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DIARY

July 30 Church Fenton SATURDAY	Steve Fielding Classic Power Day. Four events. (1) Classic Power IN ROUNDS: engine runs, no. of flights and max may be varied; (2) Vintage Glider; (3) Classic Glider; (4) Precision Rubber. Start 9.30. Contact and CD S Fielding 01274493080.	August 13-14 Cardington	BMFA Indoor Reserve dates for F1D trials. See entry for August 7.
July 30-31 Suceava,Romania	Suceava Cup. F1A, F1B, F1C World Cup. t:+40213300103 zanciu@modelism.mcit.ro	August 20-21 Borne, Germany	Salzland Cup. F1A, F1B, F1C. World Cup. See details in this issue.
July 31st Newcastle Town Moor	Tynemouth Mini Rally. 11am to 4.30pm. Comb BMFA ½A+F1J, comb F1G+mini Vint Rubber, F1H (3x2 min), Comb HLG + Cat Glider (5x1 min). Reduced maxes, DT fly offs depending on weather. No thermal detection devices. B Martin 0191 4161096 brian_martin_uk@hotmail.com	August 20-21 Salisbury Plain	BMFA Team Trials. F1A (D Brawn), F1B, (M Duce), F1C (P Buskell). Contact Peter Tribe 01225 862748 CD
August 4-6 Noizé, Thouars, France	Poitou. F1A, F1B, F1C, F1G,F1H,F1J,F1K World Cup M Reverault,t+33 5 4968 0155, poitou-aero@noos.fr www.poitou-aero.com	August 21 Barkston Heath	Timperley Flyers Open Gala. O/R, O/G, O.vint,CdH,Comb P.3 flts Timperley rules. See FFn 0506, D Clarkson, 0161 477 7647
August 6 Bosanski, Bosnia and Herzegovina	Izet Kurtalic. F1A, F1B, F1C World Cup. Contact: K Mandra, tel: +387 32 738 209, e: sak@bosnia.ba web: www.sak-bih.org	August 26-28 Beograd, Serbia and Montenegro	Dorcol Cup F1D. See FFn 0504. Contact: Vojislav Stokovic, t:+381 11 189 627, fx: +381 11625371 aviamodeli55@yahoo.com
August 6-7 Salisbury Plain	FF Trimming. See FFn 0502. Must be on security list. Essential to call Peter Tribe on 01225 862748 on Friday before travelling to check availability.	August 27 Bosanski, Bosnia and Herzegovina	Una Cup . F1A, F1B, F1C World Cup Haris Hadzihajdarevic, t: +387 61 790 183 fx:+387 37 226141, e: hari-h@bih.net.ba,
August 7 Cardington	BMFA Indoor F1D, F1L. See FFn 0505. Must be on list, contact Laurie Barr on lauriebarr@btinternet.com 01628 487544	August 27-28 Salisbury Plain	FF Trimming. See FFn 0502 and entry for August 6-7.
August 12-14 Stalowa Wola, Poland	Summer Cup. F1A, F1B, F1C. World Cup. Contact R Radwanski, tel: +48 15 844 4515, fx:+48 15 844 0118 rradwan@wp.pl	August 27-29 Middle Wallop	SAM Champs. See FFn 0506. M Parker, 01189481392 michael@cavgrove.freemove.co.uk
August 13-14 Salisbury Plain	FF Trimming. See FFn 0502 and entry for August 6-7.	August 28 Cardington	BMFA Indoor General flying, no formal contests. See entry for August 7.
		September 1-4 Zülrich,Germany	Eifel Pokal. F1A, F1B, F1C t:+49 23 36 7248, moenninghoff-peter@t-online.de
		September 2 Fri Little Rissington	BMFA Southern Gala. Glider. Contact & CD: Dave Greaves 01285 652730
		September 3-4 Newbigging	Sat: Paisley Trophy (all-in Open), Sun: Cranfield Classic. J Arnott, 01383 510279
		September 4	BMFA F1E Sheffield S.M.C. Trophy.

GLIWICE, POLAND, JUNE 24-26**F1A 23 flew – World Cup**

1	T Weimer	GER	1260
2	C Breeman	BEL	1226
3	S Kubit	POL	1204
4	V Hladil	CZE	1203
5	D Stezalski	POL	1197
6	C Ziober	POL	1188

F1A-Junior 9 flew – World Cup

1	T Drozdziński	POL	1075
2	P Gumieny	POL	1036
3	A Pawlowski	POL	995

F1H 29 flew

1	T Weimer	GER	390	+45
2	T Drożdżiński	POL	390	+26
3	S Kubit	POL	390	+25
4	S Czerwiński	POL	390	+16

F1G 5 flew

1	M Sowa	POL	360
2	J Wojtak	POL	348

F1K 3 flew

1	R Michalski	POL	360
2	H Fenz	AUT	276

F1J 9 flew

1	G Grabarkiewicz	POL	300	+75
2	J Włodarczyk	POL	300	+69
3	P Krawczyk	POL	300	+0

Tailless - open 7 flew

1	S Kubit	POL	457
2	H Jenne	GER	449
3	K Huber	POL	426

Tailless-F1A 7 flew

1	S Kubit	POL	523
2	S Kopacz	POL	472
3	H Jenne	GER	458

MEMORIAL DJ ZIGIC,ZRENJANIN, SERBIA &MONTENEGRO,JUNE 25**F1A 6 flew**

1	S Vujkov	SCG	842
2	S Mutic	SCG	815
3	M Tica	SCG	804

F1A-Junior 0 flew**F1B 6 flew**

1	R Blagojevic	SCG	900
2	B Bjelic	SCG	870
3	B Lacimic	SCG	809

F1C 2 flew

1	B Bardarov	BUL	15
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MEMORIJAL VILIMA KMOCHA, BJELOPOLJE, CROATIA, JULY 2-3**F1A 18 flew**

1	R Koglot	SLO	1204
2	J Titan	SLO	1150
3	R Baric	CRO	1087
4	B Zulic	SLO	1039
5	P Silaj	CRO	955
6	G Marijan	CRO	923

F1A-Junior 1 flew

1	R Siftar	SLO	842
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F1B 11 flew

1	I Kolic	YUG	1140	+152
2	Z Grepl	CRO	1140	+134
3	V Tomljanovic	CRO	1036	
4	J Oblak	SLO	903	

F1C 10 flew

1	F Gradi	ITA	1097
2	R Truppe	AUT	1084
3	A Banci	ITA	985

KAZAN CUP, KAZAN, RUSSIA, JULY 2-3**F1A 55 flew**

1	P Russky	RUS	1260	+250
2	V Poliaev	RUS	1260	+235
3	M Teterin	RUS	1260	+200
4	S Pankov	RUS	1260	+198
5	V Bardin	RUS	1260	+191
6	A Minin	RUS	1260	+182
7	A Matsuk	RUS	1260	+173
8	M Kochkarev	RUS	1260	+169
9	A Gorsky (J)	RUS	1260	+165
10	K Arep'ev	RUS	1256	

F1A-Junior 6 flew

1	A Gorsky	RUS	1260	+165
2	M Chukalkin	RUS	1187	
3	A Zaseka	RUS	1162	

F1B 34 flew

1	A Rybchenkov	RUS	1260	+300	+298
2	R Khuziev	RUS	1260	+300	+292
3	Y Evdokimov	RUS	1260	+300	+288
4	A Shelepov	RUS	1260	+290	
5	N Kovalenko	UKR	1260	+263	
6	A Milyutkin	RUS	1260	+241	
7	M Solodov	RUS	1260	+238	
8	T Useynov	RUS	1260	+195	
9	A Shebalkov	RUS	1238		
10	A Khrebtov	RUS	1230		

F1C 15 flew

1	L Fuzeyev	RUS	1260	+300
2	N Rekhin	RUS	1260	+292
3	A Chichkin	RUS	1260	+217
4	A Mikhaylenko	RUS	1253	
5	J Perchuk	RUS	1179	
6	L Jakovenko	RUS	1156	

SCANIA CUP, RINKEBY, SWEDEN, JULY 1-3**F1A 51 flew**

1	P Findahl	SWE	1260	+300	+310
2	M Van Dijk	NED	1260	+300	+271
3	A Jack	GBR	1260	+300	+205
4	J Nyhegn	DEN	1260	+300	+150
5	A Van Wallene	NED	1260	+260	
6	M Kosonoshkin	RUS	1260	+231	
7	I Kreets	NED	1260	+214	
8	R Assmuss	GER	1260	+165	
9	T Weimer	GER	1260	+156	
10	P Ball	GBR	1260	+134	
11	L Larsson	SWE	1260	+122	
12	H Nyhegn	DEN	1260	+108	
13	F Wilkening	GER	1260	+98	
14	P De Boer	NED	1239		
15	B Nyhegn	DEN	1238		
16	D Halbmeier	GER	1238		
17	R Jack	GBR	1185		
18	M Cuthbert (J)	GBR	1181		
19	A Selgoja	EST	1179		
20	B Colledge	GBR	1171		

F1A-Junior 8 flew

1	M Cuthbert	GBR	1181
2	N Wijnhoven	NED	1157

F1B 17 flew

1	B Silz	GER	1260	+300	+348
2	A Zeri	NED	1260	+300	+315
3	W Ghio	USA	1260	+300	+258
4	J Kristensen	DEN	1260	+300	+255
5	R Locassen	NED	1260	+300	+193
6	B Eimar	SWE	1250		
7	M Woolner	GBR	1242		
8	M Soderling	SWE	1224		

F1C 5 flew

1	J Cuthbert	GBR	1260
2	G Agren	SWE	1090

NORDIC CUP OF DENMARK, RINKEBY, SWEDEN, JULY 4

F1A 42 flew

1	M Van Dijk	NED	840	+196
2	M Farber	GER	840	+173
3	D Varhos	SWE	840	+124
4	L Larsson	SWE	840	+84
5	L Jensen	DEN	840	+29
6	A Parv (J)	EST	836	
7	A Selgoja	EST	835	
8	P De Boer	NED	833	
9	D Halbmeier	GER	826	
10	R Hellgren	SWE	813	
11	I Steffensen	NOR	810	
12	M Cuthbert (J)	GBR	800	
13	P Ball	GBR	790	
14	A Van Wallene	NED	789	
15	T Weimer	GER	775	
16	P Johansson	SWE	774	

