

FREE FLIGHT

News

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FFn DIARY

September 4-7 Orel, Russia	Cup Aviaprom. F1A, F1B, F1C. Contact: Nadezda Snegovay, tel:+7 495 97 47, fax:+7 495 97 47, email:fasru@rambler.ru	September 20-21 Barkston Heath	BMFA Team Selection 2. F1A, F1B, F1C. Contact: J.Carter 01782 398816
September 6 (Saturday only) Salisbury Plain	BMFA Trimming Weekend. See FFn 0802 Must call Peter Tribe on Friday before 01225 862748.	September 21 Middle Wallop	Fun flying and trimming day. Contact: Mike Parker, tel: 0118 9481392 email: membership@sam1066.org
September 6 Liptovsky Mikulás, Slovak Republic	2 F1E World Cup events. 6th: Liptov Cup, 7th: Nosko Cup. Contact: Ing. Milan Valastiak, Vrbická 1869, 031 01 Liptovsky Mikulás, Slovak Republic, t:+421 908 530 339, fax: +421 48 611 2668 mvalastiak@inmail.sk	September 27 Tass, Hungary	Árva János Memorial. F1A, F1B, F1C. Contact: János Árva, t:+36 66 464 160, e: miklost@hu.inter.net
September 12-14 Sisak, Croatia	Siscia Cup. F1A, F1B, F1C, F1Q World Cup. Contact: Zoran Zechner, S.i.A.Radica 3, Sisak, Croatia, tel: +385 98 90 55 288, zorn.zechner@sk.t-com.hr, www.amks.hr	September 27-28 Salisbury Plain	BMFA Trimming Weekend. See September 6 entry.
September 7 Newbigging	The Cranfield Classic 10:00-17:30. Contact Jim Arnott, tel 01383 510279, Downside, Farm Road, Hill of Beath, Fife, KY4 8DZ arnott.downside@btinternet.com	September 27 Tourtenay, France	1st Poitou Charentes. F1E World Cup event. Contact: Andre Trachez, 11 rte de la Balderie La Rivière, 79370 Aigonnay, France, tel:+33 6 08 57 35 50, email:andre.trachez@laposte.net
September 13 (Saturday only) Salisbury Plain	BMFA Trimming Weekend. See FFn 0802 Must call Peter Tribe on Friday before 01225 862748.	September 28 Tourtenay, France	Poitou F1E World Cup. Contact: Michel Reverault, Poitou 2008 F1E, BP 36, 79101 Thouars Cedex, France, t:+33 54968 0155 fax: +33 549961337 poitou-aero@noos.fr www.poitou-aero.com
September 14 Wasserkuppe, Germany	Berner Cup. F1E World Cup event. Contact: Alfred Andrist, Sustenstrasse 9E, 3604 Thun, Switzerland, tel:+41 33 33 96 72 05, email: fred.andrist@martiac.ch	September 28 Port Meadow, Oxford	Oxford MFC Septemberfest. M vint R, Tailless R+G, F1G, Vint CdH, Vint Glider, Classic Glider,P30, Vint HLG+Cat (comb), Scale. Start 10am. Contact: L Marks 01993 700051, C Newman 01865 426129.
September 14 Area venues	BMFA 5th Area. C/R Team (Farrow/Plugge), F1A (SMAE), F1J/BMFA1/2A (Plugge), SLOP (Frog Senior), E30.	October 2-5 Capannori (Lucca), Italy	3rd FAVLI. F1A, F1B, F1C World Cup event. Contact: Maurizio Tomazzoni, Via Rialto 36, 38068 Rovereto, Italy, tel:+39 0464 430 230, email:gaetom@tele2.it web: www.favli.it
September 13-20 Kaltensundheim	FAI European Championship F1E, Germany.	October 4-5 Ankara, Turkey	Anatolian Cup. F1A, F1B, F1C World Cup Contact: Osman Sevgi, Altan Dunalp Sitesi no.10/7, Cayyolu Ankara, Turkey, tel: +90 532 4171104, web: www.helivizyon.com/anatoliancup
September 19 Kaltensundheim, Rhön, Germany	Rhön World Cup. F1E World Cup event. Contact: Michael Thoma, tel:+49 531 2 35 40 56, fax:+49 531 2 35 40 11, e: m.thoma@daec.de www.modellflug-im-daec.de	October 4-5 Salisbury Plain	BMFA Trimming Weekend. See September 6 entry.
September 19-21 RAF Digby	BMFA Indoor Nationals. See FFn 0807. 19th from 6pm index best 2 flts from 6. LRS, EZB, F1L, GC, LPP; 20th from 9am LPP, F1M, No-Cal, F1N, F1L, GC; 21st F1D, 35cm, LRS. Pre-entry by Aug 8. Contact Mark Benns 01733-755733 email itc@bmfa.org	October 5 Area Venues	BMFA 6th Area. C/G Team (Model Engineer/Plugge), F1C/F1Q (Astral), F1G (Plugge), Classic R, Classic P, Mini Vint.
		October 7-9 Lost Hills, California, USA	Sierra Cup. F1A, F1B, F1C, F1G, F1H, F1J, F1P. World Cup. Contact: Mike McKeever, tel:+1 916 967 8474, email:vamckeever@aol.com

