19 Banner Crescent, Ajax, Ontario L1S 3S8, Canada, [jjmoseley@look.ca](mailto:jjmoseley@look.ca)

Tony Roberts, 12 The Ridgeway, Caversham, Reading RG4 8NX, Berkshire, England

Sven-Olov Linden, Hovstavagen 15, 703-63 Orebro, Sweden

Neil McDougall, 60 Heke Street, Wellington 6004, New Zealand

George Car , 4 John Street, Koorinal, Wagga Wagga, NSW 2650, Australia

Mario Perrone, Via Val di Lanzo, 107/A 00141 Roma, Italy

## Senator Postal

Currently in progress, this is attracting much attention and donations received to date have increased the total prize fund to approx US \$320.00 (approx £170) which is presently divided between the first three event placings plus a prize to the individual placing midway in the results list, and this sum is expected to be further enhanced.

## FOUND AT FREE FLIGHT NATIONALS

A rubber duck for an ex-Pim Rujter ICOM scanner. It has a screw fitting and not the usual BNC fitting. I can post it to whoever has lost it. Dave Clarkson – tel 0161 477 7647

(Ed: Nationals reports and results will be in the July FFN, to be published later this month)

## UK COMPETITION NEWS

MORLEY HEATH COMMON MEETING at Church Fenton on Saturday June 25. In the details listed last month the second event was show as CdH, it should have been shown as CdH + A1 combined. All other details as published. Contact: Joe Northrop, 01132581292

TIMPERLEY FLYERS OPEN GALA will be at Barkston Heath on August 21st. Start time 10am, finish time 6pm. Fly offs start 15mins after finish. All classes flown to 3 flights. BMFA rules apply where appropriate, unless noted. CD Dave Clarkson - tel 0161 477 7647. Events are: Open Rubber, Open Glider, Open Vintage, CdH, Combined Power to Timperley power rules. Motor runs for Timperley Power Rules 2005 are:

With bunt function	5 secs
Functions other than bunt	7 secs
No functions with Glow motor	9 secs
No functions with Diesel motor	11 secs
Vintage model to BMFA rules	15 secs
Open Electric to BMFA rules	30 secs

WELCOME TO THE PLEASURE DROME is Vintage and Classic Pleasure at delightful RAF Church Fenton on Saturday July 2. The events are:

4 oz / 8 oz Wakefield combined. Special award for highest placed English design in Wakefield classes. (2.30 max.)

Vintage Coupe up to 1957 (10g motor) and Flight Cup (1oz motor) combined. (2.00 max)

Up to 25" rubber + Age Allowance. No propeller restrictions. (1.30 max)

Hepcat v Senator Shoot out (2.00 max). Two entries allowed. (fly one of each!)

Vintage/Classic Glider (50m towline with doubled flight time, 100m towline on scratch.), (2.30 max).

Vintage Power (2.30 max ) 15 sec motor run.

Dixielander Power (2.30 max) 11 sec motor run.

"Bowden" (for cabin models up to 1960 for I/C, Compressed Air and Electric motors. ROG precision contest in 3 rounds aiming for 45 second flights. No DT.)

*The above event information corrects and gives more details compared to the announcement in May FFn.*

Contest start 9.30am. Finish 6.00pm. Fly offs take place 15 minutes after flying ceases. You must be on the security register. Contact Joe Northrop 0113 258 1292 at least 3 weeks before contest. For more details contact Ralph Sparrow, 0161 439 8021 or [ralph@sparrowr.freemove.co.uk](mailto:ralph@sparrowr.freemove.co.uk)

SAM CHAMPS will be at Middle Wallop on August 27-29. Events are: *Saturday*: (1) Open Vintage Glider up to 50 in, Pre Jan 51. 100m line. Combined with Small (original) Leprechaun; (2) Classic Power. Jan 1<sup>st</sup> 1951- December 31<sup>st</sup> 1960, 3 flights, 12 second engine run; (3) Earl Stahl start 11.00; (4) Pre-4oz Vintage Wakefield; (5) Flight Cup. Vintage rubber models over 36 in. but less than 200 sq in; (6) Small Vintage Rubber (Max span 36in. and 150sq.-in.); (7) Maxwell Bassett Trophy (Pre-Dec 1942 spark ignition). 20 second engine run; (8) Tomboy, Hilda Baker Memorial Trophy *Sunday*: (1) Open Vintage Glider over 50 in. PreJan51. 100m line, plus Large Leprechaun; (2) 8oz Vintage Wakefield; (3) Large Vintage Rubber. Models larger than Wakefield; (4) Jack Humphries. Vintage cabin power. 3 flights, 15 second engine run; (5) Electric-power precision. Any model. 3 flights: flt 1 = target time (min 30 sec ), nearest to average time of flt 1 & flt 2 wins; (6) Tomboy, Hilda Baker Memorial Trophy; (7) Jimmie Allen Mass Launch. PM, time to decided on the day.

