

Free Flight news



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DIARY

July 2 Saturday Church Fenton	Welcome to the Pleasure Drome. See FFn 0506. Must be on Church Fenton security list. Contact: R Sparrow, 0161 439 8021	July 14-17 Odesa, Ukraine	Black Sea Cup of Belarus. F1A, F1B, F1C, F1G, F1H, F1J. World Cup. See FFn 0504. Contact: Victor Stamov, tel/fax: +380 44 402 7932, email: stamov@fla.kiev.ua or web: http://www.odessa-cup.farlep.net
July 2-3 Salisbury Plain	FF Trimming. See FFn 0502. Must be on security list: B Aslett, 25 Honeyhill, Wootton Bassett, Swindon, Wilts, SN4 7D. Essential call P Tribe 01225 862748 on Friday to check availability.	July 16 Saturday Church Fenton	Cleemac Knavesmire Memorial. See FFn 0505. Must be on Church Fenton list. Contact Tony Rushby 01472 814864.
July 3 Near Sheffield	BMFA F1E team trials. Contact & CD: Trevor Faulkner 0114 2363397	July 17 Cardington	BMFA Indoor 35cm, Ministick.. See FFn 0505. Must be on list, see July 3 entry.
July 3 Cardington	BMFA Indoor F1M, Limited Pennyplane. BMFA members only. See FFn 0505. Must be on list, contact Laurie Barr 01628 487544 or lauriebarr@btinternet.com	July 23-24 Salisbury Plain	FF Trimming. See July 2-3 entry
July 4 Rinkeby, Sweden	Nordic Cup of Denmark, F1A, F1B, F1C, World Cup event. Contact: Bo Nyhegn, Birkevenger 2, Gadevang, 3400 Hillerød, Denmark, tel: +45 48 26 73 06, fax: +45 48 24 10 69, email: lonebo@mail.tele.dk	July 23-24 Cardington	BMFA Indoor F1D Trials for World Champs 2006. See July 3 entry.
July 8-10 Kyiv, Ukraine	Antonov Cup. F1A, F1B, F1C, F1G, F1H, F1J. World Cup event. Contact: Ukrainian Aeromodelling Club, Str. Industrialna 27, n/c 8, 03056 Kyiv, Ukraine tel: +380 44 457 09 73, fax: +380 44 457 09 73, email: zakharov@cstcam.kiev.ua	July 24 North Luffenham	BMFA Summer Mini & Midland Classic. Classic Rubber, Glider & Power, British Power, F1H, F1G, F1J/BMFA1/2A, P.30, E30, HLG, Mini-vintage, Catapult Glider, SLOP, O/E, CO2. T Hall 01543 686917
July 9 Tass, Hungary	Vörös Jenő Memorial F1A, F1B, F1C World Cup. Jenő Vörös, Tárogató út 63, 6726 Szeged, Hungary t: +36 20 9 136 463	July 24-30 Suceava Romania	Junior European Championships F1A, F1B, F1P.
July 9-10 Woodbury Common	Devon & Cornwall Rally. See FFn 0503, 0504, and 0505. R Marking 01209 213254.	July 29-31 Beauvoir-sur-Niort, France	Azay Le Brule F1A, F1B, F1C, F1G, F1H, F1J, F1K. A Trachez, +33 6 08 57 35 50, Andre.trachez@laposte.net
July 9-10 Salisbury Plain	FF Trimming. See July 2-3 entry	July 31st Newcastle Town Moor	Tynemouth Mini Rally. 11am to 4.30pm. Combined BMFA ½A + F1J, Combined F1G + Mini Vintage Rubber, F1H (3x2 mins), Combined HLG + Catapult Glider (5x1 min). Reduced maxes, D/T fly offs depending on weather. No thermal detection devices. Contact: B Martin 0191 4161096 brian_martin_uk@hotmail.com

FFn

Earlier this year short supply of the NFFS Symposium Report 2004 was noted. The NFFS have now printed a further batch of the reports and copies are available again from FFn. Price remains the same at £19.20 including postage in UK and Europe.

The 2005 Symposium Report, being edited by Mike Woodhouse, will be available later in the year. Watch for announcement.

Following the previous two large issues, apologies may be due that this FFn is a rather lighter issue but at least it is issued early.

BRITISH NATIONAL CHAMPIONSHIPS, BARKSTON HEATH, MAY 28-30

Report by Dave Hipperson.

If numerical attendance is to be the gauge of success for our National Championships then certainly this year was no failure. Numbers actually competing however was another matter - only one event attracted more than thirty competitors. One could hardly blame them on the first day. After the preceding Friday, the hottest UK day for a couple of years with those arriving early availing themselves of the balmy evening for a spot of trimming and socialising, the first day of the contest proper came as a bit of a shock but it had been forecast. Very windy and from the very worst direction - South South West, always turbulent on Barkston due to the topography for those few critical miles upwind.

If flyers were thus depleted then the effort shown by the few that did try made up for it. The wind on the ground was often over 30 mph with turbulence induced lulls of half that. Still comfortably warm so slightly deceptive. Another fright was the increase in wind strength with altitude. For the distance some models flew the strength at much over 100 feet was another 10 mph! A strong wind from the South is rolling turbulence by the time it reaches the flat surface of Barkston Heath aerodrome so it was not uncommon to see models simply pushed down out of the sky, to all intense and purposed flying as if grossly under elevated. Kris Best, almost the lone lady competitor, had one such late on in the day when one might have hoped it would have abated. At the start Phil Ball's first Open Rubber flight was turned inverted well across the drome and plunged in to wreck the fuselage and hopes of flying it again. Possibly this upset affected his concentration for a while as even his Catapult Glider scores were not up to his usual "domination" level. It was to all turn around beautifully later in the day. At this early stage John White's scores lead the Model Aircraft Trophy and Dave Cox had time up in both Glider and Open Power and the Glider scores were two maxes along with another consistent Southerner, Gary Oulds. It looked like a flyoff in Glider at least. Late starters included Steve Philpott and he also had two maxes.

