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## DIARY

September 10-11 <b>Barkston Heath</b>	Stonehenge Cup. F1A, F1B, F1C. World Cup. Contact: M Howick, Knoll House, 69 The Street, Hindringham, Fakenham, Norfolk NR21 0PR, tel 01328 878635.	September 25 Cardington	BMFA Indoor F1L, Ministick.. See FFn 0505 and September 10-11 entry.
September 10-11 Cardington	BMFA Indoor Nationals. BMFA members only. See FFn 0505. Must be on list, contact Laurie Barr on 01628 487544 or lauriebarr@btinternet.com	September 25 Port Meadow, Wolvercote, Oxford	Oxford MFC FF September Fest. 5 flts: CdH, A1. 3 flts: vint lightweight, vint G (50m line), vintage HLG/CLG, vintage middleweight (SAM35 rules), nostalgia G. Start 10am, first flight by 12 noon in all classes. No thermistors, streamer poles, motor heaters, no power flying. Maxes to be decided on the day. CD Mike Kemp, www.oxfordmodelflyingclub.co.uk.
September 13 Liptovsky-M, Slovak Republic	Liptov Cup F1E World Cup. Peter Nosko, tel: +42 190 36 13283, fax: +42 144 55 20 264, nosko@naex.sk	October 1 Tass, Hungary	Árva János Memorial F1A, F1B, F1C. Contact: János Árva, Scherer Ferenc út 7, 5700 Gyula, Hungary, tel: +36 66 464 160, email: ani@gyulahus.hu
September 13-18 Liptovsky-M, Slovakia	World Championships F1E Seniors & Juniors	October 1 Tourtenay, France	First Poitou Charentes F1E World Cup. Contact: André Trachez, 20, rue du Grand Port, 79000 Niort, France tel: +33 6 08 57 35 50, email: Andre.trachez@laposte.net
September 15-17 Orel, Russia	Cup Aviaprom F1A, F1B, F1C World Cup. Nadegda Snegovay, tel: +7 095 491 97 47, fax: +7 095 491 97 47, fas@cnt.ru	October 1-2 Salisbury Plain	FF Trimming. See FFn 0502. Must be on security list. Call Peter Tribe on 01225 862748 on Friday to check availability.
September 17 Liptovsky-M, Slovak Republic	Mayor Cup F1E World Cup. Peter Nosko, t: +42 190 36 13283, fax: +42 144 55 20 264, email: nosko@naex.sk	October 2 Tourtenay, France	Coupe Melusine F1E World Cup. Pierre Chaussebourg, 17, Les Besnarderies, 41400 Faverolles sur Cher, France tel: +33 2 5432 0440, fax: +33 2 5432 0440, pierre.chaussebourg@wanadoo.fr
September 18 Area Venues	BMFA 5th Area. O/R Team (Farrow/Plugge), F1A (S.M.A.E.), F1J/BMFA ½A, SLOP (Plugge), P30.	October 4-7 Bordeaux, France	European Championship F1D Seniors & Juniors.
September 19-20 Toszek, Poland	World Cup F1E. Contact: Roman Sowa, Ul. Gliwicka 6, 44160 Rudziniec, Poland, tel: +48 32 230 38 43	October 9 Area Venues	BMFA 6th Area. O/G Team (Model Engineer/Plugge), F1C (Astral), F1G (Plugge), Tailless, E30
September 20-21 Raçibórz, Poland	World Cup F1E. Contact: Marek Lysakowski, tel: +48 32 419 27 41, mlysakowski@poczta.onet.pl		
September 24-25 Sculthorpe	BMFA Team Trials. F1A, F1B, F1C. Contact: Mike Woodhouse 01603 457754.		

# JUNIOR EUROPEAN FREE FLIGHT CHAMPIONSHIPS, SUCEAVA, ROMANIA, JULY 24-30

## F1A

1	Willi Herwig	GER	1260	+60e	+300	+220						
2	Oskar Bolko	POL	1260	+60e	+300	+167						
3	Anton Zhelobaev	RUS	1260	+60e	+215							
4	Milan Jinda	CZE	1260	+60e	+202							
5	Radim Stepan	CZE	1260	+60e	+158							
6	Krzysztof Tarka	POL	1260	+20e								
7	Boris Bernard	FRA	1260	+14e								
8	Philip Kuttler	GER	1260									
9	Max Herwig	GER	180	180	180	180	178	180	180		1258	
10	Anton Gorskiy	RUS	177	180	180	180	180	180	180		1257	
11	Daniel Simek	CZE	185	175	180	180	180	180	180		1255	
12	Artur Parv	EST	227	170	180	180	180	180	180		1250	
13	Martin Bohus	SVK	240	180	163	180	180	180	180		1243	+60e
14	Aviv Balassiano	ISR	163	180	180	180	180	180	180		1243	
15	David Krasznai	HUN	160	180	180	180	180	180	180		1240	
16	Jozef Rogovsky	SVK	240	180	180	157	180	180	180		1237	
17	Bostjan Bagari	SLO	214	180	178	180	180	154	180		1232	
18	Pavlo Marakhovskyy	UKR	170	180	180	180	180	161	180		1231	
19	Rok Siftar	SLO	183	180	180	180	180	180	149		1229	
20	Asaf Keren	ISR	240	180	180	180	180	147	180		1227	
21	Samuel Cesbron	FRA	193	180	180	180	143	180	180		1223	
22	Veronika Vivchar	UKR	138	180	180	180	180	180	180		1218	
23	Anrijs Plume	LAT	181	180	180	113	180	180	180		1193	
24	Alar Mihailov	EST	131	180	180	180	180	155	180		1186	
25	Janis Zarins	LAT	220	162	180	121	180	180	180		1183	
26	Mauri Jarvinen	FIN	102	180	180	180	180	180	180		1182	
27	Modestas Snukiskis	LTU	90	180	180	180	180	180	180		1170	
28	Auner Shimony	ISR	240	180	180	180	79	180	180		1159	
29	Anton Zaseka	RUS	172	180	77	180	180	180	180		1149	
29	Krisztian Maczko	HUN	128	135	166	180	180	180	180		1149	
31	Oskars Grigals	LAT	111	180	180	180	134	180	180		1145	
32	Aurimas Bernotas	LTU	178	180	180	180	136	101	180		1135	
33	Alin Mitache	ROM	240	180	180	47	180	180	180		1127	
34	Krzysztof Lehmann	POL	240	180	113	180	180	99	180		1112	
35	Thomas Stalhandske	SWE	166	180	180	180	81	135	180		1102	
36	Mihaly Eros	HUN	225	54	180	180	180	134	180		1088	
37	Edgar Bernard	FRA	224	180	180	136	180	45	180		1081	
38	Tuomo Kiiskinen	FIN	195	180	180	180	0	180	180		1080	
39	Jernej Grom	SLO	117	180	180	180	131	180	98		1066	
40	Gabriela Domokova	SVK	101	154	180	86	180	180	180		1061	
41	Nicolae Moga	ROM	81	151	160	180	180	180	121		1053	
42	Oleksiy Samsonov	UKR	222	111	180	180	40	180	180		1051	
43	Tuomenas Dalius	LTU	128	180	180	43	132	180	180		1023	
44	Szilard Szijarto	ROM	120	180	82	82	180	180	180		1004	
45	Teemu Taponen	FIN	109	180	109	180	180	180	48		986	
Number of maximums			11	37	37	37	35	36	41			
Number of basic maximums			26	37	37	37	35	36	41			
Number of full scores			11	11	9	7	6	5	5			