F1A-Junior 8 flew

1	A Parv	EST	836	
2	M Cuthbert	GBR	800	
3	A Mihailov	EST	723	

F1B 14 flew 7 full scores

1	P Monninghoff	GER	840	+270
2	R Peers	GBR	840	+237
3	H Broberg	SWE	840	+229
4	M Soderling	SWE	840	+222
5	A Zeri	NED	840	+214
6	W Ghio	USA	840	+179
7	M Woolner	GBR	840	+105

F1C 4 flew 2 full scores

1	G Agren	SWE	840	
1	J Cuthbert	GBR	840	

ANTONOV CUP, KYIV, UKRAINE, JULY 8-10

F1A 36 flew

1	V Tchop	UKR	1260	+295
2	D Hrihoryev	UKR	1260	+288
3	B van Nest	USA	1260	+243
4	Y Donchenko	UKR	1260	+240
5	R Lavrinov	UKR	1260	+234
6	V Stamov	UKR	1260	+198
7	V Pisanny	UKR	1253	
8	S Protopopov (J)	UKR	1252	
9	I Yablonovskyy	UKR	1245	
10	N Sadchikov	UKR	1228	

F1A-Junior 7 flew

1	S Protopopov	UKR	1252	
2	V Vivchar	UKR	1152	
3	K Kolobov	UKR	1146	

F1B 24 flew

1	V Vivchar	UKR	1260	+393
2	S Stefanchuk	UKR	1260	+349
3	Y Blazhevich	UKR	1260	+317
4	A Zastavenko	UKR	1260	+315
5	Y Horban	UKR	1260	+292
5	S Molchanov	UKR	1260	+292
7	A Aprodov (J)	UKR	1260	+275
8	V Usikov	UKR	1260	+256
9	K Baran	TUR	1260	+213
10	G Andriyevych	UKR	1238	

F1C 10 flew

1	A Babenko	UKR	1260	+400
2	D Stakhanov	UKR	1260	+296
3	V Pecherytsya	UKR	1260	+245
4	S Katyba	UKR	1249	

F1H 8 flew

1	Po Marakhovskyy (J)	UKR	600	
2	B Van Nest	USA	567	
3	V Bezchasnyy	UKR	499	

F1G 9 flew

1	S Stefanchuk	UKR	600	+283
2	V Starostenko	UKR	600	+279
3	A Vivchar (J)	UKR	543	

F1P 2 flew

1	D Sadomov (J)	UKR	690	
2	O Sakhno (J)	UKR	584	

VÖRÖS JENO MEMORIAL, TASS, HUNGARY, JULY 9

F1A 50 flew

1	N Attila	HUN	1260	+60e	+300	+276
2	R Asmus	GER	1260	+60e	+300	+268
3	M Hudcovic	SVK	1260	+60e	+300	+264
4	M Valastiak	SVK	1260	+60e	+300	+235
5	K Ferenc	HUN	1260	+60e	+300	+224
6	S Istvan	HUN	1260	+60e	+300	+221
7	S Attila	HUN	1260	+60e	+300	+209
8	W Franz	AUT	1260	+60e	+300	+201
9	Z Alexander	AUT	1260	+60e	+300	+192
10	I Bezak	SVK	1260	+60e	+300	+183
11	S Jozsef	HUN	1260	+60e	+300	+176
12	N Mihaly	HUN	1260	+60e	+300	+164
13	J Letko	SVK	1260	+60e	+300	+150
14	K Kulmakko	FIN	1260	+34e		
15	R Holzleitner	AUT	1260	+27e		
16	H Markus	AUT	1260	+13e		
17	K Richard (J)	HUN	1260	+7e		
18	I Treger	SVK	1240			
19	H Istvan	HUN	1236			
20	P Nosko	SVK	1232			

F1A-Junior 8 flew

1	K Richard	HUN	1260	+7e
2	K David	HUN	1209	
3	D Gabriela	SVK	1202	

F1B 12 flew 7 full scores

1	I Kolic	SCG	1260	+120e	+300	+270
2	K Jozsef	HUN	1260	+120e	+300	+270
3	T Karoly	HUN	1260	+120e	+264	
4	V Urban	CZE	1260	+120e	+237	
5	W Liberatore	ITA	1260	+120e	+224	
6	K Istvan	HUN	1260	+84e		

F1C 6 flew

1	S Robert	HUN	1260	+120e
2	Z Gabor	HUN	1230	
3	M Levente	HUN	1123	

BLACK SEA CUP OF BELARUS, ODESA, UKRAINE, JULY 14-17

F1A 52 flew

1	P Khoroshev	RUS	1260	+272
2	V Beschasy	UKR	1260	+265
3	A Korobitsin	RUS	1260	+259
4	I Yablonovskyy	UKR	1260	+246
5	Y Yury	RUS	1260	+194
6	S Makarov	RUS	1260	+186
7	V Pisanniy	UKR	1260	+153
8	V Lazarevitch	UKR	1250	
9	V Tchop	UKR	1237	
10	D Grigoriev	UKR	1226	
11	V Yundin	UZB	1220	
12	M Kochkarev	RUS	1218	
13	Y Donchenko	UKR	1217	
14	S Alexey (J)	UKR	1214	
15	V Veronika (J)	UKR	1195	
16	V Stamov	UKR	1192	
17	C Breeman	BEL	1185	
18	A Pustovit	MLD	1175	

F1A-Junior 13 flew

1	S Alexey	UKR	1214	
2	V Veronika	UKR	1195	
3	P Sergey	UKR	1124	

F1B 38 flew 24 full scores

1	A Burdov	RUS	1260	+300	+415
2	I Vivchar	UKR	1260	+300	+375
3	A Shagun	UKR	1260	+300	+306
4	R Khuziev	RUS	1260	+300	+291
5	A Zastavenko	UKR	1260	+300	+286
6	E Gorban	UKR	1260	+300	+280
7	N Kovalenko	UKR	1260	+300	+277
8	A Gontar	UKR	1260	+300	+273
9	V Vivchar	UKR	1260	+300	+269
10	A Bukin	UKR	1260	+300	+264
11	G Evgueny (J)	UKR	1260	+300	+262
12	O Kulakovsky	UKR	1260	+300	+261
13	Y Evdokimov	RUS	1260	+300	+260
14	V Starostenko	UKR	1260	+300	+256
15	V Kurabtsev	UKR	1260	+300	+246
16	I Sarioglu	TUR	1260	+297	
17	R Morrell	USA	1260	+282	
18	S Molchanov	UKR	1260	+275	
19	Y Blazhevich	UKR	1260	+263	

F1C 12 flew 9 full scores

1	A Babenko	UKR	1260	+300	+467
2	V Semenyaga	UKR	1260	+300	+334
3	D Stakhanov	UKR	1260	+300	+310
4	A Kirilenko	USA	1260	+300	+303
5	V Pecherytsya	UKR	1260	+300	+300
6	E Verbitsky	UKR	1260	+300	+285

OXFORD MODEL FLYING CLUB FF RALLY, JUNE 18-19

Report by Andrew Crisp

Hot or what! The Oxford MFC Free Flight Rally took place on what will surely go down as the hottest weekend of the year. Temperatures of 30C plus, and a southerly wind meant a fatiguing long walk down Port Meadow to get maximum flying space, and this was before the flying started!

Maybe because of this, entries were somewhat lower this year – there being competitions five Sundays on the trot – but, nevertheless, there was a keen competition in most categories.

This year there are so many cattle on the Meadow that leaving your base camp and getting to your model before they do is always a fraught exercise. However they had the good grace to stay down the town end where the surface is damper, so cows were never an issue.

Saturday evening started with a smooth 7 mph breeze which did not really die down until 8.30 pm. Thus we had three flights with short but increasing maxes.

There was a flyoff for CdH at dusk. Stuart Darmon with his fast climbing model just pipped Phil Owens, still missing his “Plane ‘simple’”, published in Jan 96 FFn.

Jeff Newton justified his long trip from Liverpool by winning A1 with his NZ “Ffoxy” glider.

Bill Colledge dominated combined HLG and Catapult flying the latter sort, and making 4.16 out of a possible 5 min without obvious lift.

Sunday initially was calmer, with the wind in the same direction. It did not really increase until the afternoon, when it was possible to reduce the max for those events flown in rounds. Because of this there seemed fewer models lost this year, despite the usual retrieval hazards for those who went off the field.

There was a good showing this year in the events for “old” gliders. Both were won with full houses, something which I don’t recollect happening before at the Oxford Rally. Kris Best won Vintage, and en passant, the Women’s prize, with a “Lulu” only finished the night before. Nostalgia (or Classic, call it what you will!) went to Peter Michel, who, along with Rod Audley, has done much towards this revival of V + N

gliders. Peter flew an un-named design by Bob Jones. Bob, of course, has given invaluable help to the running of this rally over the years. He has also produced a fine range of plans, now available from Mike Woodhouse.

Mark Benns, in HLG/Cat, conclusively demonstrated the superiority of the discus launch, when done correctly. Unlike some published designs of this ilk, Mark’s model has no autosurfaces. It featured a sharply dihedralled stab with a cambered underfin. Flight pattern was left-right from complete rotation on launch.

All the other events, apart from tailless, went to flyoffs, which were unlimited flown to a very short (3 minute) slot. This seemed to work. Most got away for reasonable flights in the time.

Longest recorded time was that of Spencer Willis in Vintage Rubber. His Jack North design, which comes down inverted on DT (!), did 5.08 to win the event and collect the Ian MacDonald Trophy.

There was drama in the other flyoffs. In A1 Geoff Smith, flying a straight-tow “Syncopator” design from the 60s, set a short DT to avoid losing the model. In the way of things, he went straight into massive lift. His rival, John Cooper, with an all-singing-all-dancing modern job suffered, for once, a poor launch, but picked up low down and did 2.15. Geoff’s long DT descent gave him a win with 2.34.

In Coupe d’Hiver, poor Phil Owens had to be content with another second place, but by the smallest of margins. His 2.30 was bettered by Geoff Stringer’s 2.31. Geoff was flying a sophisticated, modern design, which combined a swift getaway with a long run.

P30/E30 also saw a close-shave result. Bert Whitehead’s very visible dayglo orange and mylar E30 seemed to have it made with its fast initial climb, but one can never discount the steady, plodding ascent of Trevor Grey’s little beauty. Trevor DTed inside the Meadow with a yard to spare – 4.44 to Bert’s 4.41.

The Gala Championship for overall amassed time (minus flyoffs) saw Ray Elliott knocking up a creditable 16.52, but this did not trouble perennial winner Andrew Longhurst who put together 25.09, and without flying in any glider classes!

At the end of a long day a goodly, but heat-wilted crowd assembled to applaud the winners, who received ceramic trophies and assorted wines for their efforts.