Trevor Payne, using his familiar Nelson 36 powered models, so large, somewhat of a handful in this wind, had a very dodgy climb and pull out on the first to drop badly and Alan Jack likewise but he was using an FAI model. On the other hand Neil Allen flying his Rossi powered Open design - modern FAI shape but lighter - produced a perfect first flight and maxed. Models were going miles on full contest flights and further if they did it in lift. Trevor Grey had substantial damage to his Electric Open model after its first max but repaired it successfully and maxed again. For a long time his score was the best anywhere on the board! Indeed it still would have been enough to win EOP but he went for his third to be on the safe

side and tidy up the score line (commendable) and hit poor air and the top of a distant storage hangar well off the drome and stuck there.

The afternoon brought no slackening of the wind, just cooling air and less lift to help against the turbulence. Colin Foster had the run of Open Rubber with two maxes and looked set. However after some thought Ball had also resumed. Not with an Open Rubber model but very sensibly with his relatively new and promising Mini Vintage Norman Marcus designed Dynamite. This produced the goods nicely. Easy max, then the last flight a bit more shaky but saved by the 1:40 run and a rock steady glide into better air. His total could still be beaten by Foster but after much deliberation and club mate assistance with air picking (possibly too many cooks) he stuck it in a hole and dropped when he had only needed 2:01 to win! It was that sort of day - very tough. High placer Spencer Willis had made a 70 sec flight between two maxes such was the erratic air.

Payne made amends with his last two power flights - superb maxes but Neil Allen was still flying well and had two on the board and the model still in one piece! Dave Cox's challenge had dissolved slightly with a last flight of only 1:20 odd but he was still in the hunt for Glider despite his last in that class dropping 9 secs. Both Philpott and Oulds could beat him but both of them flying quite late had disastrous flights of less than a minute leaving Cox on top. A great effort from the quiet flyer from Beaulieu. A final perfect flight from Neil Allan wrapped up the Sir John Shelly in grand style and Brian Stout actually managed to max with his Tailless glider to take the Lady Shelly by a mile.

It had been a very difficult day but the flying was extremely good - all who participated deserve our admiration for their efforts. The forecast for the next day was for much calmer conditions, hardly anyone could have imagined just how much calmer as we left the windswept field that night. For the first time, certainly since the 2:30 max became the norm, no flyoffs had been required to decide the Nationals Open Day.

Sunday

More Westerly and much less of it! Early maxes looked to be staying on the drome a huge contrast from the night before. The FAI classes got started promptly under the firm and confident sounding CD'ship of Kris Best. Half way through the day she boldly lifted the max to something more challenging but had to bring it back down when too many landed in difficult crops outside the field and were retrieving rather too enthusiastically. Much larger entries this day with dry sunny weather, not too hot and a wind dropping from 10 -12 mph to often as little as 5 mph by mid afternoon when increasing cloud cover compressed the lift and sink. Some time around now Phil Bail would have strode confidently out to the HLG box and in the short space of possibly 40 minutes scythed through the opposition in chuck glider with his huge wing tip launch model. A perfect score of seven maxes. After which he would leave it around for anyone to look at. No secrets - but no one takes up the challenge. No one. Its safer to fly, easier to fly, more fun to fly and the model is easier to find cos. it's five times the size of a normal HLG but they are all too proud to change. Could be they will never win again. Think about that.

Some of the power flyers had difficulty picking the lift. Notables like Clarkson, Woodhouse and Limbert dropping flights whereas others hit tremendous lift like Ewan Jones first max in Vintage. His San de Hogan - no lightweight - was going up under DT at one point and despite the light drift took itself some distance off the drome. Frank Rushby was terribly unlucky with a double loss in this sort of air. Both his new large Slow Open Model and his already successful Vintage

Firecracker were lost in strong lift - the Vintage model at least having subsequently been recovered but it put him out of two contests. He was still in contention in the sparsely supported F1C event having dropped a only 40 secs or so as George Fuller closed in for victory. George's model had been on rails and if anything got better late in the day. The last max looked a formality. Perfect climb and pull out and then on an afternoon when conditions seemed to have stabilised to almost neutral air his model fell out and was down in 90 seconds. He is a seasoned professional and took it very well - actually some of his fan club seemed more upset. Everyone had presumed this was his year. A great pity. Even more senior to George, the irrepressible Jack Allen, now well into his 80s maxed out in Slow Open Power and joined the many that were to star in the flat calm flyoffs shortly after 6pm.

F1B Wakefield went first and after a fair wait Greaves launched confidently into helpful air and Peter Martin followed immediately. Martin's climb was good but not as high as Greaves' at prop fold. After one large glide turn from both models however the heights were closer and after another Peter Martin's model had the slight advantage. Both aeroplanes drifted away at comfortable five minute max altitude and would therefore have to go again.

John Oulds and Phil Ball launched fairly early in F1A, Phil presumably too well aware that he had another flyoff to make immediately. Both flights were fine but the better air was further to the South where a few minutes later Cooper zoomed off high. Throughout most of the flyoff young Brindley Taylor had been towing and now with the period ending his club mates were becoming concerned that he didn't realise how close to the end he was. They need not have worried as Kris Best stepped in again on the PA to use it for the purpose for which it is intended and informed him and all other interested parties how much time was left! This allowed him to make the very best of launches in not such good air as John but enough for an excellent second place, the model travelling no more than 200 yards.