## F1A Team Results

	Country	Abbrev	Total	Round-by-round team place								Team member places		
1	Germany	GER	3778	1	1	1	1	1	1	1		1	8	9
2	Czech Republic	CZE	3775	1	4	3	2	2	2	2		4	5	11
3	Russia	RUS	3666	5	5	8	7	5	3	3		3	10	29
4	Poland	POL	3632	1	1	6	6	3	5	4		2	6	34
5	Israel	ISR	3629	6	6	4	3	7	6	5		14	20	28
6	France	FRA	3564	1	1	1	4	4	7	6		7	21	37
7	Slovakia	SVK	3541	11	9	10	11	8	8	7		13	16	40
8	Slovenia	SLO	3527	8	7	5	5	5	4	8		17	19	39
9	Latvia	LAT	3521	9	8	7	9	10	9	9		23	25	31
10	Ukraine	UKR	3500	7	10	9	8	11	10	10		18	22	42
11	Hungary	HUN	3477	10	14	13	12	9	11	11		15	29	36
12	Lithuania	LTU	3328	12	11	11	13	12	13	12		27	32	43
13	Finland	FIN	3248	13	12	12	10	13	12	13		26	38	45
14	Romania	ROM	3184	14	13	14	14	14	14	14		33	41	44
15	Estonia	EST	2436	15	15	15	15	15	15	15		12	24	
16	Sweden	SWE	1102	16	16	16	16	16	16	16		35		

**F1B**

1	Thomas Seren	GER	1260	+120e							
2	Alexey Burdov	E/C	1260	+95e							
3	Marius Bliujus	LTU	1260	+3e							
4	Benjamin Marquois	FRA	300	180	180	168	180	180	180	1248	
5	Stephen Jallet	FRA	300	180	180	180	180	166	180	1246	
6	Mackus Tomas	LTU	265	180	180	180	180	180	163	1243	
7	Oleksandr Kulakovskyy	UKR	281	180	180	180	180	160	180	1240	
8	Toms Dreika	LAT	300	180	180	180	175	157	180	1232	
9	Laurinas Gircys	LTU	300	180	180	151	180	180	180	1231	
10	Romans Demcenko	LAT	185	180	180	150	180	180	180	1230	
11	Adrian Pakoca	POL	300	180	180	180	180	146	180	1226	
12	Shaul Rejwan	ISR	300	180	180	180	180	140	180	1220	
13	Kacper Osyda	POL	300	132	180	180	180	180	180	1212	
14	Vlad Cristea	ROM	300	180	180	180	128	180	180	1208	
15	Sergey Serebryanik	RUS	237	180	180	125	180	180	180	1205	
16	Ievgen Gorban	UKR	300	180	118	180	180	180	180	1198	
17	Artur Aprodov	UKR	300	180	180	105	180	180	180	1185	
18	Or Shabat	ISR	300	180	180	180	180	180	91	1171	
19	Alexey Lychagin	RUS	300	180	180	88	180	180	180	1168	
20	Rafal Budzon	POL	239	180	180	180	108	138	180	1146	
21	Martin Kubicek	CZE	240	180	180	147	180	180	95	1142	
22	Dominik Tillmann	GER	300	180	180	180	180	113	94	1107	
23	Valeriy Shorin	RUS	300	4	180	180	180	180	180	1084	
24	Cosmin Barbuta	ROM	109	180	180	180	99	146	180	1074	
25	Jan Simlik	CZE	300	72	179	65	180	180	180	1036	
26	Christian Fux	GER	300	180	180	135	47	180	133	1035	
27	Daniel Bildea	ROM	297	123	180	62	44	106	162	857	
Number of maximums			17	23	25	17	21	18	21		
Number of basic maximums			26	23	25	17	21	18	21		
Number of full scores			17	14	13	8	6	2	1		

**F1B Team Results**

	Country	Abbrev	Total	Round-by-round team place						Team member places		
1	Lithuania	LTU	3734	1	1	1	1	1	1	3	6	9
2	Ukraine	UKR	3623	1	1	4	4	3	2	7	16	17
3	Poland	POL	3584	1	4	3	3	2	3	11	13	20
4	Russia	RUS	3457	1	6	6	6	5	5	15	19	23
5	Germany	GER	3402	1	1	1	2	4	4	1	22	26
6	Romania	ROM	3139	6	5	5	5	6	6	14	24	27
7	France	FRA	2494	7	7	7	8	8	7	4	5	
8	Latvia	LAT	2462	7	7	7	9	9	9	8	10	
9	Israel	ISR	2391	7	7	7	7	7	8	12	18	
10	Czech Republic	CZE	2178	7	10	10	10	10	10	21	25	

**F1P**

1	Johannes Seren	GER	1260	+240	+231						
2	Dmytro Sadomov	UKR	1260	+240	+230	+295					
3	Artur Danielyan	RUS	1260	+240	+230	+287					
4	Alexander Nazarov	RUS	180	179	180	180	180	176	180	1255	
5	Adam Tanasiewicz	POL	180	180	180	175	180	165	180	1240	
6	Michael Sondhauss	GER	180	180	180	180	157	180	180	1237	
7	Robert Sawka	POL	180	180	180	180	119	180	180	1199	
8	Oleksiy Sakhno	UKR	180	180	175	115	180	180	180	1190	
9	Alexander Korovin	RUS	180	180	135	180	148	180	128	1131	
10	Christian Fux	GER	180	180	180	112	31	180	180	1043	
11	Lukasz Chwajta	POL	64	94	180	33	180	180	133	864	
12	Mykola Ploskih	UKR	180	23	0	0	0	0	0	203	
Number of maximums			11	9	9	7	7	9	9		
Number of full scores			11	9	7	5	3	3	3		

**F1P Team Results**

	Country	Abbrev	Total	Round-by-round team place						Team member places		
1	Russia	RUS	3646	1	2	2	1	1	1	3	4	9
2	Germany	GER	3540	1	1	1	2	2	2	1	6	10
3	Poland	POL	3303	4	4	3	3	3	3	5	7	11
4	Ukraine	UKR	2653	1	3	4	4	4	4	2	8	12

## WAKEFIELD BY CHRIS CHAPMAN

With FFn's thanks to Free Flight Quarterly...

September 18th 2004 – the F1B day of the Stonehenge Cup – was a difficult day at Sculthorpe. The fierce wind dashed the expectations of many well-known fliers whose state of the art models could not handle the turbulence and low-level wind strength. However, a simple wooden model seemed particularly unperturbed by the conditions and enabled Chris Chapman to place a well-deserved 3rd. This is Chris's story of his alternative approach to F1B competition:

Over the past few years we have seen F1B competitions being dominated by high-tech carbon composite models with plenty of gadgets. The models are often purchased ready-made and sometimes ready-trimmed. Even models 'built' by the flyer are likely to have a variety of crucial parts bought ready made.

If the aim is to win an international competition then part of the process is to have the best aeroplane and therefore it's a logical step to buy the latest masterpiece. Then you need someone to sell you a large quantity of the best vintage, out-of-production Tan II, and of course you've still got to be very good at picking lift.

I enjoy flying F1B along with a lot of free flight classes but this approach is not for me. An essential part of my aeromodelling has been to develop and build by own creations, fly them in competition and, spurred on by some success or usually lack of success, to go home and try to build something better.

The building techniques that I prefer use good old balsa and tissue, and I make no exception for F1B. The idea is to have straightforward, strong aeroplanes which are simple to fly and will tolerate different batches of bber. Given careful trimming and some practice, I can then concentrate on picking the right air on competition days.

The plan shows a design which has been developed through a long line of earlier models. The structure is very strong apart from a tendency for the tissue to puncture when landing in stubble. There is some flexibility in a wooden structure that absorbs hard landing shocks but at the same time probably contributes to a level of performance a little below the state of the art machines. I suppose a still-air time of three minutes would be realistic, and anything above that would need helpful air.