INDOOR WORLD CHAMPIONSHIPS, BELGRADE, SERBIA, AUG 17 TO 22

Report by Ian Kaynes

Last year the European Championships was held one of the smaller halls of the Belgrade Fair site. While adequate for that event the limited area at which the highest ceiling was available meant that it was not really suitable for the World Championships which had been awarded to Serbia for 2008. A larger hall, Hall 1, was available but when Gerd Wobbeking and myself had been shown it last year during a visit there was an enormous central light assembly hanging down in the centre of the hall. We were promised that it would be removed for the 2008 World Champs, but it was a pleasant surprise to arrive and find that it had indeed gone. This left the circular hall with a clear wide concrete central ceiling (27.5m) surrounded by concrete beam arches between which there were many small circular windows. Below this the vertical walls had windows, the lower parts being covered by curtains. Overall it was much lighter than last year's hall but would warm up in the sun, offset by the fact that outside temperatures were in the 30s rather than the 40C of last year.

The venue was used for an Open International directly before the Champs and one defect was discovered in that there were 4 vents in the ceiling – we were told that there was not access to the outside air but an American model that hit the edge of one hole was sucked right up into it. Ivan Treger won the Open International F1D with 35 min flights, while the British concentrated on the alternate class of 350 and took first and second. in that.

The World Champs had attracted 38 seniors and 17 junior flyers. The opening ceremony was held just outside the hall, followed by the team managers' meeting. The most significant of the democratic decisions made there was that the first two days would be flown with a late schedule to make the most of the better evening air.

The first round start a quarter of an hour late when the distribution of cards to the timekeepers was slow (after that it all ran very smoothly). First to launch was Serbian Ljubomir Radosavljevi, notable for also being a driving force behind the organisation of the championships and he also flies other classes, including a fourth place at the Serbian International F1E in June. First Brit to fly was Derek Richards who was well into a decent flight when the motor exploded to leave him with only 24.11. Different bad luck then got Bob Bailey – he had climbed up and encountered the layer of drift close to the ceiling. He steered across the hall but the model rotated round the prop and with a crowded floor he didn't have room to manoeuvre to get the model off the line. Third British team member, Mark Benns, flew near the end of the round and recorded a 29. Landing at about the same time was Lutz Schramm - he had posted a record 36.18 with his beautiful elliptic winged model and overtaken Ivan Treger's 34.31 who had been the previous leader in the round. John Kagan and Jim Richmond had also cleared 34 in the round, and this was before the good conditions expected in the evening.

After a 2 hour gap, round 2 was to start at 20.30 but first we were surprised to find that dinner was served. This was from the same suppliers – the Belgrade Fair catering – and was actually an identical meal, but of very good quality and quantity. The lunches had been ordered and paid in advance by the participants who wanted to but the plan had been that dinner would be taken at hotels and restaurants independent of the contest. France had complained that the late finish at midnight would make it difficult to get an evening meal and it was notable to have meal provided at short notice,

Round 2 was quickly busy with 7 models climbing together. Richards was one of these and he soon reached the ceiling and demonstrated the problem of steering on the gently sloping parts of the roof – the slope over a model circle diameter was

insufficient to have the model below the balloon at any point on the circle. Eventually it moved enough so that he managed to catch it on the line and make a steer, just clearing 30 min at the end. Bailey, keeping well down from the ceiling, and Benns also broke the half-hour mark, but the best flight of the round went to Ivan Treger with 36.23. This time just broke the new record for category 3 sites which had been set by Schraam in the morning. A quick check of the Sporting Code showed that for multiple record breaking flights on the same day, the record is awarded only to the one best time. Schramm flew late in the round and landed a half-hour after midnight. His time was 34.42 which meant that his total of 71 min was just 6 seconds ahead of Treger.