Early launches in the large Slow Open Power flyoff were none to promising suggesting a little patch of sink was passing through although it was difficult to detect on the thermistors and streamers which were showing stable. Alan Brown's Dream Weaver did best of the pack flying quite early. Sibson's climb was a bit flat so that flight could have been better and Schmidutz (German) flying his very neat high thrustline model was high but too tight on the glide to use this calm evening air effectively. Quite near the end of the period Ball launched from upwind and got the trim and release of his very tricky stretched model dead right. Hipperson was still to fly and did not do so until after Ball's model had passed by - he left it as late as he could bearing in mind he may have needed to fly another if he overran. The climb was OK but the motor cut early - later traced to having run out of fuel! In the excitement of the evening he had become slightly hypnotised tuning the Cornell Dominator 21 and forgotten how long he had been ground running! From the slightly reduced height he couldn't challenge the winner although to be fair even on the impossible full 12 seconds he may still not have quite made it. A good test and an exciting conclusion to one of the most popular classes currently flown. It was quite wonderful that Doris Harris could attend and find the courage necessary to award the winner the brand new trophy dedicated to the memory of her late husband Pete as well as saying a few very well chosen words, touching on the recent deaths of others, not just her own husband.

Biggest entry of the day was P30 and it created a sizeable flyoff. This is an erratic class. So often it is left as a last resort by flyers many of whom have a P30 "in the box". Well this day

it had become so uncharacteristically calm that people were running out of classes in which to fly so the P30 contingent turned out in full! We had a puff of lift again like in the F1B final and it had a similar effect. Terry Ellison's model climbing moderately whereas John Godden's stormed past it only to glide back down and land first.

Finally the Vintage Flyoff and the high performing Challengers and Lanzos of Strachan, Alban, Willis, Ferer, Knight and Deeming were ranged against two very new and potent Power models. Ewan Jones using a San De Hogan with Norvel converted to Diesel and in place of Frank Rushby and flying the same design - indeed inspired by him - Dave Hipperson and an equally new Firecracker AM35 powered. It was now almost flat calm. The power models went quite early, Jones model high and gliding in a huge circle off to the North. Hipperson's Firecracker possibly even higher and drifting slowly South. The rubber models did not seem to climb as well as in the past - apart from possibly Deeming and Strachan's. The air was very dead and times for most were a reflection of still air potential. Ewan Jones however had other plans. His model only turned once in its entire flight. (How often have I advocated the big glide circle in calm weather as long as you don't stall?) It went away North then back East out of the 'drome across the Ancaster road and finally South and then West back onto the 'drome to land very close to where Hipperson's finished just 300 yards from the launch point but it took over two minutes longer to do it. A sensational win - longest flight of the night and some compensation for the unfortunate disqualification on a technicality that marred the Nats of some years ago ('95) when Ewan should have won on that occasion too.

What an evening - what a spectacle! As we left the drift was zero, there was still hours of light in the sky and there was absolutely no one trimming. Years ago the field would have been awash with people testing or more likely flying perfectly trimmed models for the fun of it and showing off. Now they don't. Now they are more interested in getting down the Chinese before it shuts. Next week they will be bemoaning the fact that they haven't had any trimming weather you wait!

Monday

The reduction in flights has definitely increased interest in Mini Vintage. On a day when in previous years one might have expected CDH to have attracted the most Mini Vintage eclipsed it and everything else. The weather was not as co-operative as it had been the previous day. No where near as windy as the first day but pouring rain for the first two hours delayed everything. It started calm however and as the rain eased many were quick to fly. The delay may have excited people into rushing somewhat. The flyoffs were not as large as one might have expected. Then to complicate the day further a little after lunch time the generally westerly drift shifted to the North West, waited for most of us to move then shifted back again. Then it ran though the repertoire again leaving many people so confused some actually stopped flying and went home and others ran out of time or rushed and made a mess of it.

It was difficult to stay calm and focused. Pete Woodhouse did. His last and crucial CDH max was taken amongst these shifts and it was edifying to watch him set up in the right place but where no one else was, watch his streamer and fly his long running model into gentle lift with confidence. I bet it didn't feel easy but it sure looked it! He was one of a few from the couple of dozen CDH flyers that maxed out. Only one did in Al, Gary Peck who seems to fly in practically all the glider contest. A great win on a difficult day when the tales of woe were so numerous. Down in 6th John Cooper's solid effort was

to secure him the Overall Glider Award for the weekend and the highest scoring total time for any of the class championships - 28 mins 54 secs.

By flyoff time, and they were needed to decide all events apart from Al, the drift had settled for a moment slightly North of West. Vintage Glider and E30 went off together at 6:15 and immediately it was obvious that the thermals were around in numbers. It looked like everyone's timekeeper was staring downwind. Terry King had a decent sized model and his boomer resulted in a near quarter of an hour flight in sight and a definite win in Vintage Glider. In E30 which went off at the same time the results were less clear cut. The top five all seemed to hit the same strong lift from the launch and disappear together. The mystery being Grey, who had the darkest model and one of the best timekeepers in Steve Philpott. How could it have gone out of sight so quickly? To compound this disaster he never found the model which flew for 12 minutes or so. All this lift was to lead to a serious retrieval exercise. Chris Strachan proved the worth of the Pim Ruyter tracker system with a colossal radio assisted retrieval of his E30 from no less than 18 miles downwind. Imagine the adrenaline rush of picking up a signal 17 miles off the drome!

For Mini Vintage and CDH at 6:35 the sun was still shining and the thermal rich lulls were coming though despite the general wind of about 10- 15 mph. Soon after the start hooter Ball launched in not only good air but the best air. His Dynamite, already victorious in the Model Aircraft Trophy two days before, climbed to a colossal height and eventually disappeared into the base of high cloud just short of nine minutes. Others also disappeared mostly earlier - like Martin Stagg also flying a Dynamite - or fell out of good air like Jack Foster and George Sharp who were retrieved a couple of miles out. Phil's recovery was delayed when he stopped his car to check for a signal, got one and then wasted time searching fields only a few miles out before realising the sound was getting fainter and he was actually listening to his model still flying! It was eventually picked up by a member of the public 30 miles downwind. Pete Woodhouse didn't do anything quite as spectacular but still found the best air in CDH - deservedly after his excellent flying during the day.