Trim is the well-established right power, left glide system, with four seconds of VIT to control the initial burst. I have abandoned rudder tab changes at the end of the power run. I therefore have a flexible approach to the length of the motor run, depending on whether it is hot or cold, and on the type of rubber being used.

Incidentally, much is being written about the changes in rubber performance as we inevitably move from Tan II to Tan Sport. However the average competitor can only use what he can get at the time. There was certainly some excellent Tan II at the end of the 1990s and I had some of it. Comparison with this particularly high quality product may be unfair, I have found that all the batches – Tan I, Tan II, Tan Sport and Tan Super Sport have had their good points.

I use a torque meter to identify the torque necessary to give a fast initial climb, and I then make up motors to achieve it. The best Tan II gives me the required torque on 28 strands of 1/8th, with 400 turns. I have had some Tan Sport which delivers a little more torque initially and the same as Tan II during the later part of the run, but I have had to move to 32 strands and reduce to 350 turns maximum. I cannot detect any difference in the altitude at the end of the run.

In conclusion, all you traditionalists can still enjoy F1B. You can build wooden contest models and you can compete. What's more, every now and then you'll find that you do quite well.

## SUCEAVA CUP, SUCEAVA, ROMANIA, JULY 30-31

### F1A 35 flew

1	A Gorsky (J)	RUS	1260	+60e	+300	+249
2	P Marakhovsky(J)	UKR	1260	+60e	+300	+245
3	A Keren (J)	ISR	1260	+60e	+247	
4	A Naloev	RUS	1260	+60e	+229	
5	B Lior	ISR	1260	+60e	+222	
6	S Auner (J)	ISR	1260	+60e	+212	
7	Z Janis (J)	LAT	1248			
8	O Samsonov (J)	UKR	1247			
9	G Oriel (J)	ISR	1240			
10	A Zaseka (J)	RUS	1237			
11	J Seren (J)	GER	1233			
12	D Crintescu	ROM	1228			

### F1A-Junior 23 flew

1	A Gorsky	RUS	1260	+60e	+300	+249
2	P Marakhovskyy	UKR	1260	+60e	+300	+245
3	A Keren	ISR	1260	+60e	+247	
4	S Auner	ISR	1260	+60e	+212	
5	J Zarins	LAT	1248			
6	S Alexey	UKR	1247			
7	G Oriel	ISR	1240			
8	A Zaseka	RUS	1237			

### F1B 29 flew

1	S Molchanov	UKR	1260	+77e		
2	E Gorban (J)	UKR	1260	+70e		
3	O Shabat (J)	ISR	1260	+21e		
4	A Burdov	RUS	1257			
5	G Marquois	FRA	1240			
6	S Rejwah (J)	ISR	1224			
7	L Gircys (J)	LTU	1213	+120e		
8	V Rosonoks	LAT	1213	+42e		
9	B Marquois (J)	FRA	1209			
10	V Shorin (J)	RUS	1207	+120e		
11	M Kiskinen	FIN	1207			
12	S Smirnov (J)	RUS	1183			

### F1C 1 flew

1	A Yamasaki	JPN	983			
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## HURON CUP, BORDEN, CANADA, JULY 2-3

### F1A 7 flew

1	C Lenartowicz	CAN	1073			
2	V Nikolajevs	CAN	1018			
3	B Sifleet	USA	1016			
4	I Fradkin	USA	957			

### F1A-Junior 0 flew

### F1B 7 flew

1	B Biedron	USA	1140			
2	L Horak	CAN	1101			
3	T Ioerger	USA	1046			
4	E Simon	CAN	1014			

### F1C 3 flew

1	F Schlachta	CAN	904			
2	R Pechersky	CAN	712			

### F1G 4 flew

1	P Crowley	USA	552			
2	T Ioerger	USA	532			

### F1H 2 flew

1	R Sifleet	USA	591			
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### F1J 1 flew

1	S Blake	USA	541			
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by CHRIS CHAPMAN  
Bristol and West MAC 2004

**all balsa except for  
thin ply reinforcements  
and spruce main spars**

Weights	
Fuselage/timer/tracker	84
tail	6
wing	71
prop	42
motor	30
total	<hr/> 233 gr

## IZET KURTALIC, BOSANSKI PET, BOSNIA-HERZEGOVINA, AUGUST 6

### F1A 20 flew

1	I Hazimehmedagic	BIH	1260	+60e
2	S Limo	BIH	1260	+50e
3	R Lesko	CRO	1260	+40e
4	R Koglot	SLO	1217	
5	E Sahinovic	BIH	1177	
6	R Kulcsa'r (J)	HUN	1150	

### F1A-Junior 2 flew

1	R Kulcsa'r	HUN	1150	
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### F1B 7 flew

1	R Blagojevic	SCG	1211	
2	M Cabaravdic	BIH	1174	
3	L Haribar	SLO	720	+87e

### F1C 6 flew

1	T Jusufbasic	BIH	1080	+120e
2	K Jusufbasic	BIH	1080	+95e
3	A Jusufbasic	BIH	1076	

## SUMMER CUP, STALOWA, POLAND, AUGUST 12-14

### F1A 23 flew

1	I Yablonovsky	UKR	1260	+60e	+270
2	S Kubit	POL	1260	+60e	+253
3	S Jakutis	LTU	1260	+60e	+155
4	D Dradra	POL	1260	+57e	
5	M Pitlanic	SVK	1260	+50e	
6	R Fedishyn	UKR	1251		
7	J Zachariasz	POL	1214		
8	O Bolko (J)	POL	1204		

### F1A-Junior 3 flew

1	O Bolko	POL	1204	
2	K Tarka	POL	1199	

### F1B 11 flew

1	R Mackus	LTU	1260	+120e	
2	A Rybchenkov	RUS	1260	+103e	+72
3	H Kucharski	POL	1260	+103e	
4	V Ivancikas	LTU	1260	+93e	
5	A Krawiec	POL	1255		

### F1C 5 flew

1	P Plachetka	POL	1260	+120e	+300	+347
2	M Roman	POL	1260	+120e	+300	+17
3	A Yamasaki	JPN	1241			

## POITOU, NOIZÉ, FRANCE, AUGUST 4-6

Report by Martin Dilly

The Moncontour Mini contest had a change of schedule this year. Instead of running the rounds to finish by lunchtime, this year they ran throughout the day, with a couple of hours break around midday. Those of us who had been salivating at the thought of the bistro in St. Generoux with the four course lunch menu at 10 Euros had already been thwarted when an earlier recce revealed that it was closed for its fermeture annuelle. Flying through the heat of the day was a bit of a chore and many would have preferred the previous arrangements.

With 39 flying in F1G the French took the top five places and Bernard Michaud topped the eleven-way fly-off to win for the second year. Don Thomson was still top Brit, but at fifteenth this year compared to fourth in '04. Somehow we couldn't seem to master the conditions.

In F1H we did rather better. Messrs. Crisp, Cuthbert and Carter all made the five-man fly-off but it was Vasily Beschasniy whose electronic bunter stormed to a convincing win, making the seven minutes in the second fly-off round. Andy Crisp placed second, maintaining his reliance on the twang hook but finding less promising air and from a rather lower height than the Ukrainian. Five juniors competed, with Matthew Cuthbert topping them in the overall placings.

The usual, and slightly embarrassing, British clean sweep in F1J was broken by Paul Seren of Germany, flying an F1P. He was only allowed the seven seconds run but was using a thermistor that certainly worked for him. He has been one of the driving forces in the resurgence of junior activity in Germany, culminating in their spectacular success at the recent Junior Championships, and his wife and several of his sons were flying at Poitou. For some reason the F1J class never seems to have caught on with the French, who only fielded a single flyer of the nine. John Bailey's very nippy model took second place and the event needed only a single fly-off round.