On the second day we again had the luxury of a leisurely morning before the start of flying in the afternoon. The temperature in the hall seemed to have dropped a little or maybe it was comparison with the warm afternoon outside. The previous night Zoltan Sukisd of Hungary had received news that his son had been badly injured in a car accident and Dezso Orsovai had driven him home. This left Andras Ree to fly alone today, in complete contrast to the successful day 1 for the Hungarian team when all 6 flights had been over 30 minutes. The Brits all cleared 30 min to give them totals over one hour. Treger pulled into the lead by posting 35 minutes, but the highest time of the round went to John Kagan with 35.38, with a total good for third place. Schramm had a succession of problems: first a motor broke as he was loading on the model, his second model to replace that one broke while it was on the stand, and finally he got away with a third model but then the flight terminated after a steer.

Romania made an unusual claim for a reflight – their model had hung up and during the 10 seconds counted to see if it stayed there another model's propeller had touched it. They claimed that this 10 seconds is part of the flight but the model didn't dislodge and so the 10 seconds is subtracted from the flight time – so the collision reflight was refused.

After a break the evening round started at 20.30 again. There was still high level drift but less than during the afternoon. Most people made good flights and improved on their earlier scores, including Richards and Bailey for GB and Kagan and Schaefer on the USA team, Kagan making his second 35 min flight. The other US flyer, Jim Richmond, had his third successive flight aborted by steering problems. In this round he continued his steering movements of the line and had to be told that the model had come off the line and was actually diving down with the prop stuck against the wing. This brought about a request from the American team to allow a proxy steerer for Richmond for the remaining flights, which was granted although he did not have the proof of poor eyesight which is demanded by the Sporting Code. The team results would depend on Richmond posting a second good flight to place beside his 34.56 from round 1 – USA were currently behind GB but ahead of Hungary, whose team score improvement had been so limited by the absence of two members on day 2. Leaders Treger and Schramm flew late in the round but neither improved their scores and remained first and second respectively. Kagan had moved up to third place, followed by Doug Schaeffer, Derek Richards, Didier Barberis, Deszo Orsovai and Mark Benns.

Day 3 was to an earlier schedule to allow for prize-giving and banquet in the evening, with round 5 starting at 10.00. Bailey made another low altitude flight, barely getting higher than half hall height and the other two British flyers posted decent flights but not enough to improve their scores. By contrast the USA team shot into a commanding team lead, with Schaefer posting 32.32 to add a few seconds to his total and Richmond getting in his second good flight with a 33.10 flight, improving Jim's total by over 13 minutes. France had suffered two

collisions and one of the reflights had to be taken during the lunch break, but still not make a long enough flight to add to Didier's total. Treger had returned a 34.16 but against his high scores this long flight was an immediate discard.

The final round started at 15.35. Orsovai was back and flying again today. His flight time in round 5 had increased his total by just 2 seconds and this round the model hit the roof and came down with the prop stuck. Treger flew in the middle of the round and his time of 35.25 reinforced his lead by adding 25 seconds to his score. A Mark Benns flight in fairly turbulent air failed to help his total. Next up for GB was Derek Richards, flying at the same time as Schramm and Richmond. After a lot of steers Derek's time of 32.12 was not enough for him, nor did Richmond increase his total. Schramm posted 35.01 which added 19 sec to his total but was less than the 25 sec Treger had added, and thus the first two places stayed the same. With 15 minutes left in the round both Kagan and Bailey were preparing. Bob had an abortive flight after getting caught on the steering line while John Kagan flew 34.01 but this was a discard against his total, leaving him in the bronze position.

Looking at the results it is interesting to look at the number of scoring flights in each round compared to the timetable. While peaking at 30 on day 2, there were also 26 in total on day 3, whereas the sage predictions beforehand was that the final day would not change the scores since the conditions would be so much worse. In fact there had been drift through most of the late rounds and the difference was relatively small. This is also shown by lack of any trend in the count of flights exceeding 30 minutes in each round.

While describing the round by round action in the senior Championships I have been guilty of ignoring the junior championships which were running at the same time. This was well supported with full teams from Czech Republic, France, Lithuania, Poland, and Romania. There were also 2 flyers from USA. This was a strange situation in view of the strength of junior indoor flying in the States: apparently the other selected team member had elected not to travel to Serbia with safety concerns about the country. That was their personal view, the strange aspect was that the AMA then chose not to promote the selected reserve into the team position – denying the reserve a chance to fly and meaning that there could be no hope of team honours, which went to USA at the past 3 champs.