Thanks go to all those who assisted in the running of the rally, which is now in its 23rd year. With any luck (D.V.) it will be the same menu and around the same time next year, but perhaps with a little less heat!

Saturday A1 and CdH 1.00 + 1.30 + 1.30

A1 2 entries

1	J Newton	3.06
2	S Darmon	1.41

CdH 4 entries

1	S Darmon	4.00+1.44
2	P Owens	4.00+1.37

HLG/Cat 5 entries 5x1

1	W Colledge	4.16
2	P Tolhurst	2.53
3	A Crisp	2.43

Sunday A1, CdH, P30/E30 2.00+2.00+1.30+1.30+1.30

A1 7 entries

1	G Smith	+2.34
2	J Cooper	+2.15
3	B Lavis	8.21

CdH 13 entries

1	G Stringer	+2.31
2	P Owens	+2.30
3	M Chilton	+1.26

P30/E30 11 entries

1	T Grey	+4.44
2	A Whitehead	+4.41
3	C Strachan	+2.28

HLG/Cat 10 entries 7x1

1	M Benns	6.24
2	P Tolhurst	5.50
3	M Cook	5.48

Mini Vint Rubber 20 entries 3x2.00

1	S Willis	+5.08	Jack North
2	M Stagg	+4.04	Dynamite
3	R Elliott	+3.53	Raff V

Vintage Glider 13 entries 3x2.00

1	KBest	6.00	Lulu
2	T Dilks	5.29	Nord
3	R Audley	5.15	Lulu

Nostalgia Glider 7 entries 3x2.00

1	P Michel	6.00	Bob Jones
2	E Ashcroft	5.09	Shorty
3	T Dilks	4.38	Caprice

Tailless 4 entries 3x2.00

1	S Willis	5.34
2	J White	4.14
3	A Longhurst	3.21

Gala Champ A Longhurst 25.09**Best Lady** K Best**SCOTTISH NATIONALS, NEWBIGGING, JUNE 24-25**

Report by Jim Arnott.

On Saturday morning a light breeze from the East was a welcome start to the weekend. Control was set up at the Little Sparta site giving a clear line of flight into the middle of the moor. All this space was not required as the breeze stayed light all day and with warm sunshine through the afternoon the conditions were perfect.

There were seven entries in F1A. In the first two rounds, to a 2:30 max, lift was difficult to find and only two fliers survived unscathed. As the sun came out, and max increased to 3:00, finding lift became progressively easier and in the final round all seven fliers maxed. Alan Jack's full score saw him finish a minute clear of Chris Edge and Ron Sabey, in second and third spots.

In F1B, Brian Martin made a successful return to contest flying, maxing out to be 2 minutes clear of Ken Gibson, with Urlan Wannop in third place.

The Vintage event for the McMannus Trophy looked as if it was going to be a battle of the big power models with a line up of two Flying Pencils, a San De Hogan, and a Mallard as the entrants. Loads of horse power, and loads of excuses when two of the four missed their 3 x 3:00 maxes. A late entry from Urlan with a mini-vintage GollyWock that it was up for the David and Goliath challenge with two maxes but dropped 15secs for an 8:45 total and third place. Alan Brown with the Elfin 249 powered Mallard and George Blair with an ETA29 powered Flying Pencil contested the flyoff in the cooling evening air. Nice to see classic motors being used rather than mothballed. The climb of the Mallard was higher than that of the Flying Pencil, but in the same air the Mallard was never going to match the Flying Pencil's superb glide, which resulted in George winning with 4:35 against 3:50.

On Sunday morning the wind had backed to the West, and stiffened to cause awkward turbulence over the upwind trees, which made the 2:30 max less of a formality. However it did remain dry and warm throughout the day giving pleasant but challenging conditions.

The Glider fliers had a particularly difficult day with booming maxes interspersed with horrendous sink – Chris Edge won Open with a 6:58 total, while in F1H Bruce Duncan strung together 3 maxes to finish well clear of the field.

F1G and F1J had only two entries each, and resulted in wins for Brian Martin and Alan Brown.

Six flew in the Open Rubber event for the Waulkmill Shield. Urlan Wannop and Bruce Duncan completed the full houses. For the fly-off, they reach a mutual agreement to d/t at a set time and they managed to synchronise this within a few seconds around the 2 minute mark. On this occasion, it worked out well for them as it was clear by two minutes who the winner was going to be; with Bruce's model centred in a buoyant patch of air and rising while Urlan's model was on its way down. Urlan DTed down for 2:42, while Bruce's model took over a minute longer to reach the ground.

In the Flying Dutchman Trophy event, the eight entrants all chose the SLOP option. Ewan B-J with his well proven OS20 powered model and Alan Jack with his Norvell 15 model qualified for the fly-off. Following a difficult retrieve Alan arrived back with only a few minutes remaining in the fly-off slot and was unable to get the model away. Ewan's textbook pattern climb took the model into a nice patch of rising air, which it held until it DTed at 7 minutes for an 8:06 flight time.

Despite the lower numbers in attendance, it was a very good Scottish Nats where the fabulous flying conditions on Saturday more than offset the awkward tree flirting wind direction on the Sunday

F1A 7 flew

1	A Jack	14:00
2	C Edge	12:57
3	R Sabey	12:45
4	B Duncan	12:36
5	R Jack	12:09
6	G Gilkes	11:37

F1B

1	B Martin	14:00
2	K Gibson	12:02
3	U Wannop	8:00

Vintage

1	G Blair	9:00+4:35
2	A Brown	9:00+3:50
3	U Wannop	8:47
4	R Wykes	8:27
5	J Arnott	7:37

F1G

1	B Martin	5:43
2	B Duncan	3:15

F1H

1	B Duncan	6:00
2	C Edge	4:03
3	R Sabey	3:20
4	G Gilkes	2:06

Open Rubber

1	B Duncan	7:30+3:55
2	U Wannop	7:30+2:42
3	G Gibson	6:53
4	D Price	4:40
5	K Gibson	2:36
6	R Jack	1:38

Open Glider

1	C Edge	6:58
2	R Sabey	6:02
3	J Arnott	4:40
4	G Gilkes	2:51
5	J Eland	1:12

Open Power 8 flew

1	E Baxter-Jones	+8:06
2	A Jack	7:30
3	J Arnott	7:23
4	M Quinn	6:31
5	G Blair	6:01
6	R Wykes	5:28
6	J Eland	5:28

F1J – ½A

1	A Brown	5:53
2	M Quinn	3:36

MORLEY HEATH COMMON, CHURCH FENTON, JUNE 25

Report by Dave Hipperson

Overcast with a positive ten mph north easterly breeze formed somewhat of a climatic shift from the previous days heat wave but was more conducive to contest flying. Ian Wilkinson did the honours as CD being somewhat hampered physically by his recuperation from an ankle operation. The locals were slow in arriving but flying started immediately from more far travelled contestants. Hipperson making a rare trim flight with his brand new Frog 150 powered Brit. model before starting its officials.

John Godden got very busy. Some of his CD'H flights, using a model so nearly standard Garter Knight just with a slightly stretched wing, finding very helpful air to make his three maxes look easy. He carried on through the day with interests in P30 and Midi Vintage too.

The small scale duration event limited to Veron and K.K. Kit designs produced a reasonable entry and some very interesting

flights. It was evident that there had been some real effort put into this. Solely a duration event, it was flown to an increasing max. Only thirty secs for the first flight, sixty for the second and ninety for the third. This last challenge was tough although the winner did manage it. The difficult area seemed to be the glide - not many did very much of this although some climbs were quite impressive. Would have been interesting to see them in the calm for which I am sure they were trimmed.

There were flyoffs for three of the other classes by which time the drift had reduced to nearer five mph and veered a little to the east bringing the whole of the main runway into play for those that wanted it. The combined CD'H/AI was decided already from Godden's perfect score with his CD'H ousting Gary Pecks effort with AI. Rapidly improving Jack Foster could have challenged but got talked into setting too short a fuse by his club mates on one of his officials and promptly DTed early. Gordon Beal's name appears twice as he flew both CD'H and AI.

Power finalists decided to de-camp to the east end of the main runway and fight it out from there. The others stuck around control now with the wind shift perilously close to the hangars. Dennis Davitt's P30 machine exploded a little into the climb. Could be this was caused by a momentary bunch allowing the prop to disengage with disastrous shaft run consequences a second later when the bunch decided to clear! Proves even P30 can be exciting in the right hands!

The four power finalist at the other end of the drome were assisted by deputy CD Joe Northrop who was able to signal the period start and Clarkson immediately chased a good bit of air with a flat launch but an excellent long glide. Hipperson was tempted to follow and caught sink but the two remaining waited patiently and launched together at the end of the period after some engine starting delays. Both flying quite heavy PAW 1.49 powered flat bottomed models (much like Clarkson's original) they climbed almost in formation and very high. Woodhouse's peeled off the top to circle away but Limbert's glided straight ahead for some time quite clearly losing no height. It continued to hold then gain a little as eventually the turn set in. It had flown a minute or so before it came back past the timekeepers. Woodhouse's looked very good also but was lower now and a few hundred yards downwind - only Limbert's was in positive lift which it continued to hold until DTing down still on the drome at well over 7 minutes.

The usual cheery prize giving was enlivened by a sensational winning streak from John (Gala) Godden in the raffle after he had already scooped two firsts, a second and Gala Champ.

AI/CdH Combined 7 flew

1	J Godden	6.00	CdH
2	G Peck	5.36	AI
3	J Foster	5.32	CdH
4	G Beal	4.58	
5	A Kelly	3.45	
6	G Beal	3.13	

British Power

1	D Limbert	6.00+7.38
2	D Clarkson	6.00+4.32
3	P Woodhouse	6.00+4.15
4	D Hipperson	6.00+2.38
5	C Foster	4.06
6	T Hargreaves	4.00

P30 9 flew

1	J Godden	6.00+2.14
2	M Sanderson	6.00+1.32
3	D Davitt	6.00+0.55
4	J O'Donnell	5.55
5	J Foster	5.47
6	C Foster	4.30

Gala Champ - John Godden.