The last pair of finals was for F1J - ½A and CO2. All five in ½A were just that - ½A models. None of the F1Js had made it through and there were actually two more contestants who should have been there. Godden and Fuller had been stopped after three maxes through lack of time - they too were flying ½As. Alan Jack's convincing margin was made with a silver Mylar covered airframe and sealed his domination of power for the weekend giving him the Overall Power award with a total time of 24:36. The ever present John O'Donnell hampered this year by a shoulder dislocation only a few weeks prior to the contest was able only to compete in events that didn't require shoulders. His flyoff in CO2 although with what he considered to be an ailing motor - 'o' ring seal breaking up was diagnosed - climbed rather gently but found the right air to triumph. Rather fitting that one of the last flights should be a winning one from the most seasoned campaigner and despite serious physical limitations.

Ken Faux - always a competent CD of this last day held on politely for most contestants to retrieve and recover from their excursions so the prizegiving was late but properly conducted - thanks Ken.

I have deliberately omitted from this report any references to possible areas of improvement in the organisational structure of this meeting. However for the considerable increased cost of participation over a normal event, BMFA or otherwise, this

Nationals and the past few has presented poor value. It is billed as the greatest Free Flight meeting in the World and certainly it could be but not before more effort is directed into the detail possibly starting by engaging gate staff more appropriate to a prestigious competition for intelligent adults. Our Free Flight Nationals looked at first appearance more like the entrance to a down market car boot sale.

Saturday Open maxes 2.30

Open Glider			Open Rubber		
Thurston Trophy	12 flew		Model Aircraft Trophy		
9 flew					
1	D Cox	7.21	1	P Ball	7.00
2	J Cooper	6.37	2	C Foster	6.49
3	S Darmon	5.56	3	S Willis	6.10
4	G Oulds	5.54	4	K Best	5.51
5	S Philpott	5.45	5	J White	5.50
6	D Brawn	4.55	6	B Horseley	0.27

Open Power			Tailless		
Sir John Shelley	4 flew		Lady Shelley	3 flew	
1	N Allen	7.30	1	B Stout	4.01
2	T Payne	6.56	2	A Crisp	1.45
3	D Cox	5.36	3	J White	0.06
4	A Jack	1.40			

Catapult Glider			Open Electric		
15 flew			3 flew		
1	M Chapman	3.22	1	T Grey	7.16
2	M Bennis	3.08+0.31	2	P Lang	4.11
3	J Brewer	3.08+0.16	3	P Barford	1.52
4	P Tolhurst	3.06	Women's Cup		
5	I Clark	2.55	1	K Best	5.51
6	P Ball	2.44	2	S Challis	0.02

BMFA Junior Event - Frog Junior 1 flew

1	B Taylor	1.49
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Sunday FAI flown to 4 flights 2.30 and 1 flight 3.00

F1A Ronytube Trophy			29 flew
1	J Cooper	13.00	+4.07
2	B Taylor (J)	13.00	+3.09
3	J Oulds	13.00	+2.59
4	P Ball	13.00	+2.39
5	S Darmon	13.00	+2.07
6	J Bailey	12.58	
7	A Cameron	12.55	
8	A Jack	12.48	
9	N Bosdet	12.38	
10	D Oldfield	12.30	
11	T Nicholson	12.28	
12	J Arnott	12.13	
13	G Peck	12.08	
14	C.P Williams	11.32	

F1B Fred Boxall Trophy			14 flew
1	D Greaves	13.00	+4.44
2	P Martin	13.00	+3.54
3	C Chapman	12.51	
4	R Cheesley	12.45	
5	M Woodhouse	12.21	
6	M Woolner	12.09	
7	G Stringer	12.02	

F1C Eddy Cosh Trophy			5 flew
1	A Jack	12.56	
2	F Rushby	12.21	
3	G Fuller	12.00	
4	N Allen	11.39	
5	R Baggot	5.21	

Vintage Jubilee Cup 25 fl

1	E Jones	7.30+8.04
2	D Hipperson	7.30+5.52
3	J Deeming	7.30+5.25
4	C Strachan	7.30+5.18
5=	R Alban	7.30+4.00
5=	S Willis	7.30+4.00
7	P Woodhouse	7.30+3.58
8	G Ferer	7.30+3.25
9	J Knight	7.30+3.20
10	T Dilks	7.30+2.52

P 30 33 flew, 11 flyoff

1	T Ellison	6.00+5.47
2	J Godden	6.00+5.22
3	E Challis	6.00+5.07
4	J O'Donnell	6.00+4.32
5	R Sparrow	6.00+3.43
6	G Woebeking	6.00+3.13
7	I Fitzpatrick	6.00+2.45
8	M Stagg	6.00+2.08

Slow Open Power 29 flew

1	P Ball	7.30 +6.19
2	D Hipperson	7.30 +4.59
3	A Brown	7.30 +4.05
4	M Sibson	7.30 +3.46
5	M Parker	7.30 +3.29
6	G Schmidutz	7.30 +2.54
7	R Wykes	7.30 +2.26
8	K Taylor	7.30 +2.25
9	J Allen	7.30 +2.22
10	B Scott	7.30 +1.49

HLG HLG Trophy 16 flew

1	P Ball	7.00
2	M Benns	6.37
3	A Hewitt	6.16
4	S Brewer	6.07
5	M Chapman	5.58
6	J Walker	5.47
7	I Clark	5.27
8	M Page	4.55