After the first day Justin Young (USA) had a clear lead having posted the only two junior flights over 30 minutes. Second place was in the capable hands of Gabriela Kaplanova, the Czech flyer who has won the last two European Championships. In third place was the keen Pole Szymon Goralczyk.

Round 3 had Timothy Chang continue the USA habit of making the only flight above 30 min, which moved him up to second place. He zeroed in round 4 and moved down to fourth while Gabriela and Szymon returned to second and third places with 29 min flights.

The final day continued with USA posting the one and only 30 min flight in each round, Chang in round 5 and Young in round 6. This wrapped up the gold and silver positions, leaving Gabriela to take bronze and Szymon disappointed to make only fourth. Fifth place went to Ciprian Pascu of Romania to complete a mixture of nations chasing the USA.

In the absence of a full USA team, Poland and Czech Republic had a close fight for the team honours. Poland had it after day 1 with all their flights over 20 min. The Czechs overtook them in round 3, the Poles took back the lead for rounds 4 and 5 and then in the final round Petr Klimes flew 28.52 to make a large increase in his and the Czech team's scores and secure the team gold.

The prize-giving was held outside the hall after the end of round 6, with a delay for the scores to be processed and for the podium to be moved into a position where there were some lights to allow people to see who was on the podium. The Rushbrooke individual trophy and the Kopecky for longest flight had apparently suffered a shipping delay from the USA, but team trophy and FAI medals and diploma and cups from the organisers were available for award. Three out of four presentations had the US anthem. Team awards had a full GB team on the podium including manager Nick Aikman, while on other side of the podium was the depleted Hungarian team.

The championships concluded with dinner in the impressive dining room of the Serbian Aero Club. We return to Serbia next year for the Euro Champs and in 2010 for the next World Champs, which will be in the same hall but apparently next year the Serbian Aero Club have elected to have a different club in charge of the organisation compared to this year. Hope they do as well....

FAI Junior World Championship Indoor class F1D

1	Justin Young	USA	33.24*	32.50+	29.03	32.13	17.13	31.02	66.14
2	Timothy Chang	USA	27.17	15.38	30.19+	0.00	30.40*	15.09	60.59
3	Gabriela Kaplanova	CZE	26.44	29.38+	25.32	29.24	27.46	29.45*	59.23
4	Szymon Goralczyk	POL	24.27	25.20	28.28+	29.39*	25.44	27.33	58.07
5	Ciprian Pascu	ROU	25.14	2.33	26.02	27.26+	26.31	27.57*	55.23
6	Petr Klimes	CZE	9.49	22.57+	22.03	21.37	21.01	28.52*	51.49
7	Hugo Marilier	FRA	25.11*	22.54	23.04	15.23	23.39	24.46+	49.57
8	Atilla Seprodi	ROU	0.00	22.18	23.21	21.11	23.46+	25.37*	49.23
9	Robert Horak	CZE	23.54	24.48*	23.54	23.52	20.04	24.28+	49.16
10	Krzysztof Muras	POL	20.42	22.54	23.31+	25.20*	22.54	8.48	48.51
11	Tomasz Demidowicz	POL	21.37	23.50+	23.17	23.35	24.33*	23.26	48.23
12	Martynas Salkauskas	LTU	23.27+	23.17	22.26	23.53*	12.59	6.33	47.20
13	Cosmin Dediliuc	ROU	0.00	23.12	23.17+	23.45*	20.43	0.00	47.02
14	Jonas Deveikis	LTU	16.33	9.46	22.32+	24.02*	21.40	8.44	46.34
15	Jean Trautsolt	FRA	6.06	22.41+	14.04	21.29	21.33	23.30*	46.11
16	Lucas Marilier	FRA	21.32	21.31	22.06+	21.48	22.33*	6.09	44.39
17	Simas Laurikenas	LTU	13.19	13.07	5.24	21.13+	0.00	22.34*	43.47
No. of best flights in each round			2	1	0	5	3	6	
No. of 2nd best flights in each round			1	5	6	2	1	2	
No. of scoring flights in each round			3	6	6	7	4	8	
No. flights exceeding 20 min			11	13	15	15	14	11	79
No. flights exceeding 25 min			5	3	5	5	4	6	28
No. flights exceeding 30 min			1	1	1	1	1	1	6

Junior Team results

	Country	Abbrev	Total	Round-by-round places					
1	Czech Republic	CZE	160.28	3	2	1	2	2	1
2	Poland	POL	155.21	1	1	2	1	1	2
3	Romania	ROU	151.48	6	6	3	3	3	3
4	France	FRA	140.47	5	3	4	4	4	4
5	Lithuania	LTU	137.41	4	5	6	5	5	5
6	USA	USA	127.13	2	4	5	6	6	6