Midi Vintage

1	J Wingate	6.00+4.08
2	J Godden	6.00+2.46
3	C Foster	6.00+2.11
4	J Northrop	5.46
5	T Ellison	4.24
6	K Bates	4.00

Veron/K.K. Scale

3 flights max 30, 60, 90 secs		
1	D Davitt	170 secs
2	M Sanderson	145 secs
3	K Bates	119 secs
4	G Warburton	87 secs
5	T Ellison	48 secs

BRUMFLY, BARKSTON HEATH, JUNE 26

Report by Dave Hipperson

From the very prompt start and efficient looking control resplendent in pieces of printed history celebrating the clubs origination in 1909 in both words and pictures, it was obvious that the Birmingham Club were serious about their contest and determined to make it an occasion. This they achieved in spades. True the weather helped, fine sunny warm and never too windy but possibly they deserved this under the axiom of the Sun shining on. Straight away the right decisions were being made. A three minute max for the open events (oh so rare) and when the fickle drift shifted about Chief CD - Bill Colledge held firm and waited for it to re-establish in the forecast direction which of course it did. (This is not as easy to do when you are CD as it might appear!)

Conditions for flying were actually immensely frustrating. On such a day of warm sunshine it might have been expected that there would be strong lift and sink but it was more than that. At times it appeared that the thin conditions seemed to positively object to having models flown in them. Chris Strachan illustrated one side painfully when an Open Rubber flight from a model that would normally have produced a sprightly climb never went anywhere and landed scant seconds after the power ran out. In contrast others experienced fly aways on DT of anything up to a quarter of an hour.

Later in the day there were still long periods of unhelpful air. Hence the strange scores. The norm. might have been one drop and you were out. Not this day. The pain went much deeper than that. The knife was plunged in and then actually twisted. Numerous contestants dropped, then dropped again - some even managing to drop three times like Ralph Sparrow who still placed in the top six in CDH but I bet he didn't think he would. Scores might look acceptable now, in hindsight, but at the time much of it was torture. A day to be outside of course but sadly there were rival attractions that siphoned off some of the potential entry. The Scottish Nats took away all those from the North East and even some enthusiasts that lived closer to Barkston but couldn't resist the scenic delights of that extreme northerly event where the light seems to go on forever. They too had a great weekend - report elsewhere. There had also been the Morley event the day before at Church Fenton but some people managed both of these. Too much to do - not enough weekends!

There are of course two classes that currently stand out in popularity and they drew the most entries at Brumfly as they do elsewhere - Slow Open Power and Mini Vintage. Refreshing now too to see a club that were no great supporters of the Slow Open Power concept originally, willing to back it as it stands with no concessions to the combination arrangements but that have been so compromised recently by the inclusion of Electric Open. Well done again.

Colin Foster was active and effective from early on in 1/2A - FIJ power a combination event that once again saw no FIJ involvement although Watson was trimming one late in the afternoon. Andrew Chilton was in a position to take the class to a flyoff when his last flight -perfect climb - simply fell out of the sky as had so many other people all day. Any Hewitt after a couple of dodgy first flights demonstrated to one and all the superiority of the well trimmed 'discus' or perhaps more accurately 'wing tip launch' HLG. Of course much like a good golf swing there is a little bit more too it than it might appear but it clearly avoids the shock loads to the shoulder of conventional chucking. The huge model hung around gracefully for max after max while the man that invented Catapult Glider - John Barker took that class in an event rather surprisingly flown to seven rather than the BMFA five one minute flights.

The current supply difficulties are affecting the rubber classes most adversely. When would one expect to see this poor an entry in CD'H - less than in AI! Look at what the winner in

CDH was also flying - Open Glider no less and he placed. There is an interesting shift occurring and its away from the rubber classes. Only two qualifiers for Open Rubber too. Some of this can be put down to the 3 minute max but really this class has never looked so barren. Although many of the host club performed organisational duties all day some were excused boots and allowed to compete three of them flying the flag magnificently in Open Power, Kris Best likewise in Rubber.

By the close flyoffs there were but thanks to the three minute max they were much smaller than usual. The organisation now had some more surprises for us. The flyoffs were run singly despite the potential for shortening the evening by combining them into groups as only one person was involved in more than one. However that spacing although taking an extraordinary amount of time - it was nearly 8pm when they were all done - did allow those that wanted to watch and there were a healthy number that stayed to the end, a clear view of each class. (Excellent if you happen to be reporting it too!)

Al was between some of the usual names with the addition of veteran Noel Parry who makes only occasional appearances but obviously hasn't lost his touch. Periods were of only ten minute duration but with 5 minute gaps between. Mini Vintage went next and rubber flights from Sanderson and Marshall were none too promising. Colin Foster flying Glider (Nord) pipped them just but it was Ball launching right at the end that won. Using the same model that had won twice at the Nats - Marcus Dynamite - he spotted a tiny twitch on the streamer after a long wait and got just a bit of help on the climb. Once again it had to be his air picking skill here - after all it was only a fixed design Mini Vintage model albeit an increasingly popular one.

He was out again a few minutes later with his Slow Open Power model against Pete Woodhouse and a name we have not seen in the winners circle in this class before Simon Dixon. Woodhouse flew a bit upwind and right on the hooter - very dangerous tactic but usually decisive if you get the air. Phil appeared confused about the time slot didn't think the period had started, hesitated and allowed Dixon who was flying behind him to join Woodhouse in the lift. Both models gained height on the glide after excellent climbs Woodhouse's being particularly impressive yet again. Phil had his work cut out picking the air now with his two adversaries well downwind in lift and out of range. He let the entire period go as it was clear that after such a big patch of good air there would be nothing for a while and managed to salvage a reasonable flight from an imperfect climb but never challenged. Could have done of course as Phil would not have set a DT for around 7 minutes like the other two did!

John Carter hooked a colossal bump in the Open Glider flyoff that followed. It could be still heard on the tracker during the prizegiving but John was being his usually confident self by assuring us that as soon as he had picked up his prize he would be off to collect it! Relative newcomer to this class Jeff Stringer performed well and was unlucky to be out of the top three but he had already scooped CdH with the only full score.

Power was between the three Birmingham contenders. Screen's early launch with a long span F1C was fine and gliding away in a very open turn. The flight must have been terminated prematurely by DT as the time no way reflects the quality of the climb and glide. Baggott followed a few minute later with a much more conventional lower aspect ratio model that had been climbing consistently all day. He was not as high. Later Watson and a very high climb from his austere looking but highly effective square tipped and enormous Nelson 40 model. His glide first off to the North slight then back West across the compound was clearly the wining flight. It DTed however and well in sight; high enough for another minute or two and not far off the drome.

A few years ago the final flyoff - Open Rubber - would have had a dozen or so qualifiers. This evening there were but two

from a very small entry. Kris Best flying quite a small model launched first climbed well but not for long enough and lost a bit of height with an untidy prop fold then a left glide. However flyoffs even quite recent ones have been won with less than she did so it was not over. Gerry Ferer flew a much larger model and contacted the last bit of lift of the evening to enhance the long climb and extend to glide a bit for a winning flight which could be seen down by naked eye at a little over 9 minutes.

The organisers then gave us some more pleasant surprises. For those that had been patient and waited to the end they were treated to a superb presentation. First refreshments no less!

Sparkling wine and soft drinks plus things to eat all laid out very attractively on a table. With the evening sun still shining from a clear sky master of ceremonies Graham Walker complete with jacket and tie looked like he might have just stepped out of the commentary box at Egbaston. After some amusing anecdotes and references to the age of the club and how the photos on display were too old even to have Ray Monks in them he gave away the distinctive granite trophies plus more bottles of wine for the top three placers in all the ten events. Quite simply a perfect performance from all the members of Birmingham concerned in the organisation.

A final note. Writing this report some weeks after the event, a contest at which your reporter did none too well it should be noted, a very good taste from both the day and that final few hours lingers on. This was a contest where the effort was applied exactly where it was needed and the contestants seemed to matter to the organisation. A perfect illustration of how getting the tiny detail right makes such a huge difference to everyone's enjoyment. A bench mark for the future - I hope everyone will try to attend next year and there will still be some of us around in 2009 to celebrate their centenary.

All Open Maxes 3.00 and Mini Maxes 2.00

Open Glider 11 flew			Open Rubber 8 flew		
1	J Carter	9.00+10.39	1	G Ferer	9.00+9.16
2	S Philpott	9.00+6.03	2	K Best	9.00+4.48
3	M Cook	9.00+4.01	3	S Willis	8.35
4	J Stringer	9.00+4.00	4	D Beales	8.33
5	S Darmon	9.00+3.54	5	C Strachan	8.19
6	G Manion	9.00	6	J Andrews	8.02

Slow Open Power 15 flew			Open Power		
1	P Woodhouse	9.00+7.05	1	P Watson	9.00+7.55
2	S Dixon	9.00+6.27	2	R Baggott	9.00+5.36
3	P Ball	9.00+3.18	3	S Screen	9.00+ 4.56
4	D Hipperson	8.47	4	T Payne	8.26
5	J Allen	8.30			
6	D Limbert	8.06			

Mini classes all 2.00 min maxes. Mini Vint 3 flights all others 5.

AI Glider 8 flew			Coupe d'hiver 7 flew		
1	J Cooper	10.00+5.49	1	G Stringer	10.00
2	N Parry	10.00+4.01	2	N Cliff	9.53
3	R Heap	10.00+2.04	3	G Sharp	9.52
4	B Lavis	10.00+1.50	4	J Barker	9.49
5	G Peck	8.41	5	M Chilton	9.16
6	C Parry	8.01	6	R Sparrow	9.04

Mini Vintage 16 flew			1/2A - F1J Power 7 flew		
1	P Ball	6.00+4.14	1	C Foster	10.00
2	C Foster	6.00+2.15	2	A Chilton	9.46
3	M Sanderson	6.00+2.10	3	F Rushby	9.45
4	M Marshall	6.00+1.46	4	D Hipperson	9.37
5	C Strachan	5.57	5	C Hickmott	9.00
6	D Hipperson	5.51	6	G Fuller	1.37

HLG 7x1 min max			Catapult Glider 7x1 min		
1	A Hewitt	6.34	1	J Barker	6.28
2	S Brewer	5.51	2	A Crisp	6.16
3	M Cook	5.04	3	S Brewer	5.04
4	A Crisp	3.40	4	K Bates	3.17
5	G Percival	3.06	5	P Robinson	1.48

WELCOME TO THE PLEASURE DROME, CHURCH FENTON, JULY 2

Report by Dave Hipperson

A muggy morning with threatening low cloud after a very wet night. No matter, the Fenton weather soon kicked in. It never rained, the cloud lifted and the breeze settled down to gentle from the South West. The UK really is getting less windy.

The format for this one, and it has been going successfully for a few years now, is very much Vintage biased and tweaked a little each time. This menu was obviously popular as decent numbers flew in everything but the power classes. This was somewhat of a surprise as recent trends have been quite the opposite but perhaps a lone vintage power event was a bit ambitious. Nothing explains the lack of interest in the Dixy contest however. Entrants were not just plumping for the small max events either as Vintage Glider and Wakefield had good entry numbers.