Monday all events 5x2.00 except Mini Vintage, E30, Vintage Glider 3 flights**F1G****Airways****308 Trophy 24 flew**

1	P Woodhouse	10.00+5.21
2	E Challis	10.00+2.57
3	J Knight	10.00+2.01
4	J White	9.41
5	M Chilton	9.36
6	P Francis	9.15
7	B Stout	9.12
8	M Marshall	8.43

F1H**British****Trophy 17 fl**

1	G Peck	10.00
2	B Lavis	9.53
3	R Audley	9.50
4	R Heap	9.42
5	C Parry	9.21
6	J Cooper	9.17
7	I Davitt	9.01
8	J Oulds	8.19

F1J+½A Hales Trophy 14 fl

1	A Jack	10.00+10.04
2	C Hickmott	10.00+6.58
3	M Quinn	10.00+4.37
4	F Chilton	10.00+3.34
5	A Brown	10.00+3.10
6	C Foster	10.00+1.08

Vintage Glider 12 flew

1	T King	7.30+12.59
2	C Foster	7.30+6.40
3	T Dilks	7.30+2.03
4	K Taylor	7.24
5	P Cameron	6.52
6	R Moseley	5.29

CO2 Sparklets Trophy 7 flew

1	J O'Donnell	10.00+6.04
2	C Strachan	10.00+4.47
3	G Woebeking	10.00+3.51
4	A Duncan	9.45
5	P Tolhurst	5.54
6	I Davitt	2.00

E30 Electric 9 flew 7 F/O

1	H Perkins	6.00+8.11
2	C Strachan	+8.08
3	A Dunsterville	+8.05
4	R Brigginsshaw	+7.32
5	T Grey	+6.06
6	P Tolhurst	+4.01

Mini Vintage 31 fl, 11 F/O

1	P Ball	6.00+8.49
2	M Stagg	6.00+7.38
3	J Foster	6.00+6.00
4	G Sharp	6.00+5.43
5	N Allen	6.00+5.17
6	S Fielding	6.00+2.58
7	J Andrews	6.00+2.35
8	I Davitt	6.00+2.27
9	R Pollard	6.00+2.00

Nationals Champions

Glider:	John Cooper
Rubber:	Chris Chapman
Power:	Alan Jack
Junior:	Brindley Taylor

PUSZTA CUP, TASS, HUNGARY, JUNE 4-5**F1A 89 flew**

1	S Jakutis	LTU	1260	+60e	+198
2	R Koglot	SLO	1260	+60e	+189
3	J Voros	HUN	1260	+60e	+183
4	I Yablonovsky	UKR	1260	+60e	+180
5	M Stranieri	ITA	1260	+60e	+166
6	P Nosko	SVK	1260	+60e	+151
7	B Breeman	BEL	1260	+60e	+150
8	Y Artemenko	UKR	1260	+60e	+147
9	P Nosko	SVK	1260	+60e	+129
10	L Sedlacek	SVK	1260	+60e	+114
11	M Minarik	SVK	1260		+25e
12	S Halasz	HUN	1260		
13	A Notaros	HUN	1238		
14	J Maassen	NED	1232		
15	R Hozleitner	AUT	1231		
16	H Urban	POL	1228		
17	E Kantipaylo	UKR	1218		
18	M Grueneis	AUT	1211		
19	V Vivchar (J)	UKR	1208	+15e	
20	L Kepiro	HUN	1208		

F1A-Junior 14 flew

1	V Vivchar	UKR	1208	+15e
2	G Domokova	SVK	1187	
3	J Rogovsky	SVK	1102	
4	K Maczko	HUN	1097	
5	M Eros	HUN	1095	
6	D Krasznai	HUN	1092	

F1B 39 flew

1	B Silz	GER	1260	+420
2	Y Blazhevich	UKR	1260	+318
3	I Kolic	SCG	1260	+315
4	I Vivchar	UKR	1260	+314
5	R Mackus	LTU	1260	+308
6	S Stankovic	SLO	1260	+305
7	O Kulakovsky	UKR	1260	+266
8	I Kocsis	HUN	1260	+254
9	S Tedeschi	FRA	1260	+245
10	J Oblak	SLO	1258	
11	V Rosonoks	LAT	1253	
12	V Romanchenko	UKR	1248	
13	M Woolner	GBR	1246	
13	R Demcenko (J)	LAT	1246	
15	R Peers	GBR	1245	
16	V Tomljanovic	CRO	1222	
17	S Stefanchuk	UKR	1220	

F1C 12 flew, 5 F/O

1	V Sutchev	UKR	1260	+354
2	A Babenko	UKR	1260	+330
3	A Vjacheslav	UKR	1260	+322
4	P Krawczyk	POL	1260	+246
5	L Magyari	HUN	1260	+195

KHARKIV CUP, KHARKIV, Ukraine, June 10-12**F1A 18 flew**

1	E Tsoy	RUS	1198	
2	P Marakhovskyy (J)	UKR	1148	
3	D Hrihoryev	UKR	1106	
4	I Diorditse	UZB	1070	
5	V Isayenko	UKR	1067	
6	R Isayenko	UKR	1017	
7	Y Donchenko	UKR	998	
8	A Bezchasnyy (J)	UKR	960	
8	P Choroshev	RUS	960	

F1A-Junior 4 flew

1	P Marakhovskyy	UKR	1148
2	A Bezchasnyy	UKR	960

F1B 13 flew

1	S Molchanov	UKR	1170	+259
2	A Rybtchenkov	RUS	1170	+237
3	V Starostenko (J)	UKR	1170	+223
4	M Kovalenko	UKR	1160	
5	A Zastavenko	UKR	1155	
6	V Usikov	UKR	1143	

F1C 9 flew

1	A Babenko	UKR	1170	+316
2	V Sychoy	UKR	1170	+313
3	V Semenyaga	UKR	1170	+244
4	D Stakhanov	UKR	1151	
5	V Tregubenko	UKR	1143	