FAI World Championship Indoor class F1D

1	Ivan Treger	SVK	34.31	36.23*	35.00	32.09	34.16	35.25+	71.48
2	Lutz Schramm	GER	36.18*	34.42	9.36	29.44	33.27	35.01+	71.19
3	John Kagan	USA	34.27	34.15	35.38*	35.15+	18.04	34.01	70.53
4	James Richmond	USA	34.56*	10.17	19.55	14.22	33.10+	32.42	68.06
5	Doug Schaefer	USA	1.13	32.19	31.44	34.24*	32.32	33.30+	67.54
6	Aurel Popa	ROU	31.30	31.55	33.05+	30.27	31.18	34.01*	67.06
7	Lawrence Cailliau	W/C	15.57	34.06*	5.50	29.33	31.31	32.20+	66.26
8	Derek Richards	GBR	24.11	30.30	32.38+	33.27*	30.38	32.12	66.05
9	Dider Barberis	FRA	32.30+	22.27	33.16*	29.11	29.16	28.03	65.46
10	Dezso Orsovai	HUN	33.03*	32.33	0.00	0.00	32.35+	10.54	65.38
11	Mark Benns	GBR	29.43	31.56+	33.17*	31.18	30.50	31.15	65.13
12	Andras Ree	HUN	31.05	31.30	8.06	31.41+	32.49*	15.49	64.30
13	Corneliu Mangalea	ROU	30.34	32.47*	30.56+	7.35	27.14	28.42	63.43
14	Robin Bailey	GBR	13.27	30.57	31.06+	32.28*	27.50	6.11	63.34
15	Tomasz Momot	POL	24.01	27.48	28.44	31.21+	0.49	32.06*	63.27
16	Uwe Bundesen	GER	27.42	0.00	28.49	31.38*	29.47	31.28+	63.06
17	Slobodan Midic	SRB	28.16	18.06	30.51+	31.00*	30.25	30.44	61.51
18	Edvard Ciapala	POL	27.33	30.08+	29.58	29.19	26.34	30.39*	60.47
19	Zoltan Sukosd	HUN	30.16+	30.23*	0.00	0.00	0.00	0.00	60.39
20	Robert Champion	FRA	19.31	29.16	28.46	30.00+	27.20	30.07*	60.07
21	Mikita Kaplan	CZE	14.25	25.44	0.00	27.38	28.22+	31.25*	59.47
22	Fabio Manieri	ITA	30.06*	26.05	22.22	28.24	28.32+	28.31	58.38
23	Slobodan Milic	SRB	29.12+	11.24	25.01	23.59	29.14*	4.32	58.26
24	Karol Vins, Ing.	SVK	14.54	28.50+	29.31*	15.07	27.13	18.48	58.21
25	Rainer Lotz	SUI	24.14	27.27+	26.01	27.25	28.07*	26.58	55.34
26	Hideyo Enomoto	JPN	26.26	25.47	27.10+	28.00*	25.38	9.15	55.10
27	Thierry Marilier	FRA	25.22	17.08	19.23	26.02	27.12+	27.56*	55.08
28	Dan Amoraritei	ROU	24.56	27.43*	27.06+	24.57	10.43	25.00	54.49
29	Klara Kaplanova	CZE	12.34	26.23	27.50*	26.36+	25.21	1.01	54.26
30	Jerzy Markiewicz	POL	25.29	23.30	27.23*	0.00	26.04+	18.57	53.27
31	Ljubomir Radosavljevic	SRB	22.55	25.04	26.50*	22.23	9.40	26.30+	53.20
32	Benito Bertolani	ITA	6.28	18.56	18.05	3.32	26.30*	26.13+	52.43
33	Zdenek Cinert	CZE	24.14	27.28*	24.34	25.01+	20.13	21.30	52.29
34	Rimas Steponenas	LTU	10.22	25.01+	10.54	25.53*	0.00	0.00	50.54
35	Mario Gialanella	ITA	3.41	22.18+	16.12	15.22	26.35*	17.50	48.53
36	Yoshiharu Nakajo	JPN	23.11	19.14	23.07	24.28*	23.15+	19.51	47.43
37	Ernestas Dambrasukas	LTU	20.29+	8.09	18.56	24.10*	0.00	19.54	44.39
38	Okitusugu Sasaki	JPN	21.47	21.34	22.11*	21.07	8.06	22.01+	44.12