The air was never as treacherous as at the Brumfly a week earlier but there were certainly periods of sink once the sun broke through and heated it up to the low 80s. Early flyers included Richard Wykes who was unlucky not realising the run for Vintage Power was only 15secs. Lovely first flight from his Flying Pencil was negated by way of a 19 second run. To heap on the agony he then over-ran again slightly on the second attempt at 15 seconds and hence record a zero. Hipperson crammed in three rapid maxes from his Firecracker before the breeze and the lift became more serious.

Glider contestants had the choice of either 50 or 100 m lines with a double score factor for the former. The same Nord as at Brumfly in the capable hands of Colin (all classes) Foster maxed out comfortably off the long option whereas Gordon Beal took the shorter line and x2 score route with his Hyperion.

Mike Howick's Zombie still got an additional Best British design award in Wakefield despite dropping the first flight by a bit quite early in the morning. Colin Foster was lucky with his last Korda flight when the prop hub failed half way up its short powerful climb to create virtually zero pitch on the blade. The model suddenly flew as if it had hit a wall - or perhaps a glider tow line. Thankfully it was in good air and maxed but concern over the damaged unit meant he had to fall back on a less well prepared Gypsy for the flyoff. Dennis Davitt was claiming to have only been trimming his vintage CDH when he put in the only full score of the day in the class. There was still a flyoff however as O'Donnell had tied with Godden at 2nd.

Less well known names were involved in the Senator / Hepcat struggle with five maxing out from the biggest entry of the day. Presumably Gordon Beal simply didn't have time to take this class in his stride too as he might usually have been expected to.

Dave Clarkson hit a patch of sink on his last Dixielander official. Dave Limbert dropped similarly on his second and Colin Foster contacted very strange air on one of his which turned the model over momentarily but long enough to starve the engine, or so it seemed, because once pointing straight down it burbled again. The hopelessly compromised flight was then sucked off to the South enough for it to hit a row of poplars and damaged itself quite badly falling out of them. Hipperson's flights were just what he could have done with a week before at Brumfly. Easy maxes off perfect patterns despite shortened runs of 11 secs.

Flyoffs ran from 6:15. First two together were for Vintage Glider and the novel and very popular under 25 inch span class. Glider was close. Fosters's first effort being a rather too enthusiastic one breaking the tow line. (Thin lines are used by most when extended to 100 metres as they are so much lighter and more often allow the model to get to full height -breakages are common). However the pennant did not detach and he was able to fly again as long as he could retrieve the model. He did

but it was an energetic business on such a warm evening. This re-fly was understandably more gentle but he put it in slightly helpful air to top four mins. Gordon Beal flying somewhere off the other side of the runway appeared less impressive but was of course flying his Hyperion on only 50 meters. When his 2.09 total was factored by 2 he was the winner. The 25" class was dominated by an early launch from John Godden with a model surely influenced if not designed by Gordon Light. These are tiny craft and flown to a 90 second max. To see John's model at this sort of height was something of an eye opener. His eventual victory came despite runner up Davitt having the benefit of time added to his score via the age handicap system (Ten year increments gave ten second advantages). Terry Ellison's neat little American design might have suffered from the damage he inflicted upon it (broke the wing) shortly before this final.

The Hepcats simply had to have the edge in their flyoff against the Senators. The Senator is a great max. machine but lacks the glide to challenge a good Hepcat particularly in gentle evening air which this was rapidly becoming. Jack Foster (3rd at the Nats with a similar model) lead the way. In Vintage Wake there is practically no answer to the Lanzo 4oz Duplex. When it happens to be in the hands of maestro Gordon Beal the dice are even further loaded. Poor Colin Foster was down to his Gypsy after the prop problems grounded his Korda. It didn't help that the Gypsy was seriously off trim and loopy - put down to something being assembled wrong.

The final flyoff was for second place in the Vintage CDH/Flight Cup model combination. Interesting comparison of JOD's Jump with Godden's Flight cup design. John Godden launched on the hooter and looked to be in good air but was down in less than 2 minutes. O'Donnell's Jump climbed positively throughout its 53 second run then glided well too. He has won against modern models with this aeroplane! It comfortably cleared three minutes before colliding with a lamp post close by the hangars.

Attractive specially produced mugs with Church Fenton motif and a picture of JO'D launching his New Look Wakefield were awarded to winners along with the customary wine. Ralph Sparrow organiser and CD had made quite an effort on all this including producing his own fancy but effective flight card system and a very neat score sheet array that when complete could stand up for all to see clearly. Could have done with more entries.

Vintage Glider 2.30 x 3 flights 9 flew

1	G Beal	7.30	+4.18	Hyperion on 50 m
2	C Foster	7.30	+4.04	Nord on 100 m
3	A Kelly	7.30		
4	J Howick	7.06		
5	I Warman	5.52		
6	J Northrop	5.40		

Vintage Wakefield 4 or 8oz 2.30 x 3 flights 9 flew

1	G Beal	7.30	+3.06	Lanzo Duplex
2	C Foster	7.30	+1.11	Korda & Gypsy
3	M Howick	7.17		Zombie
4	J Wingate	7.04		
5	R Brownson	6.53		
6	M Sanderson	6.49		

Vintage Power 2.30 x 3 flights off 15 secs -3 flew

1	D Hipperson	7.30	Firecracker
2	D Limbert	6.26	
3	R Wykes	0.00	Flying Pencil

Vintage CdH & Flight Cup 2.00 x3 flights

1	D Davitt	6.00	
2	J O'Donnell	5.46	+3.12
3	J Godden	5.46	+1.43
4	P Woodhouse	5.13	
5	G Beal	4.42	

Hepcat/Senator 2.00 x 3 flights - 11 flew

1	J Foster	6.00	+3.00	Hepcat
2	G Coulson	6.00	+2.27	Hepcat
3	P Robinson	6.00	+2.22	Senator
4	R Brownson	6.00	+1.59	
5	G Ashburton	6.00		
6	J Foster	5.59		

25" Rubber 1.30x3 flts 9 flew Dixielander

1	J Godden	4.30	+2.34	2.30x3 flights off 11 sec
2	D Davitt	4.30	+2.19	1 D Hipperson 7.30
3	T Ellison	4.30	+1.29	2 D Clarkson 6.46
4	G Cutting	4.26		3 D Limbert 4.32
5	M Sanderson	4.21		4 C Foster 3.45
6=	J Wingate	4.18		
6=	J Foster	4.18		

CLEEMAC/KNAVESMIRE, CHURCH FENTON, JULY 16

Report by Dave Hipperson

Very much better attendance than a week or so before for, the Pleasure Drome meeting possibly spurred on by a favourable weather forecast or then again it could have been the programme of events. Sensible combinations with the novel facility of being able to enter as many times as one wished in any event as long as it was with different models. Rather cleverly this didn't negate the possibility of flying a reserve if you had it as long as that model was not flown again as another entry. Certainly encouraging to those with large fleets and you will see a number of names repeated in the same results - good rules.

With our long dry summer continuing another warm day was no surprise but the cloud cleared more quickly than expected and once the continual sunshine came the air became very difficult to read. Drift direction steadied an hour into the contest blowing 5-10 mph diagonally across from the North West and out into fields of various crop - mostly quite searchable barley but some patches of thick ripe oil seed rape. Lift was occasionally very strong some models actually disappearing up into the blue on occasions before coming back down mostly on or near the drome. Richard Wykes was unlucky again when after two maxes the last flight from his promising Ramrod 750 stalled down with the tail up on a key. He turned to his second string a Slow Open model and DTed it down early. He then had a check flight with the Ramrod to establish it was OK had a DT failure in strong lift and never saw it again. You might have thought you had had a bad day?

Flyoffs in virtually everything and with the early finish at 5pm they could be spread out over an hour starting at 5:30pm. The signs were already there in the Vintage/Classic Glider flyoff. With gin clear skies, temperature still in the 70s and a steady breeze air picking would obviously be difficult. As it turned out all the qualifiers hit various degrees of sink - just look at those times even from 100 meters of line. They had been rattling off 2:30 minute maxes all day! Most disheartening. They were well spread through the ten minute period so no one could feel they had necessarily gone at the wrong time. Jane Howick's flight was made last - slightly steadier than the others.

Gary Peck had a low launch in Al then held on in reasonable air and Ian Davitt had a loop off the top. His Dad Dennis beat them both with his P30 hooking something fairly neutral. Hipperson launched first in Mini Vintage immediately followed by the other power qualifier Steve Fielding. Steve found some slight lift. Hipperson's plummeted out of it. Both

the rubber qualifiers had less than still air times in thin unhelpful turbulence, Ball's Dynamite stalling about quite a bit to start with

Ian Davitt was in action again flying two of his CO2s against E30 opposition. The small Mylar covered models simply vanished still way up and then to add insult to injury he stuck them both up trees. Dunsterville and Perkins flew respectable E30 flights insight.

There was a huge flyoff in Slow/Nostalgia Power with Barnes and Rushby in it twice. The air was horrendous. Perfect climbs simply fell out of the sky some people for two minute flights. Ball's glide helped a great deal but it was not enough. Both Rushby's Creeps climbed fast and high. Frank has had a bit of a patchy time this year so far - today he consolidated nicely with flights that could have taken the top two places had Limbert not had a glitch with his number one model. A DT line broke - and he had to switch to a reserve 'a clunker with a PAW 19 CT3' - his words, not mine. Proving, as if it was necessary, that the best air is so crucial on nights like this, the slight delay put him into it. His was the only flight to really thermal and was seen to DT down a mile or so off the drome and was recovered later. A tricky day, sometimes a bit of a lottery, but a great contest with good entries. Church Fenton continues to be the UK centre of serious contest Free Flight - long may it continue.