While the weather for both days was hot, it was nowhere near as bad as in 2003. On the first day 25 of the 39 F1B flyers made the four minute first round, as did all but one of the fourteen in F1C. Dutch flyer Piet de Boer had a busy weekend, flying F1C as well as his more usual F1A. One of the F1Cs that attracted interest was that of the sole Ukrainian flyer, Volodymyr Sychov, who is professionally involved with composite structures and moulding. It certainly showed. One of his models had an all-moulded carbon wing with little or no dihedral on the main panels, but sharply upswept winglets with a curved, rather than sharp-angled, junction. Another wing, which I didn't see but Peter Watson reported on, was flapped, with the hinge formed by the integral upper wing skin. The model used a moulded carbon underfin and a low-mounted wing.

After the seven rounds only Michel Reverault and Alan Jack, who also flew in F1A, had survived and after the fly-off they placed in that order.

In F1B, just as in F1G, the British seemed a bit flummoxed by the conditions and junior flyer Daniel Billam, back from Argentina, dropped a single flight to lead the British pack. Both Volodymyr and Igor Vivchar made the fly-off, but it was Germany's Bernd Silz who continued his highly successful year with a win.

The glider day was slightly calmer, though neither gave major problems. Forty of the 93 competitors made the four minute first round. Notable was the large junior entry of 15, surely yet another indication that the abolition of the BoM rule is bringing younger people into our sport, at least in other countries. The success of the German youth programme has already been mentioned, but in France and in the Netherlands they seem to be doing something right as well, with a number of new young flyers appearing. However it was our own Matthew Cuthbert who topped the junior results and placed eighth in the 16-way fly-off. After a wait to allow the thermal activity to decline, nine people did the five minute fly-off round, but by the time they tried for the seven minutes only France's Frederic Aberlenc made it, with our own Bill Colledge tying for sixth place.

### F1A-Junior 15 flew

1	M Cuthbert	GBR	1260	+60e	+300	+173
2	V Vivchar	UKR	1260	+53e		
3	B Bernard	FRA	1260	+31e		
4	G Thoreau	FRA	1248	+18e		
5	M Seren	GER	1248			
6	S Cesbron	FRA	1238	+34e		
7	M Tiercelin	FRA	1191			

**F1A 93 flew 24 full scores**

1	F Aberlenc	FRA	1260	+60e	+300	+420
2	A Van Eldik	NED	1260	+60e	+300	+307
3	S Chabot	FRA	1260	+60e	+300	+291
4	A Van Wallene	NED	1260	+60e	+300	+235
5	K Van De Ven	NED	1260	+60e	+300	+211
6	B Colledge	GBR	1260	+60e	+300	+188
6	D Seren	GER	1260	+60e	+300	+188
8	M Cuthbert (J)	GBR	1260	+60e	+300	+173
9	J Maassen	NED	1260	+60e	+300	+140
10	F Moreau	FRA	1260	+60e	+257	
11	S Seydel	GER	1260	+60e	+215	
12	V Croguennec	FRA	1260	+60e	+180	
13	B Van DeKerkhof	NED	1260	+60e	+161	
14	F Rapin	FRA	1260	+60e	+158	
15	W Bellen	NED	1260	+60e	+110	
16	A Besnard	FRA	1260	+60e	+92	
17	V Vivchar (J)	UKR	1260	+53e		
18	I Kreetz	NED	1260	+51e		
19	F Wilkening	GER	1260	+32e		
19	L Jean	FRA	1260	+32e		
21	B Bernard (J)	FRA	1260	+31e		
22	V Beschasniy	UKR	1260	+30e		
23	J Nyhegn	DEN	1260	+17e		
24	T Marilier	FRA	1260	+5e		

**F1B 39 flew**

1	B Silz	GER	1260	+60e	+300	+409
2	I Vivchar	UKR	1260	+60e	+300	+375
3	H Schoder	SUI	1260	+60e	+300	+362
4	B Marquois (J)	FRA	1260	+60e	+300	+311
5	H Van Hoorn	NED	1260	+60e	+300	+277
6	E Crins	NED	1260	+60e	+164	
7	D Barberis	FRA	1260	+60e	+118	
8	V Vivchar	UKR	1260	+60e		
9	T Seren (J)	GER	1260	+48e		
10	W Feijth	NED	1245			
11	D Billam (J)	GBR	1236			
12	S Yetis	TUR	1225			
13	B Piserchio	USA	1215			
14	R Lucassen	NED	1214			
15	M Woodhouse	GBR	1206			
16	J Kristenssen	DEN	1200			
17	F Voskens	NED	1190			
18	M Faassen	NED	1182			
19	R Trumpf	SUI	1173			
20	S Tedeschi	FRA	1149			

**F1C 14 flew**

1	M Reverault	FRA	1260	+60e	+300
2	A Jack	GBR	1260	+60e	+149
3	P Watson	GBR	1256		
4	C Gretter	GER	1243		
5	R Truppe	AUT	1238		
6	V Sychoy	UKR	1179		
7	P De Boer	NED	1162		

**BEAUVOIR SUR NIORT, JULY 29-30**

Report by Andrew Crisp

This year the camping, contest headquarters and prize-giving ceremonies reverted to the original site – the grounds of the picturesque windmill perched on the crest of a ridge overlooking the open, cut cornfields, which were the flying area.

It was a meeting of varied fortunes. The weather gods dispensed everything they could chuck at us, bar snow and frost, but it did steady down towards the final evening,

allowing the max to increase from 2½ minutes to 3, and giving fine conditions for the flyoffs.

Star of the show, from the British point of view, was Bill Colledge, who recorded 12 straight maxes in F1A. In wind and calm he handled his Yablonovsky-made models with supreme confidence.

F1G, flown to 6 flights, saw a more varied selection of approaches than is usual in international events these days. Despite the obvious potential shown by some entrants in the calm, misty, early morning round, the flyoff was a disappointment with nobody clearing 3 minutes.

It was left to F1J to impress. A small but select entry all maxed out, and the final order was the same as last year. John Bailey would have forced winner Tassilo Schwend to another flyoff round if he had not DTed early, and then with sufficient height in hand to make the six minute max!

To sum up, the strengths of this meeting seemed to lie in the expansive flying site, the fine views somewhat tempered by the vast downwind forest and omnipresent sunflower fields, and the international ambience, much in evidence at the fine prize-giving and banquet (or more properly, Sunday lunch!).

But let's be charitable. The organisation of the flying side of this event was, at best indecisive and fluid. It does not take much to come up with a loudhailer to keep competitors informed as to what is happening, or even a car horn to indicate the extent of the rounds.

And did I really see a power flyer timing his own flights – 5 second motor run and all? And is it right that competitors were writing their own scores on the scoreboard, rather than leaving it to the 8 year old girl who was supposed to be in charge!

I know we modellers are reckoned to be an honest lot, but I think a slight tightening up of the reins would improve this delightful set of competitions which is now attracting competitors from as far afield as USA and Ukraine.

**F1A 29 flew**

1	W Colledge	2160
2	H Fuss	2152
3	I Kreetz	2130
3	J-P Challine	2130

**F1G 17 flew**

1	E Lee-A-Hing	720	+171
2	M Picol	720	+141
3	F Neraudeau	720	+108
4	L Dupuis	720	+12

**F1H 11 flew**

1	Y Beschasniy	710
2	F Dujardin	701
3	M Rigault	660

**F1J 3 flew**

1	T Schwend	720	+360
2	J Bailey	720	+350
3	F Chilton	720	+226

**INDOOR DURATION**

Meeting have continued to be held in Cardington every two weeks subject to the weather forecast. We have been fortunate and only one meeting has been cancelled, on 13<sup>th</sup> and 14<sup>th</sup> August, the reserve dates for the trials. The last meeting of the season will be on the 16<sup>th</sup> of October, and it would be good to see more new and old – well, familiar – faces.