No.of best flights in each round	4	6	8	9	5	6	
No.of 2nd best flights in each round	4	6	7	6	7	8	
No.of scoring flights in each round	8	12	15	15	12	14	
No.flights exceeding 25 min	19	26	22	24	28	23	142
No.flights exceeding 30 min	11	14	10	12	11	15	73
No.flights exceeding 35 min	1	1	2	1	0	2	7

Senior Team results

	Country	Abbrev	Total	Round-by-round places					
1	USA	USA	206.53	7	5	2	2	1	1
2	Great Britain	GBR	194.52	8	3	1	1	2	2
3	Hungary	HUN	190.47	1	1	3	3	3	3
4	Romania	ROU	185.38	2	2	4	4	4	4
5	France	FRA	181.01	4	6	6	5	5	5
6	Poland	POL	177.41	5	4	5	6	6	6
7	Serbia	SRB	173.37	3	8	7	7	7	7
8	Czech Republic	CZE	166.42	10	9	8	8	8	8
9	Italy	ITA	160.14	12	11	10	10	9	9
10	Japan	JPN	147.05	6	7	9	9	10	10
11	Germany	GER	134.25	9	12	12	11	11	11
12	Slovakia	SVK	130.09	11	10	11	12	12	12
13	Lithuania	LTU	95.33	13	13	13	13	13	13
14	Switzerland	SUI	55.34	14	14	14	14	14	14

JUNIOR FREE FLIGHT WORLD CHAMPIONSHIPS F1A F1B F1P

Kyiv, Ukraine, July 28 to August 3

Report by Gerhard Wobbeking

Difficult weather conditions in Odessa close to the Black Sea combined with the experiences of the F1 World Champs for Seniors last year convinced organiser Victor Stamov to try a continental airfield for this years Junior World Champs. About 30 km westerly of Kiev a part of the steppes had been used by freeflyters for quite a while. Victor approached a landowner and got permission to use an even better, a really huge place. For a proper starting area the protector of this year's event mowed about a square kilometre of the strong steppe plants without demanding money. One has to leave the main road directing from Kiev to the West for a village named Motyzhin, a few kilometres in the South. To improve the access to the flying field, the village tarred the very last part of the road. The farmer nearby to the entrance offered space, tents for registration and processing, a bar for beverages and a campsite. For the opening and the closing ceremony a small field had been levelled, poles for the flags had been erected. To save driving time, Victor cooperated with the hotel complex "Prolisok" at the westerly outskirts of Kiev, close to the main road. In little more than half an hour the distance was made. For the banquet his team found a good restaurant not far from the flying field, again near by the main road. With this axis in mind nobody went lost - despite not just a foreign language, but all signs in foreign characters as well.

July 30th, F1A-Day

While the Antonov Cup a few days ago had struggled with strong winds, now a high pressure area covering Ukraine promised nice flying days. On the F1A-day, northerly winds of just 1 to 2 m/sec made towing easy – it couldn't be better. The layout of the starting line in combination with the positioning of the tents and boxes of the teams showed the experience of the organiser; it was very unlikely that competitors would ever be hindered while towing.

Precisely at 9.00 h the flying started with computerised signals announced via loudspeaker system. First out were the Southkoreans with their single F1A participant; their second participant lost his model during practising. 9.15 h the first big thermal lifted more than a dozen models like a cloud of colourful birds to maximum times; the dethermalising model aircrafts landed less than 200 m downwind.

During the day retrieving became trickier. At 11 o'clock high flying gliders almost refused to come down after DT'ing, adding 5 or even 10 minutes to the maximum of three minutes which was decided as standard during all rounds of the championships.

Most competitors commanded a perfect circle tow; just a few juniors preferred to wait for a good moment with the model in the hands of the Team Manager. Not to help their rivals by marking of good air the best young pilots went downwind waiting for rising models or finding the lift on their own. This was not always that easy as the good weather seemed to promise. Nevertheless, 15 of 46 made the flyoff, scheduled for 19.00 h. Six o'clock, after the seventh round, the three best teams already enjoyed their wins – in the lead Slovenia with three full houses. This great success faced Team Manager Roland Koglot with an uncommon problem for the classifying flyoffs: Missing helpers to launch the models of his three participants he had to borrow two from other teams.

At seven, the air had cooled down. Even a very good launch was no guarantee for a maximum. Eight flyers of 15 made the five minutes; the models were back in time, and 19.45 h the second flyoff took place. Most boys launched more or less immediately after the signal.