Open Maxes 2.30 - Mini Maxes 2.00- all events 3 flights

Combined Nostalgia/Slow Open Power 20 flew

1	D Limbert	7.30	+8.27	Slow Open - Diesel
2	F Rushby	7.30	+5.25	Nost Glow - Creep
3	F Rushby	7.30	+4.55	Nost Glow - Creep
4	P Ball	7.30	+4.28	Slow Open - Glow
5	E Jones	7.30	+3.18	Nost Glow - Gloworm
6	D Hipperson	7.30	+3.10	Nost -Diesel -Dixielander

Mini Vintage 16 flew

1	S Fielding	6.00	+5.03	Korda Powerhouse '42'
2	J O'Donnell	6.00	+2.39	
3	P Ball	6.00	+2.26	Dynamite
4	D Hipperson	6.00	+1.45	Helides
5	M Howick	6.00		
6	P Robinson	5.47		

Vintage/Classic Glider 10 flew

1	J Howick	7.30	+1.51	Keil Kraft Chief
2=	G Beal	7.30	+1.49	Hyperion
2=	A Kelly	7.30	+1.49	Inch Worm
4	C Foster	7.30	+1.26	Nord
5	G Peck	7.30		
6	T Dilks	7.15		

Handicap (K factor) Flying Scale

1	D Davitt	3.00	+74.2 secs
2	M Sanderson	3.00	+61.6 secs
3	J Godden	3.00	+60 secs
4	K Bates	2.51	

A1/P30 Combined 10 flew

1	D Davitt P30	6+3.03
2	G Peck	6+1.57
3	I Davitt	6+1.41
4	R Dennis	5.54
5	M Sanderson	5.25
6	R Sparrow	4.00

C02/E30 Combined

1	A Dunsterville	6+5.53
2	I Davitt	6+5.21
3	H Perkins	6+4.51
4	I Davitt	6+2.55

HLG

1	T Milner	2.27
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DEVON & CORNWALL RALLY, WOODBURY COMMON, JULY 9-10

Report by Dave Hipperson

Under new management, the Cornwall Vintage Aeromodellers taking over from George Fuller and before that Bristol & West. A similar spread of events as last year and like last year a rather poor attendance. The Western Area is hardly a hot bed of contest free flight anymore and with fewer and fewer people being willing to travel small numbers were hardly a surprise. What was a surprise however was the heat.

This can be a testing venue if the wind direction is uncooperative. This year it wasn't too bad as far as use of a long dimension of the Common was concerned. A North Easterly most of the two days - but it involved a lot of winding stony tracks if one wasn't to plunge straight through the thick heather and gorse which this late in the Summer was waist deep in places. The first day was hot, the second hotter touching nearly 90F mid afternoon with thermal lift capable of carrying DTed models, even heavy ones, a very long way. At times most of the contestants seemed to be sheltering from the sun under the pine copse close to the control van - you might hardly have realised a free flight event was in progress.

With a wind that never exceeded 10mph and was usually much less distances only became a problem when models refused to come down. Practically the first contest flight of the weekend - Nostalgia Power from Hipperson's Dixielander collection - was so high by the time the DT was due that no one watching could tell for sure whether it had popped. The general consensus was a failure. However it was down in less than 20 minutes and worth searching for. When eventually located less than half a mile from the edge of the Exe estuary it had indeed DTed and simply taken over a quarter of an hour to descend such was the power of the lift.

Woodbury has never attracted glider flyers as it can be very difficult finding a place to tow so Ron Marking's full score in Nostalgia Glider is a double triumph - he got the model back too. Jack Allen must be on some sort of miracle medication as he finished his flights in Nostalgia Power and despite the heat and terrain was as cheerful and coherent as ever afterwards - Jack is 83! The largest numbers were in Mini Vintage where the two minute max gave hope of sensible recoveries. The air on this first day was good with long periods of lift. For quite some time no one had dropped at all in this class and a flyoff was inevitable. Similarly Andrew Chiltern and George Fuller both flying 1/2As (no British Power models seen this year) were also without blemish by the end of the afternoon so the deciders for those two classes took place soon after the close at 6pm.

It was still warm but as is usual with this coastal venue the wind began to swing around to the South East as the evening on shore breeze set in. When the power duo flew the drift was light enough to risk flying towards the Castle Woods. The flights then drifted even less far than might have been expected. Both good climbs. Fullers first, a really tiny 1/2A by modern standards and then Andrew's with a bigger wing which showed the edge on the glide.

Some qualifiers walked further out into the common for the Mini Vintage flyoff. Strachan moving the furthest but his Buckeridge although in good air refused to turn on the glide and flew out of it. Chapman's Senator was helped a little as was Hipperson's Helides power model which climbed high and glided well for a while before realising that it wasn't supposed to. The latter part of the flight came down more quickly. Only Strachan's flyoff model was mislaid but later traced to someone who had been leaving the Nigel Mansell's golf club and had picked it up and taken it home! So helpful that.

The next day was hotter and possibly calmer at least to start with. People were already weary from the excesses of the day before and entries came in slowly. Hipperson maxed out quickly in Vintage Power/Glider using the same Mini Vintage

Helides power design that he had won with the night before. Glider entries were more reluctant. Vintage Rubber and Open/Slow Open power were busier and maxes were coming in right away. Open Rubber continued it's recent slide and Chris Chapman didn't require to take his third flight when his only opponent Mark Croome lost his model temporarily in thick gorse.

The heat by mid afternoon was tremendous and it is a credit to those that had attended and entered that nearly all of them finished their flights when a number if not most could be described as quite elderly. By the close people were as keen to compare their aches and injuries as their flights. The worst area seemed to be the soles of the feet particularly the heels which were suffering from the rock hard stony paths despite most being attired in very sensible foot wear.

Despite folding a wing on a test flight early on Andrew Chiltern continued his good form of the day before and maxed out in Open/Slow Open Power. Dave Cox started late after numerous trim flights and then dropped his last. Hipperson flying his second power class of the day and seriously slowed down by the heat cut his DT far too short on his second and dropped badly short. Fred Chiltern could have beaten him but flew his last with his tail slightly askew and also dropped. The heat was starting to tell.

Deciders were still required in Vintage Rubber and Vintage Power/Glider where once again Ron Marking had maxed out this time with his Thor to push Hipperson to a flyoff. As he was in charge of the control desk on this day he opted for a token hand launch flight and may have wished he had done more when Hipperson's power model found a horrid hole and stoned down in little over 90 secs.

The Vintage Rubber finalists were more circumspect with their air picking and Strachan's flight was the sort of thing one would have expected from his Lanzo. Third placed Knight could not compete as his last flight had failed to DT and was last seen heading out to sea at considerable altitude never to be found.

As one and all assembled around the control van in the hot evening sunshine many with their chairs they were surprised when chilled sparkling white wine and nibbles was served to them by the organisation. (A nice touch lifted from the recently excellent Brumfly reported elsewhere) Quite a party atmosphere developed and the pains both physical and mental soon ebbed away. The prizegiving proper was then conducted most professionally by Ron Marking complete with a reading from a 1955 Aeromodeller that described the attendance at that years Devon Rally on Woodbury Common (90 competitors and 1000 spectators no less!) It was a neat way of introducing George Fuller to award the prizes as the report from which Ron read actually referred to George being attendant at that 1955 meeting!

A very upbeat ending to a tough day. Thankfully the 'beach' weather had kept the numbers of public to a minimum although a few models had been picked up and taken home by over enthusiastic walkers. Suitable signs on the paths asking them to leave the model alone or risk being arrested, tortured and then shot by the military may be helpful in future as would a date earlier in the season when the heather, bracken and gorse is not so high.

Post script by Ed Bennett

On the Monday following the event., one of the less flippant radio stations gave airing to a gentleman who had undertaken a study of the means of improving the pedestrian mobility of the aged. He had determined that improved leg and foot muscle tone and bodily posture could be achieved by walking over shingle surfaces.

Those of us who competed at Woodbury can take heart that the six plus (in some cases more) return journeys across the shingle pathed common were in fact 'doing us good'.

Our Physio friend had not envisaged carrying the exercise to extremes involving detours into bogs, brambles, gorse and up trees in order to reach the models which were traveling further than one would wish in the strong breeze. Neither do I think he would have considered continuing the treatment in temps approaching the very late 20's, until heels and toes bruised and exhaustion set in. By Sunday evening even the relatively fit were feeling more 'done in' than 'done good to'. However, my impression was that most were glad to have been part of it.

Do we have amongst us someone suitably qualified to give a paper at the FF Forum on matters Podiatry, or do we purchase unbelievably expensive specialist footwear?

Saturday 9th Nostalgia/Classic Maxes all 2.30

Nostalgia/Classic Glider

1	R Marking	7.30
2	R Audley	6.39
3	R Woodruffe	1.39

Nostalgia/Classic Rubber - no entries

Nostalgia/Classic Power

1	D Hipperson	7.30	Dixielander
2	C Chapman	7.00	Dixielander
3	M Croome	5.56	Swiss Miss
4	J Allen	5.08	Dixielander

All mini Maxes 2.00

Mini Vintage 7 flew - Tony Bird Trophy

1	D Hipperson	6.00	+4.26	Helides
2	C Chapman	6.00	+4.12	Senator
3	C Strachan	6.00	+3.49	Buckeridge
4	E Bennett	6.00	+3.05	Senator
5	M Kemp	5.45		
6	J Watson	5.44		

British Power-½A combined Coupe d'hiver

1	A Chilton	6.00+3.49	1	J Knight	4.39
2	G Fuller	6.00+3.33	2	R Bellamy	4.28
3	D Chilton	4.57	3	R Marking	0.41
4	F Chilton	3.40			

Sunday 10th - All maxes 2.30

Open Glider

1	R Audley	5.11
2	K Burt	4.56
3	A Lucas	4.51
4	R Woodruffe	3.23

Open Rubber

1	C Chapman	5.00
2	M Croome	4.43

Slow & Open Power/EOP

1	A Chilton	7.30	Slow Open
2	D Cox	6.52	Open Power
3	D Hipperson	6.45	Slow Open
4	F Chilton	5.30	Slow Open
5	P Lang	4.10	Electric
6	D Chilton	2.57	Slow Open

All Vintage classes 2.30 x 2 flights

Vintage Glider and Power combined

1	D Hipperson	5.00	+1.31	Helides
2	R Marking	5.00	+0.09	Thor
3	C Strachan	4.04		Gilly Hatchet
4	K Burt	3.27		Nord

Vintage Rubber

1	C Strachan	5.00	+6.03	Lanzo Stick
2	C Chapman	5.00	+3.54	
3	J Knight	5.00		Lanzo Duplex
4	J Watson	4.22		
5	E Bennett	4.02		

Rally Champion -Alan Parker Trophy

1	D Hipperson	21 pts
2	C Chapman	15 pts
3	A Chilton	13 pts

LEAGUE POSITIONS

The first three league points and positions as of 21st June supplied by Dave Hipperson, the last 2 Biggles leagues from Brian Lavis

Contest abbreviations:-

WO	BMFA Winter Open	NG	BMFA Northern Gala
LG	BMFA London Gala	Spr	Spring Meeting
Nats	BMFA Nationals	Sco	Scottish Nationals
Ox	Oxford Rally	Brm	-Brumfly