The Bordeaux Open International once again attracted a British contingent together with flyers from Spain, Germany and a group from the Czech Republic.

The contest was later than usual this year, being held on the 25<sup>th</sup>/26<sup>th</sup> of June. This year Bob Bailey joined Mike and Ann Green on the Euro Star and TGV, leaving London about 8.30 in the morning and arriving in Bordeaux at 6pm the same day. This is the means of travel to be taken by the British team and supporters for the European Championships in October, also to be held in Bordeaux Velodrome. Clive and Cindy King took the slow road, combining the contest with a holiday. Geoffrey

Lefever accompanied by daughter Jane and her partner Tony made the journey by car, staying on after the contest to visit elder daughter Claire who now lives in Lot. It was good to see John Tipper and Paula there again.

Mid-summer in Southwest France is usually hot and this year was no exception. Temperatures inside the Velodrome rose to the high 30s with a comparably high level of humidity. The welcome was as warm as ever making this one of the most enjoyable Internationals. There's a relaxed atmosphere, long lunch breaks and repas de gala, as well as the chance to meet up with old friends.

The Velodrome extends to a height of some 70 feet and is capped with a pyramid making a total height in the order of 100 feet. Models tend to centralize within the pyramid and 'mid-air's are a constant hazard. It will be interesting to see the effect of this during the hectic activity expected at the European Championships.

Bob Bailey returned home with his usual complement of hardware. Mike Green had an excellent contest winning F1M and producing the highest time recorded within the Velodrome for F1L. On this occasion Clive King and Geoffrey Lefever fared less well, being plagued by mid-air's.

It was good to see Uwe Blundesen from Germany in the Velodrome (for the first time), also return visits from Daniel Medina and Diaz Manuel Angel from Spain. The Czech contingent included Mikita Caplan together with his daughters Clara and Gabriella who both flew F1Ds.

#### F1L

1	Bob Bailey	22.53	22.38	45.31
2	Mike Green	23.15	18.47	42.02
3	John Tipper	20.48	19.21	40.09
4	Daniel Medina	21.08	18.54	40.02

#### 35cm

1	Bob Bailey	33.00	20.16	53.16
2	Daniel Medina	25.39	23.22	49.01
3	Francis Frugoli	23.14	22.54	46.08
4	John Tipper	26.02	17.24	43.26

#### F1M

1	Mike Green	17.12	17.02	34.14
2	Uwe Blundesen	16.17	15.43	43.00
3	Trung Hua-Ngoc	15.42	15.08	30.50
4	Geoffrey Lefever	15.34	15.08	30.42

#### F1D

1	Bob Bailey	31.52	31.32	63.24
2	Mikita Caplan	30.01	28.42	58.43
3	Didier Barberis	28.52	28.03	56.55
4	Uwe Blundeson	28.54	26.58	55.52

The team selection trials for the World Championships in 2006 took place over the weekend of 23<sup>rd</sup>/24<sup>th</sup> July. The forecast for the Saturday was for dry and calm weather but for rain later on the Sunday. The Saturday proved to be cold and damp. On a good day in Cardington gently rising air leaves the shed through the numerous holes in the roof. On this day, on the other hand, cold air appeared to be falling through the roof. Models lost height at an alarming rate. Derek Richards had an excellent let down from a modest height as a result of a perfectly adjusted variable pitch propeller. His score was the only reasonable one. The rest of the flyers were embarrassed in no small degree by their times. The second trials day was abandoned early with rains forecast for before mid-day and conditions even worse than those on Saturday. None of the flyers thought that they would be able to improve on their times and no one wished to fly. The team which will be travelling to the Romanian salt mines in October 2006 will be

the same as for the last European Championships held in the Millennium Dome in 2003, Derek Richards, Nick Aikman and Geoffrey Lefever.

Bob Bailey had chosen to fly in the Kibbie Dome in Northwest USA over this weekend having no wish to endure the Slanic mine yet again.

The meeting was most disappointing, however it did serve to produce a team.

1	Derek Richards	30.01	30.30	31.53	62.23
2	Nick Aikman	23.36	27.22	25.54	53.16
3	Geoffrey Lefever	24.29	26.15	0	50.44
4	Laurie Barr	20.46	22.38	25.13	47.51
5	Clive King	21.56	19.00	0	40.56
6	John Shaw	16.23	18.55	19.25	38.20

Late in August Bob Bailey, Nick Aikman, Clive King and Geoffrey Lefever will be flying off to Belgrade to sample the Trade Fair Centre of approx. 72 feet in height and to fly in the Open International for the Drocac Cup. This site is scheduled to the venue for the 2007 European Championships.

## INDOOR RECORDS

FAI has ratified the following record:

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 previous record was 1 min 2.8 sec by Jim Buxton, USA, on May 4 2003.

FAI has received the following three indoor record claims:

F1D record : N°125-b: duration (ceiling 8m - 15m) 32 min 4 sec by Dezso Orsovai (Hungary) at Budapest (Hungary) on August 20 2005. The current record is 29 min 8 sec by Oleg Korniychuk, Ukraine, on August 24 2002.

Open Indoor record : N°115-d: duration (ceiling over 30 m) 61min 30sec by John Kagan (USA) at Lakehurst, NJ (USA) on July 4 2005. The current record is 60 min 1sec by Steve Brown, USA on June 1 1997.

F1N Indoor HLG record : N°118-d duration (ceiling over 30m) 1 min 25 sec by Mark Benns (UK) at Kibbie Dome, ID (USA) on July 27 2005. The current record is 1 min 23 sec by Jim Buxton, USA on May 28 2003.

The details shown above are provisional. When all the evidence required has been received and checked, the exact figures will be established and the records ratified if appropriate.

## BMFA SUMMER MINI, NORTH LUFFENHAM, JULY 24

Report by Dave Hipperson

Oh dear! North Luffenham is an inconvenient venue at best - this day it showed us its very worst side. With a 10 mph South Easterly early flights were doomed to head straight for the military compound. No problem with access to this, service men very co-operative, but it meant a long trip around to the main gate. Security was understandably tight and retrievals had to be with the accompaniment of military personnel. Then the hazards inside this area were many - mostly buildings and hangars with high roofs that were really no go areas. Understandably that put people off flying a bit. When the rain arrived just before lunch half the entry left for home!

Anything with a 2:30 max was hardly being flown at all including the 'add on' Midland events. Grey managed some



sensible flights in Electric Open (and how did that sneak into a Mini day?) DTing deliberately early to get them down in front of the hazard. His sole opposition put at least one flight right over the top into open fields. Go too far that way and the Rutland Water awaited! The genuine mini classes were only slightly better supported until after a few hours of demoralising if quite warm rain the wind shifted more to the East and although even stronger blew slightly to the south of the military area and hence encouraged some of the few people that remained to resume flying despite the now appalling visibility. John Carter gave us a bit of the old John with spirited flights in Slow Open Power finishing up with a really quite good one and then HLG flights made with an A2! That was good to see.

The top four in AI could be proud of themselves too, continuing their tussle for the Biggles AI League. All good times bearing in mind the wind and rain. Ian Davitt flew three classes. Motor trouble in CO2 put him out of that, then one very good Senator flight started his score in Mini Vintage but he quickly switched to CdH and polished off five respectable flights to take the class by a mile over the next two that only managed a flight or two each - Marshall bunting in onto the roof of a car on his first! At least one of JOD's winning P30 flights started off well then flew through alarming sink for almost a minute before resuming its more usual pattern from very low down.