Tomaz Slokar (SLO) towed quite a while and launched after about five minutes, looking like a happy winner with his 294

sec. Now Guy Zach (ISR) was the only one to fly. With less than 30 seconds to go he performed a perfect launch. The well trimmed glider moved slowly in air which was almost totally calm despite of a small drift, landing after 297 seconds. A worthy end of possible the best glider day which juniors was given in the history of their international freeflight champs.

July 31st, F1B-Day

Weather forecast was different to the day before, with more wind and possibly some rain. The flightline had been moved towards the organiser's tent offering a very concentrated competition area, very comfortable for everybody. Little wind from Northeast pointing down in the steppes was expected to shift to the North and Northwest and it occurred that the direction remained never constant over the whole day.

Round 1 the German team started at pole one with the wind exactly down the line. It employed an advanced system for thermal picking with two measurement points equipped with sensors for wind speed and temperature. Immediately after the launch of Philipp Seifert, Christian Fux and Daniel Seifert the whole bunch went up. The three remained "clean" including round 4.

In the meanwhile the drift had turned to the North – perpendicular to the flightline – making picky packing more difficult. Despite of strong thermals some models landed almost in the starting area, some drifted far away in different direction – quite a task for the retrieving teams. In the very height dozens of storks enjoyed the good air circling far over the climbing models, which reluctantly returned to earth when the three minutes were over they were allowed to join their lively relatives.

Who would have bet, that the three boys from Germany with 12 consecutive maxes would not win the F1B-Team-Price? The weather. In round five, at 15 h after the lunch break the wind blew from Northwest, clouds covered almost the whole sky, and in the very distance rain evaporated of dark clouds. Endless 35 minutes no visible thermal went through – and one competitor after the other dropped. Of 15 flyoff-candidates just four survived, and the German favourite team found itself on place 4!

But there were still two rounds to go. To avoid an interruption caused by a storm, the Contest Director prolonged the next break from 5 to 25 minutes. More and more of the dark clouds disappeared. New weather with winds of 3 to 5 m/sec offered pleasant but tricky flying conditions. Now Oscar Findahl (SWE) lost 13 seconds, leaving the lead to Simon Evans (USA) with only one dropped second and Paul Coutineau (FRA). All three maxed in round seven and an unbelieving Paul won with a full house without any rival for a flyoff.

Ukraine won the team classification, to be followed by very happy Germans. The Polish team came third. It showed an electric driven motorwinder, helpful especially for the handicapped Bartolomiej Skibicki who became Vice Champion in 2006. Most teams used to winding outside the fuselages, but the extra turns while waiting for the launching moment appeared to be the main rubber killers. The new World Champion nearly missed his last launch because of two inside bursts! Almost all of the three girls and 25 boys showed very good skills in the handling of rubber and models, promising a healthy future for F1B.

August 1st, F1P-Day

The finest weather was reserved for the power classification. Never during the Championships the sky was that clean and blue, with almost no wind despite long lasting drifts caused by strong thermals. The organiser got a forecast of wind from the East and moved the flightline perpendicular to that for F1B, wisely leaving some space for crashing models.

17 competitors out of seven nations flew. Czech Republic recruited Michal Berek, showing good performance with a design of its own. The eights pole was reserved for Cody Secor (USA), the 2006 Junior World Champion. While Chinmay Jaju, who replaced him in the US-team, flew with the well known "Astro Star" and its typical spiral climb, Cody brought a whole stable of a brand new state-of-the-art design with tapered two panel wingtips. His models were covered with red and yellow Icarex – the eye catching beauties at the field. Ukraine, Russia and Germany stuck by their well known and well used models. The models of the Polish team looked like the ones they turned up with in 2006, but they weren't. They employed still silver Mylar coverage and still their typical long carbon fuselages. But slightly tapered wings and less weight combined with a good glide made them very competitive contest machines, probably the best of the champs!

Any inconsistent climb of the Polish, but as well of the German and Ukraine models, had disappeared. All teams showed a standard of trimming which left almost nothing to be desired. Straight or spiralling – the screaming "Cylon" pulled them all high up with a cheap APC or a folding carbon prop at the busy front. Within seven seconds they reached heights, which some years ago nobody had believed. Just the transition to the glide could still be improved. Maksim Revazov of Russia as well as Brian Pacelli were victims of dropped flights because of an undercutting pattern after a deep dive from a high top (jammed VIT?).