Coupe d'hiver League

		NG	LG	Nats	Brm	Ox	Total
1	G.Stringer	-	-	-	9	9	18
2	R.Sparrow	9	-	-	1	-	10
2	G.Sharp	6	-	-	4	-	10
4	D.Greaves	-	9	-	-	-	9
4	P.Woodhouse	-	-	9	-	-	9
6	I.Davitt	4	4	-	-	-	8
6	M.Chilton	-	-	2	2	4	8

Open Rubber Trophy League

		WO	LG	NG	Nats	Sco	Brm	Total
1	S.Willis	-	9	4	-	4	4	21
2	P.Ball	-	-	9	-	-	9	18
3	G.Ferer	-	-	-	-	9	6	15
4	K.Best	-	-	3	-	6	-	9
5	C.Foster	-	-	-	6	-	-	6
6	E.Challis	-	6	-	-	-	-	6

Timperley League -points only

1	D.Hipperson	9 9 9 6 6 6 4 4	53
2	G.Beal	9 9 6 6 4 3	37
3	D.Davitt	9 9 6 6 6	36
4	C.Foster	9 6 6 4 3 3	31
5	G.Peck	6 6 6 6 3 3	30
6	J.O'Donnell	9 6 4 4 3 1	27
7	E.Jones	9 9 2 2 2	24
7	P.Woodhouse	9 9 4 2	24
9	J.Godden	9 3 3 3 2 2 1	23
9	J.Foster	9 4 4 4 2	23

Biggles League F1H

		Total	NG	LG	Spr	Nats	Ox	Brm	Sco
1	J Cooper	29	4	9	0	1	6	9	0
2	B Lavis	25	6	6	0	6	4	3	0
3	G Peck	20	9	0	0	9	0	2	0
4	G Smith	15	0	0	6	0	9	0	0
5	R Heap	10	1	0	0	3	0	6	0
6	R Audley	7	0	0	0	4	3	0	0
7	B Duncan	6	0	0	0	0	0	0	6
7	N Parry	6	2	0	0	0	0	4	0
9	A Cameron	4	0	0	4	0	0	0	0
9	C Edge	4	0	0	0	0	0	0	4
9	J Pennington	4	0	4	0	0	0	0	0
12	A Crisp	3	0	3	0	0	0	0	0
12	V Driscoll	3	0	0	3	0	0	0	0
12	C Parry	3	0	0	0	2	0	1	0
12	R Sabey	3	0	0	0	0	0	0	3
12	P Woodhouse	3	3	0	0	0	0	0	0
17	P Cameron	2	0	0	2	0	0	0	0
17	J Carter	2	0	0	0	0	2	0	0
17	G Gilkes	2	0	0	0	0	0	0	2
17	P Tribe	2	0	2	0	0	0	0	0
21	R Chilton	1	0	0	0	0	1	0	0
21	A Clark	1	0	0	1	0	0	0	0
21	I Davitt	1	0	1	0	0	0	0	0

Biggles League F1J

		Total	NG	LG	Spr	Nats	Ox	Brm	Sco
1	P Watson	13	9	4	0	0	0	0	0
2	J Bailey	12	6	6	0	0	0	0	0
3	C Foster	10	0	0	0	1	0	9	0
4	A Jack	9	0	0	0	9	0	0	0
5	A Brown	8	0	0	0	2	0	0	6
5	C Hickmott	8	0	0	0	6	0	2	0
5	M Quinn	8	0	0	0	4	0	0	4
8	A Chilton	6	0	0	0	0	0	6	0
8	D Hipperson	6	3	0	0	0	0	3	0
8	F Rushby	6	2	0	0	0	0	4	0
11	G Fuller	4	0	3	0	0	0	1	0
11	J Godden	4	4	0	0	0	0	0	0
13	F Chilton	3	0	0	0	3	0	0	0
14	R Baggett	1	1	0	0	0	0	0	0

Remaining Biggles-qualifying competitions (dates & venues as currently published):

Summer Mini at North Luffenham on 24th July

Tynemouth Mini Rally on 31st July

Southern Gala at Little Rissington Fri Sept 2nd.

NEWS FROM BMFA FF TECH COMMITTEE

Results Process

There has now been considerable discussion on the return of results for both Area Centralised and Centralised events. Area comp secretaries and Centralised event CDs have now been reminded of the requirements and for next year we are recommending changes to the 'General' rule book to improve the process. Please note that it is important for competitors at BMFA events to fill in their cards with all the information requested, i.e. Name, BMFA No., Address, and, the 'correct' name of their Club as it appears on their BMFA membership card.

Big Tent at the R/C Nats

This publicity exercise has unfortunately fallen foul of time and personnel requirements. However, we are still hoping to bring the project to completion in 2006. We need an overall coordinator, models and 'people' – both to staff the exhibits and/or provide flying demonstrations.

Rule Changes 2006

The following rule change proposals are the major items being considered by the FFTC up to 23/06/05 for possible inclusion in the 2006 Rulebook. They should be read in conjunction with Contest Rules Section 3 "Free Flight", which is available from the BMFA office.

Any comments or arguments on these topics will be welcome and should be sent to the FFTC Secretary – Chris Strachan, 56 Way Lane, Waterbeach, Cambridge, CB5 9NQ. Email, chris.strachan@btinternet.com. Please send by email or typed letter. In addition to the proposals shown here a considerable number of minor 'detail change' proposals have been received. A copy of these may also be obtained from the FFTC Secretary.

We must stress that the FFTC may or may not end up being convinced by the arguments and the inclusion of an item in the list at this stage does not mean that a change is inevitable or even probable. Please respond before 31st August so that inputs can be considered and revised proposals prepared at the FFTC meeting on 7th September.

1. Senior Championship Raised by FFTC to promote discussion:

The Senior Championship is defined in rule 3.1.11. This defines the way in which points are allocated and events are specified for inclusion but does not give any indication of

purpose. The FFTC suggest that the purpose should be to encourage a large participation in BMFA events, to recognise success and to identify the best "all rounder" of the year. At present points are allocated for all scores returned with the result that competition success, versatility and stamina are rewarded, in proportions that may not be ideal in encouraging a large participation. A modified rule 3.1.11 is suggested :-

Add extra paragraph in 3.1.11 (c) before the existing paragraph thus:

from each single-day event only one points score shall count towards the final total. At multiple-day events then each day shall be treated as a single-day event, except in the case of team selection events where only the final score for each meeting shall count.

Comments: Following some comment on the alternatives originally proposed the FFTC now favour either the approach above or no change.

2."Paper Aeroplanes". Raised by FFTC following the incident below:

At the 6th Area Centralised event in 2004 a number of competitors entered in the tailless event flying paper aeroplanes. The FFTC has received a certain amount of reaction to this varying from "it should be banned" to "the more entries the better". No protest was made at the time and the scores returned were accepted. The FFTC are clear that the entries and flights were in accordance with the rule book and their acceptance was correct. However we recognise that there are views that such entries trivialise the event where they are made and that, where the scores may influence championships or team events, they are less than "sporting".

Trivial flights are nothing new. They are common practice in fly-offs where another competitor has no model available. The rule book generally specifies how a flight is limited rather than how it is achieved. Hence it is not mandatory to run the engine in a power flight nor to use a tow line in a glider event. Revisions to specify all models so that they are "non-trivial" would, even if practical, be an over-reaction.

There are two suggestions so far. The first is to do nothing! The second is to specify a minimum flight time for a qualifying flight. 20 seconds is an attractive option as it fits nicely with the attempt rule 3.1.6. However it may be a bit low as it would still permit, for example, a hand launch glider to be used safely in an open glider event.

Comments. The FFTC are inclined to make no change.

3. Maximum variation in Mini. Classes. Raised by FFTC:

Mini classes plus P30 and E30 at present have a maximum of 2 minutes specified in the rule book which cannot be varied by a CD.

It has been suggested that there should be freedom for the CD to reduce (but in no circumstances increase) this at Centralised contests in extreme weather and/or due to field limitations.

Comments. Some concern that reduction could be imposed too often but we still believe this would be sensible.

4. Type awards in Vintage. Raised by FFTC:

That type awards should be given in vintage and mini-vintage events. First in each type (rubber, glider, power) would receive an additional award. Overall positions would be used for any point scores as at present.

Comments. Very little feedback but some merit in separating glider in both mini and "big" vintage. Power and rubber performance is already well balanced and can easily be "tuned" by altering motor runs. Concern at the increase in cost and administration needed. This proposal is now possibly absorbed into 5 below.

5. Classic and Vintage Classes. Raised by FFTC:

Respond to the popularity of Classic events and implement a new way of looking at Mini-Vintage, Vintage and Classic. In all cases combine rubber and power (power can be given parity with rubber by varying engine run). Separate out glider. Detail as follows:-

	Date	Glider	Rubber	Power
		Separate	Combined	
Mini-Vintage	pre 1951	100m line 60" max span	34" max	20 sec Diesel max 0.85cc
Vintage	pre 1951	100m line	no limits	20 sec
Classic	1951 to 1961	50m line	no limits	12 sec

This would replace the current two Vintage events with four (although Vintage Glider is already recognised at the Nationals so you could argue it is replacing 3 with 4) and add two Classic events. The FFTC have yet to decide how these events would fit into the calendar.

Comments. None yet received.

6. Engine runs for BMFA 1/2A and F1J. Raised by Martin Gregorie:

It has been suggested that there is a need to rationalise engine runs when these two classes are flown combined, as F1J is clearly dominant on the current runs.

Comments. The general view from the feedback so far is to leave the current runs unchanged.

7. Number of flights in CO₂. Raised by FFTC:

Reduce from 5 to 3 to bring in line with P30, E30 and mini-vintage.

Comments. All received so far are in favour.

8. Introduction of F1P

Raised by FFTC and Ray Jones:

Propose that at all UK F1C events (ie Nationals, Area meetings and Trials), F1J and F1P may be flown by juniors only with no BoM and to the same maximum as F1C, motor runs as FAI class definitions (ie 7 and 10 seconds). The objective being to provide a trials process and practice opportunities for a UK junior power team.

Comments. None yet received.

Distribution

This 'news' is also available via e-mail. If you would like to receive it direct, please e-mail to Trevorgrey@AOL.com.

BMFA FREE FLIGHT FORUM 2005

This is a call for papers to be presented at this year's BMFA Free Flight Forum to be held at 10 a.m. on Nov. 27th at the Post House, Coventry, the day after the BMFA AGM.