Right from the start Bailey and Watson were in it with their F1Js but stopped early. Trevor Payne had a bit of launch trouble and only flew twice as did Foster but his departure early in the rain was after two maxes! Colin Foster never goes home early - these were indeed exceptional circumstances. Mini Vintage had a reasonable entry if five is reasonable. Strachan had two maxes from his Scram, Hipperson likewise with his Helides power model. Strachans' last dropped with a stalling glide due to a water logged tail. Hipperson's soaked through on it's second flight was probably not completely dry when it was flown a few minutes before the end. It climbed well for half the run then fell on its back and spun in to the left to hit the ground still running but thankfully into soft wet grass although at 21 secs an over-run heaped insult upon injury.

The problems with this poor site were exacerbated by the weather and ridiculously small involvement was the result. The BMFA must look more logically at what they are doing and where they are doing it. Bad venue, far too many BMFA classes made worse by the daft idea of allowing the host club to add still more events. Contests in the North run at Church Fenton are never so blighted because they use their imagination and experience. The BMFA Contest programme appears to be running out of steam. Regardless of diminishing numbers they insist on putting on too many events, refuse to combine the obvious candidates and to make matters worse show little regard to customer comforts in the choice of venue. To continue in this direction will inevitably result in their events becoming less prestigious than club contests if they aren't already in some areas. No good blaming the weather - look at the entry a week later at Church Fenton, also in the rain.

#### 5 flights x 2 min max

##### A1 Glider F1H

1	J Cooper	8.43
2	B Lavis	8.23
3	G Peck	8.05
4	R Heap	8.04
5	P Richardson	1.17

#### 3 flights x 2 min max

##### Mini Vintage

1	C Strachan	5.35
2	D Hipperson	4.00
3	D Brawn	2.59
4=	M Sanderson	2.00
4=	I Davitt	2.00

#### Coupe d'hiver F1G

1	I Davitt	5.46
2	N Cliff	3.11
3	M Marshall	2.01
4	R Sparrow	1.44

#### F1J - 1/2A Power

1	J Bailey	8.00
2=	P Watson	4.00
2=	C Foster	4.00
4	T Payne	3.03
5	F Rushby	2.00

#### CO2

1	P Tolhurst	5.56
2	I Davitt	5.01

#### P 30

1	J O'Donnell	4.00
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#### E30

1	B Whitehead	5.56
2	T Grey	2.42
3	C Strachan	0.30

#### 3 flights x 2.30 max

##### Slow Open Power

1	J Carter	3.42
2	D Clarkson	0.01

##### Open Electric

1	T Grey	5.37
2	P Lang	5.00

##### HLG

1	G Percival	1.17
2	J Carter	0.17

##### Catapult Glider

1	P Tolhurst	1.41
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#### Midland Area Events (2 flights x 2.30 max)

##### Classic Rubber

1	R Alban	5.00
2	D Beales	3.34
3	S Willis	3.06

##### Classic Glider

1	T Dilks	1.00
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No entries in Classic Power or British Power

## TYNEMOUTH MINI RALLY, NEWCASTLE TOWN MOOR, JULY 31

Report by Brian Martin.

Flying commenced towards the North West corner of the Town Moor to anticipate the forecast of a 15 mph wind swinging from North to North West at 1pm. The wind had different ideas and swung North West early on and then started backing throughout the day to finish North East at competition close. This caused visibility problems over a hump, necessitating a move East after lunch. Otherwise the weather was kind, with a windspeed nearer 10 mph dropping calmer during the day - dry, 66F, cloudy initially and sunny by early afternoon.

The max was set at 1.30, allowing models in lift to DT inside the Moor boundary. Only one model went into the housing surrounding the Moor after a DT failure. Maxing was not as easy as anticipated due to turbulence from upwind buildings and trees which particularly affected F1H, F1G and chuck gliders.

George Blair, flying a Cox .049 1/2A Witch Hawk to 3 maxes, won the power event from Mike Quinn who dropped his third flight. Chris Edge had an easy day, maxing out with his F1H bunter. Bruce Duncan and Jim Arnott in second and third place, succumbed to the turbulence, each with one dropped flight, and were separated by only one second.

Richard Jack won chuck glider from Chris Edge in second place, and had nearly double the score of his dad, Alan, in third place.

Three experienced fliers, whose total ages add up to 217 years maxed out in the F1G/ Mini Vintage Rubber event. To keep the models on site the result was decided by a Tynemouth DT fly off which involved completing a 1.30 max followed by a timed DT descent. The total of the max time and the DT descent time determining the winner. Urlan Wannop, who climbed highest with a Gollywock came first with a time of 1.41. Ron Pollard was second with a time of 1.40 from his New Gollywock, and Dick Stokes scored 1.39 with his Skyrocket. A close but fair result, and an enjoyable days flying.

**Mini Vintage Rubber/ F1G (3 x 1.30)**

1	U Wannop	Paisley	MV	4.30+1.41
2	R Pollard	Tynemouth	MV	4.30+1.40
3	R Stokes	CM	MV	4.30+1.39
4	B Martin	Tynemouth	F1G	4.08

**Chuck Glider/ Catapult Glider (5 x 1.00)**

1	R Jack	Tynemouth	259 sec
2	C Edge	Scotia F/F	163
3	A Jack	Tynemouth	132
4	R Pollard	Tynemouth	119
5	K Gibson	Tynemouth	60
6	E Jones	Morley	52
7	G Gibson	Tynemouth	44

**F1H Glider (3 X 1.30)**

1	C Edge	Scotia F/F	4.30
2	B Duncan	SAA	3.49
3	J Arnott	Scotia F/F	3.48

**BMFA 1/2A / F1J (3 x 1.30)**

1	G Blair	Edinburgh	1/2A	4.30
2	M Quinn	Novocastria	1/2A	3.01

**MORLEY CLASSIC POWER MEETING, CHURCH FENTON, JULY 30**

Report by Dave Hipperson.

After the horrors of North Luffenham the weekend before it felt even more of a pleasure to be back on Church Fenton for this annual power bonanza. A much better start than expected too with a gentle northerly drift under solid overcast. Even the smell was right, a blend of diesel fuel, cut grass and burning DT fuse drifting downwind with a wide assortment of power deigns in evidence. Only that morning a wide band of grass parallel to the north-south runway and straight downwind had been mown 'putting green' short. It was from here we flew with vehicles close by. Most accommodating.

The air was not so accommodating. Despite the calm overcast it was anything but buoyant and a number of decent climbs came sledding down in under a max in the first round. There were some multiple entries as this contest encouraged as many participations as the contestant had eligible models. With no reserves allowed it was wise therefore to put more than one iron in the fire. Brown and Hipperson had three each, Woodhouse and a few others two the rest just one. During the second round, still a 2:30 max with a 10 second run for all no matter what motor, some light rain began and the breeze picked up slightly.

Already a man that was to figure in the final results Jeff Parker had actually dropped a little time with his interesting American short moment, underfinned HiFly design and all Alan Brown's entries also dropped. The trio of Hipperson Dixielanders that had romped away with it a few months earlier on this site were also having a very different sort of day. By the start of the second round one had dropped twice and then been splattered against the side of a house on the edge of the drome and another had overran and was stuck high in a poplar tree. He was therefore already down to one entry and not his best model. As the rain intensified Ian Wilkinson seemed undaunted and continued to max with his version, Steve Barnes No.18 ably proxied by Dave Limbert was looking very comfortable too and Pete Woodhouse, after a bad start looping his Dixy into the runway, had made amends with his second string a Eureka despite it being unflown for some months since major repairs.