NOVOHRAD CUP OF SLOVAKIA, TASS, HUNGARY, JUNE 11**F1A 24 flew**

1	M Bohus (J)	SVK	878
2	P Nosko-Jr	SVK	844
3	J Csanyi	HUN	843
4	A Notaros	HUN	838
5	I Bezak	SVK	800
6	F Kerner	HUN	790
7	C Nagy	HUN	787
7	L Kis-Pal	HUN	787
9	K Maczko (J)	HUN	766
10	M Eros (J)	HUN	737

F1A-Junior 9 flew

1	M Bohus	SVK	878
2	K Maczko	HUN	766
3	M Eros	HUN	737
4	Z Sulyok	HUN	716
5	R Kulcsar	HUN	681

F1B 3 flew

1	I Vivchar	UKR	900
2	J Krasznai	HUN	898

F1C 3 flew

1	L Patocs	HUN	900
2	C Gretter	GER	772

2 F1E WORLD CUP EVENTS, TURDA , ROMANIA, JUNE 16-18**A. F1E 45 flew**

1	S Kubit	POL	500.00
2	V Zima	CZE	488.33
3	P Bere	ROM	483.88
4	W Dziuba	POL	467.22
5	C Faur (J)	ROM	462.77
6	A Moisesescu (J)	ROM	462.76
7	M Dinca	ROM	460.55
8	J Matisek (J)	SVK	454.43
9	V Paireli	ROM	448.33
10	I Buchila (J)	ROM	434.43
11	S Bucazar (J)	ROM	433.88
12	A Draghici (J)	ROM	427.77

F1E-Junior 17 flew

1	C Faur	ROM	462.77
2	A Moisesescu	ROM	462.76
3	J Matisek	SVK	454.43
4	I Buchila	ROM	434.43

B. F1E 44 flew

1	M Popescu	ROM	500.00	+98
2	S Kubit	POL	500.00	+44
3	V Zima	CZE	487.66	
4	D Bildea (J)	ROM	482.66	
5	A Moisesescu (J)	ROM	478.33	
6	C Faur (J)	ROM	476.00	
7	J Smeringai	SVK	466.33	
8	P Bere	ROM	463.33	
9	J Petcu (J)	ROM	462.66	
10	F Doupovec	CZE	448.33	
11	P Chaussebourg	FRA	440.98	
12	M Mravec	SVK	436.33	

F1E-Junior 16 flew

1	D Bildea	ROM	482.66
2	A Moisesescu	ROM	478.33
3	C Faur	ROM	476.00
4	J Petcu	ROM	462.66
5	I Buchila	ROM	380.00
6	E Bildea	ROM	344.66

BMFA THIRD AREA CENTRALISED EVENT, MAY 8**F1C- Halifax trophy & Plugge 13 flew**

1	A Jack	Tynemouth	11.29
2	J Godden	Morley	10.15
3	E Jones	Morley	9.57
4	R King	Morley	9.45
5	T Hargreaves	Morley	9.34
6	T Payne	Biggles	9.16
7	F Rushby	Cleemac	8.11

Mini Vintage- Plugge 34 flew

1	J Thompson	Crookham	6.00	+5.30
2	G Beal	Morley	6.00	+3.55
3	E Challis	Bristol & West	6.00	+3.48
4	D Hipperson	CVA	6.00	+3.47
5	J Foster	Morley	6.00	+3.42
6	D Davitt	Morley	6.00	+3.39
7	P Ball	Grantham	6.00	+2.41
8	D Truluck	Vikings	6.00	+2.37
9	C Chapman	Bristol & West	6.00	+2.15
10	P Arnould	Vikings	6.00	+1.59
11	B Cleasby	Morley	6.00	+1.29
12	J Knight	Bristol & West	6.00	
12	T Rushby	Cleemac	6.00	
14	S Fielding	Morley	5.57	
15	G Coulson	Morley	5.54	
16	C Strachan	Biggles	5.48	
17	P Turnbull	Vikings	5.43	

Open Rubber- Gamage 9 flew

1	P Ball	Grantham	7.30	+4.56
2	S Willis	Croydon	7.30	+0.03
3	M Croome	Bristol & West	7.30	
4	G Ferer	Timperley	7.29	
5	V Willson	Crookham	6.10	
6	W Hodgkinson	Timperley	5.00	
6	P Jellis	Croydon	5.00	

F1H 9 flew

1	D Cox	Crookham	9.13
2	J Cooper	Biggles	8.59
3	T Knight	Crawley	8.27
4	J Bailey	Biggles	8.26
5	G Oulds	Crawley	7.05
6	R Heap	Biggles	6.54

BMFA FOURTH AREA CENTRALISED EVENT, JUNE 12

Open Power & Slow Open Power, Plugge

Individual scores - 36 flew

1	D Hipperson	CVA	7.30	+15.50
2	P Ball	Grantham	7.30	+7.04
3	P Woodhouse	Morley	7.30	+5.11
4	A Jack	Tynemouth	7.30	+5.08
5	N Allen	E Grinstead	7.30	+4.40
6	P Watson	Birmingham	7.30	+4.38
7	D Limbert	Morley	7.30	+4.27
8	G Hart	Vikings	7.30	+2.39
9	G Fuller	Bristol & West	7.30	+0.46
10	K Taylor	E Grinstead	7.30	
11	R Taylor	E Grinstead	7.23	
12	T Rushby	Cleemac	7.22	
13	J Thompson	Crookham	7.13	
14	F Chilton	Crookham	7.09	
15	M Quinn	Novocastria	7.06	
16	C Chapman	Bristol & West	7.03	
16	J Deeming	Bristol & West	7.03	
18	F Rushby	Cleemac	7.01	