The success of what will be the twenty-second of these popular events depends on you, so please give some thought to giving a paper yourself this year. The Forum covers all aspects of the constant development as well as the history of free-flight, from indoor to magnet-steering, Open to FAI.

Martin Dilly (020 8777 5533 or martindilly@compuserve.com) or Mike Evatt (01327 842746 or mikeevatt@hotmail.com) are looking forward to hearing from you. If there's a topic you think needs covering, contact them with suggestions.

Meanwhile, make a note in your diary of that date.

ROD KENWARD

By Martin Dilly

It's a sad fact that the ranks of free-flight modellers seem to be thinning. On June 29th we lost Rod Kenward to cancer at the early age of 57. Rod, who had been a Croydon & DMAC member for over 30 years, was a Chobham Common regular and a stalwart of the competition scene, recently flying successfully in Slow Open and Open Power; he had also dominated the Vintage and Classic glider classes, winning many contests with his Caprice and Nord gliders. He won his last-ever contest at the Vintage Glider event at the Bournemouth Gala at Middle Wallop in March.

Rod was well-known to many modellers for the superb photographs he took; for most of us these will remain a poignant memory of a quiet, self-effacing and ever-helpful colleague. His pictures appeared in many modelling publications but as a member of the Popular Flying Association he also covered many of the PFA rallies at Cranfield and elsewhere. He flew many hours in an Avid Speedwing out of Popham airfield in Hampshire and was a member of the PFA's West London Strut.

Rod had no family, giving him free rein to indulge his wide aviation interests by travelling the world to fly in a variety of interesting and exotic aircraft. His shots from the rear seat of a P-51 Mustang gave the nearest idea of flying a warbird that most of us will ever know. Rod was a man of very wide interests; he loved the open air, studied birds, was a committee member of his local dog club, and even found time to be a keen fisherman. The large congregation at his funeral showed how highly he was regarded by friends who shared his many interests.

FOR SALE – F1E ITEMS.

From Jim Arnott

Fancy trying F1E Magnet Steering Gliders?

In the clearance late clubmate Ian Granger's workshop the following parts for Magnetic Steering Gliders are available for sale. He was building two models based on the "85 F1E" design published in Free Flight News.

Two complete "FRIESER" steering units, with sprung bearing points, each mounted in aluminium tubes for the fuselage front; Two "Chop" tube booms with fin and tail mounts; centre panels for one wing with joiners; two completed stabilisers.

Whole package offered at £40 + postage at cost. Please contact Jim Arnott on arnott.downside@quista.net for photos or call 01383 510279



UK COMPETITION NEWS

STEVE FIELDING CLASSIC POWER DAY. This event is at Church Fenton on **SATURDAY JULY 30** – apologies that it had escaped earlier announcement in FFN. There are four events. (1) Classic Power IN ROUNDS: engine runs, number of flights and max may be varied; (2) Vintage Glider; (3) Classic Glider; (4) Precision Rubber. Start 9.30. Contact and CD Steve Fielding 01274493080.

STONEHENGE CUP 2005

From Mick Howick, contest organiser.

With regret and much disappointment we have to inform you that the army have cancelled our use of SCULTHORPE AIRFIELD for the weekend of the Stonehenge Cup on September 10-11. However we have secured the use of RAF BARKSTON HEATH near Grantham for the same dates. Therefore please note the competition is now to be held at Barkston Heath airfield. The airfield is situated northeast of Grantham, Lincolnshire. Access on the south side of the airfield off the B6403 road approx. 2 miles south of Ancaster.

At the moment permission for camping on the airfield has not been granted (the wheels of authority turn slowly) but we are still hopeful this can be arranged. If and when we get permission a message will be posted on the Free Flight Technical Committee website at www.vengi.demon.co.uk. However, there is a very good campsite in Ancaster (2 miles) with all facilities available including lodges available to rent (min 2 days) for 2, 4 or 6 people - visit website for info and booking: www.woodlandwaters.co.uk, tel. 01400 230888.

Hotel and bed and breakfast accommodation is available in Grantham - Grantham Tourist Information Centre tel 01476 406166. Also Sleaford Tourist Information Centre tel 01529 414294.

A mobile food van will be in attendance on both days. Timekeepers and CD,s will have a voucher to use here.

The closing date for entries is extended to AUGUST 27.

The Competition will be run to the same programme and FAI regulations as previously posted. We intend to make the two days a success despite the enforced changes and we hope you will join us and do just that!

E-mail enquiries to- m.howick@btinternet.com or g.turnbull@tesco.net

INTERNATIONAL COMPETITION NEWS

SALZLAND CUP. World Cup F1A, F1B und F1C in Germany from August 19 to 21. Venue are huge harvested fields in the Magdeburger Börde close to the villages Borne (in the north), Wolmirsleben and Unseburg (in the west) and Atzendorf (in the east) – about 20 km southerly off Magdeburg. From the road L70 take the solid path to the north 2 km westerly off Atzendorf. Parking right hand on the field.

Friday, August 19: 10.00 to 18.00 hours F1C-X (Slow Open Power), F1G, F1H (without minimum weight), F1H-N (Flying wings), F1J, F1K, F1P, F1Q, P30, F1V (Classics) – no rounds, competitors time each other or bring their buddies. Fly offs 20.00 hours.

Saturday, August 20: 9.00 to 12.00 hours and 13.00 to 17.00 hours F1A. Fly offs 18.00 hours.

Sunday, August 21: 8.00 to 12.00 hours and 13.00 to 16.00 hours F1B and F1C. Fly offs 17.00 hours

Prizes will be trophies, diplomas and gifts. Prize-giving for the events on Friday after 20 hours on the spot and for F1A, F1B and F1C on Sunday after the fly offs on the spot. Entry Fees for Friday € 10 each class, Juniors up to 18 years € 5. F1A, F1B, F1C Seniors one class € 30, second and third class € 20 each. Juniors one class € 15, second class € 10. Timekeepers are welcome, refund € 10 a day plus free lunches and water.

Entries via email, fax or letter till July 31st 2005 to Michael Thoma DAeC, Hermann-Blenk-Str. 28, 38108 Braunschweig, m.thoma@daec.de, Fax 0049-531-23540-11. Bank account for entry fees 344499904 Deutsche Bank 24 Braunschweig, BLZ 27070024. BIC: DEUTDEB270, IBAN: DE76270700240344499904. On demand a list (.xls) with places to stay and a map of the region (.pdf).

Snacks and beverages will be offered on the field. Camping not allowed. Participants of the World Cup events in F1A, F1B und F1C need to have a valid FAI-Licence.

Organiser Gerhard Wöbbeking, Holstenstr. 108, 22767 Hamburg, Germany, Mobile +49(0)175-2791790, email woebbeking@t-online.de. Person to turn to in the region Karl-Heinz Haase, Worthstr. 7, 39435 Unseburg, Tel. +49(0)39263-30228, email berlei-we@t-online.de

FREE FLIGHT WORLD CUP 2005

Best 4 results shown for each flyer.

F1A

1	P Findahl	SWE	131	BL-1	SC-1	BC-4	HL-9
2	K Kulmakko	FIN	126	HL-1	ES-2	BC-3	BL-3
3	M van Dijk	NED	126	DK-1	SC-2	VS-3	HL-20
4	J Nyhegn	DEN	121	ES-1	MM-2	SC-4	HL-24
5	P Mitchell	AUS	113	SN-1	AC-2	EM-5	
6	R Koglot	SLO	102	VK-1	PZ-2	EM-19	
7	S Jakutis	LTU	96	PZ-1	BL-2		
8	G Vasas	HUN	94	LC-1	SM-2	VJ-23	
9	T Stowe	AUS	90	AC-1	SN-2		
10	T Weimer	GER	89	GL-1	VS-7	ES-9	SC-9

F1A-Junior

1	A Parv	EST	143	BC-1	DK-1	HL-2	SC-3
2	V Vivchar	UKR	135	PZ-1	BS-2	MM-2	AN-2
3	R Kulcsar	HUN	121	VJ-1	SM-1	NC-5	PZ-7
4	G Domokova	SVK	112	LC-1	PZ-2	VS-6	VJ-3
5	M Cuthbert	GBR	92	SC-1	DK-2		
6	M Meisalu	EST	84	BC-3	ES-4	DK-4	BL-6
7	N Wynhowen	NED	83	VS-2	SC-2		

F1B

1	B Silz	GER	156	PZ-1	PL-1	VS-1	SC-1
2	I Kolic	YUG	153	BU-1	VK-1	VJ-1	HL-2
3	M Woolner	GBR	137	HL-1	BL-1	BC-3	PL-4
4	R Mackus	LTU	127	ES-1	BC-2	HL-3	PZ-5
5	A Rybchenkov	RUS	123	KZ-1	KH-2	MM-4	EM-5
6	A Burdov	RUS	122	MM-1	BS-1	KZ-12	
7	I Vivchar	UKR	121	NC-1	BS-2	PZ-4	EM-11
8	K Salzer	AUT	107	LC-1	ES-2	PL-10	BL-15
9	S Stefanchuk	UKR	106	EM-2	AN-2	HL-8	PZ-17
10	A Zeri	NED	103	PL-2	SC-2	DK-5	

F1C

1	J Cuthbert	GBR	148	BL-1	SC-1	DK-1	EM-4
2	A Babenko	UKR	148	EM-1	BS-1	PZ-2	ES-6
3	V Sychoy	UKR	145	ES-1	PZ-1	KH-2	HL-2
4	C Gretter	GER	123	ES-2	VS-2	NC-2	BL-5
5	G Zsengeller	HUN	117	LC-1	VJ-2	VK-4	
6	D Zulic	SLO	101	BU-1	SM-1		
7	K Kuukka	FIN	100	BC-1	ES-3	BL-8	
8	G Agren	SWE	85	DK-1	SC-2		
9	J Roots	EST	82	BL-2	BC-2		

F1E

1	M Popescu	ROM	120	TC-1	MK-3	OB-3	CV-11
2	S Kubit	POL	115	PC-1	FB-3	CB-3	TC-2
3	V Zima	CZE	112	CB-1	PC-2	OB-8	CV-10
4	I Treger	SVK	105	MK-1	CA-1		
5	I Crha	CZE	101	OB-2	CB-2	MK-9	FB-7
6	F Doupovec	CZE	87	FB-2	CV-4	TC-10	PC-18

F1E-Junior

1	A Moiescu	ROM	124	CV-1	PC-2	OB-3	TC-2
2	J Matisek	SVK	108	CA-1	PC-3	MK-4	CV-4
3	D Bildea	ROM	105	TC-1	MK-1	CV-2	PC-7