Thermal detectors and anemometers, even streamers longer than 1m, were prohibited (surely we could do this more often it would save so much mucking about) and so it was impossible to be sure about the wind speed but it was rising and was probably 10 -15mph when Steve Fielding the CD dropped the max to 2:00 and with it the engine run to 8 secs and

incidentally the line length for Glider, which was being flown in the same periods. This cut in the run was universally unpopular but quite within his rights as he had explained all along, as always, that the maxes and runs would be adjusted to try to keep models in the field. It didn't help those who had less than spirally climbs like Hipperson who is never happy with his on less than 10 secs and totalled one and a good AM35 at this very contest some years ago when it didn't flip off the top and but came straight back into the runway. There was much re-adjusting of timers but Richard Wykes - on form at last with his recently returned Ramrod - actually went as far as to make a test flight to check the run and the pull -out. Very sensible.

There were still six with perfect scores going into the last round but it had weeded out some including Colin Foster who dropped with a 1:45. He was still very much in the hunt in Glider however. This had a lesser entry but Colin was able to fly in both Classic and Vintage! Eventually he was to actually to loose his Nord spectacularly in a real thermal in the rain on the last round but it won him the contest.

As befits a Nostalgia Power contest I was reminded when cycling back from an early flight before the rain, of a day not dissimilar exactly 40 years before when at the tender age of nineteen I found myself flying in the 1965 Power World Champs at Kalhava in Finland. I was proxy flying a couple of Harry Winn's models from New Zealand and learning what contest nerves were about for the first time. Here I was again against a Pimenoff No.18 also proxy flown on this occasion just like old times, a Conover Lucky Lindy, Galbraith's HiFly at least one Posner Dream Weaver and even a Gastove. Then off to my right came the distinctive howl of a Verbitsky geared F1C. Test flying in a corner of the aerodrome so as not to interfere with our event was John Cuthbert former F1C World Cup Winner and once again its current leader (Ed: at that time). I had in front of me the somehow aesthetically pleasing geometrical spiral climbs of my opponents today and that day 40 years ago to compare against the straight, vertical and frightening fast trajectory of the modern state of the art FAI power model. Oh how we have advanced. Or have we?

Despite his caution Wykes' Ramrod dropped on the final round after a stall on the glide refused to iron out and Woodhouse's Eureka got just a little too wet and went off left on the climb. This left a final sixth round needed to resolve a three way tie. Barnes's No.18 flown by Limbert and a Dixielander each from Wilkinson and Hipperson. The run was left at 8 secs and the max extended to three minutes - the rain and wind were now at their worst and would continue like it right though the quarter of an hour flyoff round. Two of the finalists elected to fly from the very farthest upwind point on the runway - Hipperson stayed where he had flown all day in a more central location. Limbert launched first. A perfect pattern but was gliding down fast. Wilkinson followed a minute later and came slightly off trim, had a short run with the resultant poor pull out and was also coming down fast but from less height. Both these models were on the ground before Hipperson's flew. His model got the highest and pulled out well but was in sink and simply fell out of the sky. Unusual for such air to be about when such wet conditions are usually buoyant if a little inconvenient. However despite the sudden glide the final Dixielander produced just enough to win. All flyoff models landed on the drome

**Classic/Nostalgia Power 17 flew**

1	D.Hipperson	2:30	2:30	2:00	2:00	9:00+2:00	Dixielander
2	S.Barnes	2:30	2:30	2:00	2:00	9:00+1:58	No.18
	<i>proxy Limbert</i>						
3	I.Wilkinson	2:30	2:30	2:00	2:00	9:00+1:09	Dixielander
4	J.Parker	2:12	2:30	2:00	2:00	8:42	Hi-fly
5	P.Woodhouse	2:30	2:30	2:00	1:40	8:40	Eureka
6	R.Wykes	2:30	2:30	2:00	1:26	8:26	Ramrod

### **Vintage / Classic Glider 8 flew**

1	C.Foster	8:15	Nord (Vintage)
2	C.Foster	8:13	Caprice (Classic)
3	R.Moseley	7:06	
4	A.Kelley	6:55	
5	G.Peck	4:12	
6	H.Perkins	3:50	

## **TIMPERLEY GALA, BARKSTON HEATH, AUGUST 21**

Report by Dave Hipperson

Despite a clash with the First FAI Trials meeting on Salisbury Plain this prestigious annual club gala had good attendance. Doubtless helped by the popular and central venue of Barkston Heath plus the forecast of pleasant weather it was still quite a surprise to see so many. Glider particularly, when there was a seven flight event towards a team place on offer elsewhere. Many of the names at Timperley were those that in the quite recent past have been Team members. Perhaps it was actually the thought of seven flights over two days that put them off? Timperley limited everything to three flights, including CdH and hence encouraged almost everyone to have a go in at least two classes although Richard Wykes was the only man to make two flyoffs.

A well considered and compact menu of five of the most popular events, and yes that does now included Open Glider and may not continue to including Open Rubber for much longer - ensured everything attracted entries sufficient to make proper contests. The early cool overcast quickly gave way to long sunny spells and a light, sometimes very light westerly drift. The max could have been larger particularly for Open Rubber and Vintage but otherwise the flyoffs were a good size and they started soon after the close at 6pm in steadily reducing drift.

Ten minute periods with five minute gaps kept it easy to remember where the rounds were on the clock face and everything was boldly announced by CD Dave Clarkson. Vintage went first and Richard Wyke's impressive climb from his huge Flying Pencil drew applause from spectators and competitors alike. A minute later Hipperson's Firecracker followed to a similar height a few seconds after Strachan had a launched his Lanzo Stick. These later two benefited from some slight help to extend their still air potential by perhaps a minute or so.

Coupe d'Hiver was a slight anti-climax when only Ralph Sparrow contacted anything remotely helpful. Ralph has now all but clinched the CdH League with this fine effort on a night when everyone else in his category seemed to find worse than dead air. Things were still cooling for Glider and despite a great deal of towing no one found any help and scores mostly reflected trim, launch and (perish the thought) still air potential! Gary Peck is such a regular competitor everywhere and in all weathers that it stands to reason his practice was going to win him something worthwhile eventually.

Open Rubber was graced by John O'Donnell's first appearance in the class this year! His shoulder now sufficiently recovered for strenuous winding but a week or so prior things had not gone well. He lost (misaid?) his smaller model ten days earlier when trimming at Church Fenton and had to rely on his old '53 Rule Wakefield special for the contest flights. His flyoff model however was in a completely different class and clearly the winning flight from soon after the launch. Hodkinson piled into a car (again, he did the same at the Nats) Gerry Ferer flew close to John but simply could match the climb and all the

others were well off the pace. Not much in the way of help in this flyoff either.

The final event of the evening was for the largest entry of the day and the class for which this club is rightly famous - Combined Power. Wyke's and Grey's models were in the air together. Grey's Electric out-climbing the very fast Slow Open model from Wykes and out-gliding it too! A minute or two later Trevor Payne produced a perfect flight from one of his huge Open Power models bunting just over the top to slow down perfectly for the glide. It was a great flight and a popular win as everyone that flies anything appreciates that although such a model has the potential to win every time handling something as potentially lethal as this scale of power model takes great skill and concentration. We saw the best of it this evening. His score was only exceeded by new name Tony Welcer's British Power model but quite academic as it had a colossal (3 sec) over-run. However it did give some idea of the reduced drift as this model only just got off the drome despite being airborne for almost 8 minutes. The Timperley Gala combined a well thought out choice of events, was well run, had pleasant weather even if the lift is always tricky in such conditions. It was rounded off with a presentation of trophies wine and stop watches for all class winners and wine for the runners up.

All maxes 2.30 all events three flights.