Team Open Power & Slow Open Power, Keil trophy

11 teams recorded scores

1	East Grinstead	Allen, Taylor, Taylor	22.23
2	Morley A	W'house, Limbert, Barnes	21.52
3	Crookham A	Thompson, Chilton, Cox	21.18
4	Bristol & West A	Fuller, Deeming, Neil	21.17
5	Bristol & West B	Chapman, Croome, Rogers	16.23
6	Birmingham A	Watson, Baggott, Screen	15.00

F1H Glider, Plugge 37 flew

1	A Crisp	Biggles	10.00	+3.13
2	P Cameron	Crawley	9.10	
3	R Audley	Bristol & West	8.58	
4	J Godden	Morley	8.57	
4	T Knight	Crawley	8.57	
4	S White	Bristol & West	8.57	
7	N Parry	Biggles	8.46	
8	D Neil	Bristol & West	8.41	
9	B Bow	Bristol & West	8.20	
10	J Cooper	Biggles	8.10	
11	C Hickmott	Morley	8.01	
12	S Willis	Croydon	8.00	
13	T Milner	Morley	7.56	
14	G Hart	Vikings	7.46	
15	P Tribe	Bristol & West	7.44	

F1B-Gutteridge trophy 10 flew

1	M Woodhouse	Vikings	12.30	+2.58
2	M Chilton	CSA	11.25	
3	M Croome	Bristol & West	10.50	
4	M Sanderson	Cleemac	9.07	
5	G Pink	Bristol & West	8.40	
6	R Elliott	Croydon	8.13	

CO2 4 flew

1	C Strachan	Biggles	10.00	+3.37
2	J O'Donnell	Timperley	8.46	
3	P Tolhurst	Hayes	7.49	
4	E Horsey	BMAS	2.00	

Open Electric 4 flew

1	R Marking	CVA	7.30	+3.49
2	A Wells	EQFA	7.08	
3	T Grey	Maidstone	7.03	
4	R Briginshaw	C/M	2.29	

Plugge Scores after 4th Area event

1	Morley	1839	6	Crookham	661
2	Bristol & West	1646	7	CVA	499
3	Vikings	890	8	Birmingham	480
4	Biggles	775	9	E Grinstead	432
5	Cleemac	761	10	Tynemouth	349

BMFA Senior Championship

1	P Ball	126.0	11	P Woodhouse	26.5
2	D Hipperson	63.0	12	J Godden	25.0
3	J Cooper	46.0	13	A Crisp	24.0
4	C Strachan	42.0	14	A Hewitt	23.0
5	A Jack	41.0	14	D Cox	23.0
6	M Benns	39.0	16	T Payne	22.0
7	P Watson	31.0	17	G Peck	21.0
7	T Grey	31.0	17	C Foster	21.0
9	S Willis	28.5	17	J Bailey	21.0
10	C Chapman	28.0	20	S Brewer	20.0

S E AREA BMFA/SAM35 SPRING GALA, ODIHAM MAY 8

Report by Mike Kemp.

Arrivals at Odiham were greeted with a brisk, cold, westerly breeze gusting to 20mph at times. If this was not bad enough, there were two brief hailstone showers to follow during the day. The good news was there were to be no hold ups due to aircraft movements.

The best supported event yet again was Lightweight Rubber with 12 entries and the 100 sec max should have been easy. Many were caught out by the unpredictable air conditions and dropped flights were the inevitable result. Only two maxed out.

Coupe d'Hiver models seemed less suited to the breezy conditions and found the max a challenge. Peter Hall managed three maxes but suffered a poor first flight to finish second being beaten by Roger Wilkes who was unfortunate to have one flight land on a hangar roof. Robin Willes though not achieving a max put in some consistent flight times to finish third.

Ken Taylor was one of the first to take to the air with his Al glider but it was not to be his day in this class as he wrote off both his gliders. Alex Cameron was having better luck with two early maxes but he dropped his third flight to finish second, just beating Vic Driscoll. Geoff Smith just failed to max out by 5 secs, his glider needing repairs after his model's fuselage broke in half on its second flight.

For the Lightweight and Wakefield fly offs, it was unanimously agreed by the flyers to have a 'DT fly off i.e. the models timed to the ground after a 1 minute DT setting. Though this type of fly off has understandably its critics, it did produce a result accepted by all and no models flew out of the airfield. In vintage Wakefield, Andrew Longhurst's Hereward just out climbed Peter Michel's Hony to record a 51 sec time against Peter's 45 sec. Unfortunately, Roy Tiller's Copland needed repairing after a previous flight and was out of trim so didn't achieve a one minute flight. In the Lightweight fly off, it was again Andrew's turn to win with a 20 sec time beating Ted Tyson by 6 secs.

It was unfortunate that due to circumstances beyond my control, this event clashed with the Area events. I will endeavour to see if such a situation can be avoided in future.

Vintage HLG 9x60secs 6 entries

1	P Tolhurst	Dingbat	328
2	E Horsey	Heave Ho	220
3	G Smith	Dingbat	221

Vintage Wakefield 3x100secs 5 entries

1	A Longhurst	Hereward	300+51
2	P Michel	Horry	300+45
3	R Tiller	Copland	300+0
4	R Alban	Mayfly	300

A1 Glider 3x100 sec 6 entries CdH 4x100 sec 6 entries

1	G Smith	295	1	R Wilkes	379
2	A Cameron	270	2	P Hall	374
3	V Driscoll	267	3	R Willes	207
4	P Cameron	197	4	A Longhurst	66

Vintage Power 3x100 secs 3 entries

1	A Shepherd	Zeek	294
2	R Woodruffe	Jnr Mallard	244
3	K Conroy	Playboy	77

Vintage Glider 3x100 secs 7 entries

1	K Taylor	Lulu	252
2	V Driscoll	Odenman	226
3	R Woodruffe	Lulu	224

Vintage Lightweight 3x100secs 12 entries

1	A Longhurst	Tops II	300+20
2	E Tyson	Buckeridge	300+14
3	R Taylor(1)	Scram	285
4	J Minshull	Senator	283
5	R Taylor(2)	Cat's Whisker	270

VINTAGE AND OTHER EVENTS AT NATIONALS, Barkston Heath, May 28-30

Peter Arnould reports on SAM 35 Wakefield events on May 28.