*Monday*: (1) Radislav Rybak Glider (Jan 1951-Dec 1954). A2 designs from Jan 51 to Dec 54, 50m line; (2) Classic Glider. Designs to Dec 54 75m line, designs from Jan 55 to Dec 60. 50m line, Unorthodox designs to Dec 60.100m line; (3) 4oz Vintage Wakefield; (4) Bournemouth Club Classic Rubber. Rules and list of approved models can be obtained by e-mail from:- the CD or Roy Tiller: [roy@41delisle.fsnet.co.uk](mailto:roy@41delisle.fsnet.co.uk); (5) Vintage Coupe. 3 flights, 2 minute max; (6) Under 25in. Vintage Rubber; (7) Open Vintage Power (Phineas Pinkham). 3 flights, 15 second engine run; (8) A-Frame; (9) Middle Wallop Bowl. Rubber powered WW2 scale models of training, liaison, or AOP aircraft. Masfield rules; (10) Tomboy, Hilda Baker Memorial Trophy.

This year's event is planned to run as normal to the original format as is practical. Most of the usual classes are scheduled but some changes have been made. Water plane has been less popular in recent years and the practicality of providing the facilities has led to it's demise. Jumbo rubber scale is another casualty, the rules have always been obscure and entries have declined to just two in 2003. Spar tractor is also dropped for lack of entries in recent times.

However the good news is that there are two new classes this year. Classic Power will take place on Saturday, an event to balance Classic glider and Bournemouth Classic Rubber. Vintage Coupe will take place on Monday, (there is only one other event for the class this year). We hope that these will prove more popular than the classes they replace. All classes have a CD who will be available to answer questions before and at the start the event, but they will not be stationed at control during the day. If you need to consult them during the contest it is up to you to find them, they will all be continuing there flying. Please be aware that the CD will be allowed to compete in there own class.

Camping is available, numbers are limited as usual so pre-booking is essential. Details are available from the event organiser or on the SAM 1066 web site: <http://www.cavgrove.freemove.co.uk/sam.html>

All those attending events at Middle Wallop who fly or operate model aircraft or equipment must have suitable insurance.

Event organiser: Mike Parker, SAM 1066, tel: 0118 9481392, email: [michael@cavgrove.freemove.co.uk](mailto:michael@cavgrove.freemove.co.uk)

## STONEHENGE CUP

The army has informed the organisers that Sculthorpe will not be available for the UK World Cup event on September 10-11. Work is underway to find an alternative venue, watch for further news next month.

## FREE FLIGHT WORLD CUP 2005

Best 4 results shown for each flyer.

### F1A

1	K Kulmakko	FIN	126	HL-1	ES-2	BC-3	BL-3
2	P Mitchell	AUS	113	SN-1	AC-2	EM-5	
3	P Findahl	SWE	97	BL-1	BC-4	HL-9	ES-15
4	J Nyhegn	DEN	96	ES-1	MM-2	HL-24	
5	G Vasas	HUN	91	LC-1	SM-2		
6	T Stowe	AUS	90	AC-1	SN-2		

### F1A-Junior

1	A Parv	EST	113	BC-1	HL-2	ES-6	BL-11
2	M Meisalu	EST	81	BC-3	ES-4	BL-6	
3	M Snukiskis	LTU	70	ES-2	BC-4		

### F1B

1	M Woolner	GBR	137	HL-1	BL-1	BC-3	PL-4
2	R Mackus	LTU	127	ES-1	BC-2	HL-3	BL-10
3	K Salzer	AUT	107	LC-1	ES-2	PL-10	BL-15
4	I Kolic	YUG	105	BU-1	HL-2	PL-15	EM-20
5	B Silz	GER	103	PL-1	VS-1		
6	P Ruyter	NED	94	MM-2	EM-4	PL-7	

### F1C

1	C Gretter	GER	108	ES-2	VS-2	LC-4	BL-5
2	D Zulic	SLO	101	BU-1	SM-1		
3	K Kuukka	FIN	100	BC-1	ES-3	BL-8	
4	A Babenko	UKR	94	EM-1	ES-6	MM-8	
5	V Sychov	UKR	84	ES-1	BL-3		
6	J Roots	EST	82	BL-2	BC-2		

### F1E

1	I Treger	SVK	105	MK-1	CA-1		
2	I Crha	CZE	101	OB-2	CB-2	MK-9	FB-7
3	V Zima	CZE	85	CB-1	OB-8	CV-10	
4	E Mang	AUT	75	CA-3	OB-5	CV-5	MK-20
5	F Mang	AUT	74	CV-1	CA-5	MK-14	
6	M Popescu	ROM	66	MK-3	OB-3	CV-11	

### F1E-Junior

1	J Matisek	SVK	76	CA-1	MK-4	CV-4	
2	D Bildea	ROM	52	MK-1	CV-2		
3	A Moisescu	ROM	51	CV-1	MK-3		