### **Open Rubber 7 flew**

1	J O'Donnell	7.30+10.51
2	G Ferer	7.30+7.56
3	J Wingate	7.30+4.40
4	C Foster	7.30+3.43
5	I Wilkinson	7.30+3.08
6	W Hodkinson	7.30+0.08

### **Open Glider 12 flew**

1	G Peck	7.30+2.45
2	R Heap	7.30+2.39
3	J Cooper	7.30+2.30
4	J Bailey	7.30+2.28
5	S Philpott	7.30+2.24
6	M Chilton	6.41

### **Combined Power 20 flew -9 flew off**

1	T Payne	7.30+6.19	Open Power
2	T Grey	7.30+5.11	Open Electric
3	D Limbert	7.30+3.46	Slow Open Power Glow
4	P Lang	7.30+3.36	Open Electric
5	R Wykes	7.30+3.04	Slow Open Power Glow
6	P Morris	7.30+2.15	

### **Open Vintage 11 flew -7 flew off**

1	D Hipperson	7.30+7.09	Firecracker
2	R Wykes	7.30+6.54	Hying Pencil
3	C Strachan	7.30+6.25	Lanzo Stick
4	J Foster	7.30+4.25	Hep Cat
5	M Sanderson	7.30+2.48	Senator
6	D Brawn	7.30+1.24	Glider -unknown

### **Coupe d'hiver 13 flew**

1	R Sparrow	6+4.31
2	N Cliff	6+2.33
3=	M Chilton	6+2.23
3=	P Woodhouse	6+2.23
5	J Barker	6+2.13
6	G Sharp	6+2.04

## **TREE CHOPPING AT CHOBHAM**

From Geoff Smith:

The dates agreed with the Countryside Warden are as follows:

October 10, December 12, and in 2006 February 6 and 13. All are on Monday. Meet in the Clump car park at 10am. Chopping time 2 to 2½ hours. Those among you who use Chobham for trimming will appreciate how vital it is to keep the FF zone tree-free and our efforts are appreciated by those who administer the Common. If you have never tried this before, come and join us.

## BMFA 1ST TRIALS, Salisbury Plain, Aug 20-21

### F1A- Dave Brawn Trophy 17 flew

1	P Ball	Grantham	1260
2	S Darmon	Birmingham	1248
3	R Jack	Tynemouth	1225
4	M Cuthbert	Falcons	1223
5	W College	Birmingham	1207
6	J Carter	Falcons	1199
7	P Williams	Richmond	1187
8	P Tribe	Bristol & West	1177
9	A Jack	Tynemouth	1125
10	D Bartle	Morley	1120
11	A Ball	Grantham	1108
12	T Nicholson	NWFFG	1077

### F1B- Mike Duce Trophy 14 flew

1	R Cheesley	Crookham	1260	403
2	M Woolner	E Grinstead	1260	302
3	R Jones	CM	1260	188
4	R Peers	Falcons	1252	
5	D Billam	Grantham	1239	
6	G Stringer	E Grinstead	1235	
7	C Chapman	Bristol & West	1233	
8	B Martin	Tynemouth	1209	
9	D Greaves	Bristol & West	1177	
10	J Billam	Grantham	1161	

### F1C- Pete Buskell Trophy 5 flew

1	J Cuthbert	Falcons	1260
2	P Watson	Birmingham	1257
3	A Jack	Tynemouth	1237
4	S Screen	Birmingham	1199
5	R Baggott	Birmingham	254

## BMFA SENIOR CHAMPIONSHIP

1	P Ball	135.0	11	J Bailey	27.0
2	D Hipperson	67.0	12	P Woodhouse	26.5
3	J Cooper	52.0	13	J Godden	25.0
4	C Strachan	49.0	14	C Foster	24.5
5	A Jack	44.0	15	S Brewer	24.0
6	M Benns	39.0	15	A Crisp	24.0
7	P Watson	38.5	15	T Payne	24.0
8	T Grey	35.0	18	D Cox	23.0
9	S Willis	28.5	18	A Hewitt	23.0
10	C Chapman	28.0	18	G Peck	23.0

## UK COMPETITION NEWS

COME AND FLY VINTAGE on Sunday 11<sup>th</sup> September 2005. SAM 35 in collaboration with the BMFA will hold a vintage meeting on the Sunday of the two-day World Cup event at Barkston Heath. The vintage classes to be flown will be:

4oz Wakefield in accordance with the 1934 to 1936 rules

8oz Wakefield in accordance with the 1937 to 1950 ("Pre 1951") rules

Lightweight Rubber, Maximum flat span (i.e. not projected) less than 864mm (34 inches)

Vintage Glider 100 metres (328 ft) towline.

Start time 10.00 am, 3 flights, maximum to be announced on the day. To SAM 35 eligibility rules. Operational rules and permitted modifications will be in accordance with the BMFA contest rules. For further details telephone 01223 860498, or email: [chris.strachan@btinternet.com](mailto:chris.strachan@btinternet.com)

Anyone who would like to spectate and/or trim or sport fly on the Saturday or Sunday will be welcome.

GRANTHAM GRAND PRIX will be at Barkston Heath on November 6th starting at 9am. It's back after a 15-year gap but in a new format to suit the current climate which will comprise mostly Combined events plus Mini Vintage. A radical inclusion in the Combined Glider Event will be the opportunity to fly **Purchased Models that don't comply to the BOM rules** although they will be subject to a Factor of .9 x the time scored to even things out i.e. a 2 minute 30 max would require a score of 2 minutes 47 seconds for a max. 2 individual entries to each event will be allowed providing different models are flown in each entry. Events are:

Combined IC Power (Arthur Percival Trophy) All Classes to use their existing BMFA Rules along with Classic Models that are allowed an 11 second engine run for Glows motors and 13 seconds for Diesels.

Mini Vintage (Trophy TBA) to BMFA Rules

Combined Glider (Barkston Cup) all classes to use existing Tow Line lengths including Classic that will be allowed 75 meters. Models not conforming to the BOM Rules are allowed but will be subject to a .9 Time Factor.

Combined HLG/CLG (Bill Fall Trophy) 7 flights all count

It's hoped the event will become a regular addition to the Contest Calendar and its planned that next years will be held at a warmer time of the year. Contact: - Phil Ball, tel 01332 665361, [phil.ball@ntlworld.com](mailto:phil.ball@ntlworld.com)

(Phil needs to contact Dave Bitchenor who won the Glider Event at the last contest in 1990 about the return of the trophy. If anyone can provide details of his whereabouts please contact Phil)

## INTERNATIONAL COMPETITION NEWS

FAVLI World Cup contest in Italy on October 22-23 was planned to be held at Maniago. However, military alert status has withdrawn the availability of the Maniago field. Instead a field in Orentano (Lucca district – near Pisa, Tuscany) will be used instead. Further details are promised.

## NOTICEBOARD

GRAHAM SHACKLOCK'S RUBBER. From Dave Clarkson: Recently discovered in his mother's fridge was a number of boxes of Tan II rubber. In accordance with his wishes expressed to his Mum by Graham Shacklock these all went on E-Bay in the USA and 7 boxes went at just under £50 average. The ones left are as follows:-

1 box July 02 1/8"      1 box May 96 1/4"  
1 box March 93 1/8"      1 box February 93 1/4"  
1 box undated 1/4"

The undated box has Czech printing on it but is not stamped FAI Tan II, however it looks and smells like the others so I have called it Tan II.

Offers to me for each box. All of these boxes were opened by Graham presumably to check their contents. I have weighed each box to make sure their contents are complete. They all weigh 1 lb each. If you want them posted then postage at £3 per box should be added to your cheque which should be made payable to San Shacklock, his eldest son. Those of you in the know will know what that May 96 box is worth.

Contact Dave Clarkson at 108 Lincoln Towers, Middle Hillgate, Stockport SK1 3PQ, tel 0161 477 7647.