The sun shone and the wind blew hard and strong all day. There was some respite for an hour or so in the afternoon but even during this period it was still very windy. We had eight entries in total for the event and all flew! I take my hat off to them, I congratulate each one of them. Some entrants had two models damaged in consecutive launches, others, like Gerry Ferer looked to have got away OK until the wind turned the Korda over and crashed it from about 35 feet. The turbulence and roll over made it difficult for models to climb above it. However, the contest was on, Chris Strachan Yankee IV maxed (I think he went to Ancaster) and Peter Michel's Simon was down in 1.27. Then in one sunny spell Dave Beales' Flying Minutes was "max high" re against blue sky and still climbing, till it DTed and was safely recovered. Chris Hawke's Gipsy went OOS in 1.34 and Mike Kemp's Popular Flying Wakefield was damaged at launch. Twice!

Terry Ellison of Oldham and District Model Aircraft Club was the only brave entry in 4oz; he flew his Copland 36 once and got it safely back to secure the 4oz comp for the second time.

In 8oz Peter Michel and Chris Strachan competed throughout the day recording three flights each, an exceptional achievement in the prevailing conditions and were second and first in 8oz respectively, with David Beales securing third place. Lower times were in seconds due to damage.

At 5.30pm, in place of the usual flyoff, the plaques and trophies were kindly presented to the winners by our SAM35 Vice Chairman John Huntley. John commented on the high level of skill needed to trim these machines and the contestants were warmly applauded by those gathered round. My thanks to John for the presentation and the plaques and to BMFA Free Flight Technical Committee for their help and advice.

SAM 35 4 oz Wakefield Hand launched, max 2.00

1	T Ellison	Oldham	Copland '36	1.04
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SAM 35 8 oz Wakefield 7 flew Hand launched, max 2.00

1	C Strachan	Biggles	Yankee IV	6.00
2	P Michel	Croydon	Simon	4.59
3	D Beales	Croydon	Flying Minutes	2.00
4	C Hawke	Timperley	Gypsy	1.34
5	G Ferer	Timperley	Korda	0.09
6	M Kemp	SAM 35	Popular Flying Wake	0.05

Junior Kit 1 flew

1	B Taylor	Max
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British Power 7 flew

1	G Blair	Edinburgh	4.30	+3.26
2	D Clarkson	Timperley	4.30	+2.31
3	D Limbert	Morley	4.30	+1.29
4	A Brown	Novocastra	4.30	+1.08
5	S Barnes	Morley	4.30	+0.57
6	E Jones	Morley	4.30	-

Vol Au Vent 14 flew

1	G Clark		4.04
2=	K Clark		3.50
2=	J Thompson		3.50
4	O Eid	Bridgeford School	3.38
5	B Taylor	East Grinstead	3.22
6	R Law		3.20

Bowden Trophy Sunday, May 29**51 competitors, 37 qualified**

1	B Waterland	Peterborough	Simplex Cabin	95
2	D Kay	Colne	Gullie	94
3	A Brough	Morley	Tomboy	90
4	K Croft	CM	Tomboy	88
5	I Lever	Peterborough	Tomboy	87
6	T Smales	Blackburn	Donague Gas Model	85

INDOOR RECORDS

FAI has received the following two indoor record claims:

F1N Indoor HLG record N°118-c duration (ceiling 15m - 30m) 1 min 11.4 sec by Mitsuru Ishii (Japan) at Saitama (Japan) on June 4 2005. The current record is 1 min 2.8 sec by Jim Buxton, USA on May 4. 2003

F1D record N°125-b duration (ceiling 8m - 15m) 30 min 12 sec by Dezso Orsovai (Hungary) at Budapest (Hungary) on June 19 2005. The current record is 29 min 8 sec by Oleg Korniyuchuk, Ukraine on August 24 2002.

The details are provisional. When all the evidence required has been received and checked, the records will be ratified (if appropriate).

STONEHENGE CUP

Further to the news last month, the Stonehenge Cup is now confirmed for Barkston Heath. It will be on the scheduled weekend September 10-11. Note that it will not be possible to camp on the airfield. Further news next month. The contact is Mike Howick, tel 01328 878635.

FRANK ZAIC

Frank Zaic, died on May 26 at the age of 92. He was born in Yugoslavia August 1, 1912. He received N.A.A. license 149 (the NAC of the USA) on June 9, 1933, and the license was signed by Orville Wright. This as the start of his long contribution to aeromodelling, particularly remembered via the legacy of year books and other bibles of their age. He married Carmen, a citizen of Guatemala, about 55 years ago. In his old age he moved to Guatemala, where he enjoyed the loving care of all the members of Carmen's family.

UK COMPETITION NEWS

OXFORD MFC FREE FLIGHT SEPTEMBER FEST will be at Port Meadon, Oxford, on Sunday September 25th. Events are Coupe d'Hiver, A1 glider – both flown to 5 flights. The following classes all 3 flights: ; vintage lightweight, vintage glider (50m towline), vintage HLG (muscle or catapult), vintage middleweight (SAM35 rules), nostalgia glider. Start at 10am, first flight by 12 noon in all classes. No thermistors, streamer poles, motor heaters, etc. No power models to be flown. Insurance required by all flyers. Maxes to be decided on the day. CD Mike Kemp, www.oxfordmodelflyingclub.co.uk.