More became victims of the tricky thermals. With almost no moving air neither thermistors nor streamers prevented of wrong judgement. In the avoiding of mistakes the Polish were the masters; Maciej Karczmarczyk made the flyoff together with his team-mate Partryk Stras, the team took its gold medal by the small margin of only two seconds. Second became Ukraine, followed by Russia, both without a single pilot in the fly-off. Beside of the two Polish it was composed of Cody Secor and Johannes Seren (GER), who had made the FIA-

flyoff as well. Cody's model was always early and high up before it DT'ed, Johannes maxed out after a flight in the very last minute of round 7, not to take care of the nerves of the sympathizers.

According to the prevailing rules the flyoff went on with increments of one minute of the maximum flight time. Just Patrik Stras missed the 4 minutes flown at 19.00 h, leaving three flyers for 5 minutes at 19.45 h. Johannes went last, and landed at 4:35 min, despite Team Manager and father Paul Seren claimed to have chosen better air than Cody and Maciej, who easily maxed. At 20.35 h both launched early within the 10 minutes period for 6 minutes maxes, both gliding down in the increasing wind from Southeast and making it in the very distance.

Because of the upcoming darkness, the fourth flyoff had to be postponed. Next morning early at six o'clock Cody was first out with his model flying over the village, Maciej followed close after, showing a perfect glide. But his model went out of sight behind a row of high trees – losing 20 seconds to the winning time of Cody (5:32 min). The American became Junior World Champion FIP for the second time in a row, marking a worthy end of most remarkable World Championships.

Processing of the winning FIP models was not that easy. Cody's beauty got damaged, when a peasant levered it by the very end of the fuselage off a roof. Maciej's model could not be found – the new vice world champion flew without a tracker. But the Polish team was very happy to present the even better model he had been using in the last flyoff the night before: It stayed all night out in the steppe and arrived freshly sprinkled with dewdrops on the silver mylar.

One of the best organised freeflight events ever ended with a moving price giving and closing ceremony. This World Champs are worth to be kept in the mind of the free flight community.

F1B

1	Paul Coutineau	FRA	180	180	180	180	180	180	180	1260
2	Evan Simon	USA	180	179	180	180	180	180	180	1259
3	Oskar Findahl	SWE	180	180	180	180	180	167	180	1247
4	Romans Demchenko	LAT	180	180	180	180	163	180	180	1243
5	Alexander Kulakovskyy	UKR	180	180	157	180	180	170	180	1227
6	Phillip Seifert	GER	180	180	180	180	140	180	180	1220
7	Nikita Plis	UKR	180	180	180	180	180	180	137	1217
8	Kacper Osyda	POL	180	180	180	180	171	146	172	1209
9	Tomas Mackus	LTU	180	180	180	180	180	180	105	1185
10	Sergey Serebrianik	RUS	180	180	180	180	100	180	180	1180
10	Christian Fux	GER	180	180	180	180	125	180	155	1180
12	Ilia Smirnov	RUS	180	180	140	180	180	122	180	1162
13	Bartłomiej Skibicki	POL	156	180	180	180	175	110	180	1161
14	Daniel Seifert	GER	180	180	180	180	80	180	180	1160
15	John Shailor	USA	180	180	102	180	180	153	180	1155
16	Aleksandra Warakomska	POL	180	180	110	180	180	180	142	1152
17	Sergey Popov	UKR	180	180	180	180	81	165	180	1146
18	Emeline Marquois	FRA	180	180	129	180	118	174	180	1141
19	Tomaz Slokar	SLO	113	180	180	180	103	180	180	1116
20	Benediktas Rukas	LTU	180	161	104	180	180	180	128	1113
21	Paul Coutineau	RUS	180	180	180	180	99	180	113	1112
21	Maryana Savova	BUL	180	180	180	180	98	114	180	1112
23	Hadar Golan	ISR	180	163	152	180	113	180	110	1078
24	Michelle Radziunas	USA	135	169	97	180	180	132	151	1044
25	Tadas Mikalauskas	LTU	180	180	58	180	52	180	118	948
26	Amit Kupferschmied	ISR	180	180	180	180	103	90	28	941
27	Jun Park Hyung	KOR	49	161	180	180	23	97	38	728
28	Won Jeong Ji	KOR	180	7	45	180	133	124	43	712
Number of maximums			24	22	18	28	11	15	15	
Number of full scores			24	20	14	14	4	3	1	

1	Guy Zach	ISR	1260	+300	+297					
2	Tomaz Slokar	SLO	1260	+300	+294					
3	Timothy Barron	USA	1260	+300	+254					
4	Samuel Machefert	FRA	1260	+300	+240					
5	Dmitriy Grushkovskyy	UKR	1260	+300	+225					
6	Henrik Kulcsar	HUN	1260	+300	+218					
7	Rok Siftar	SLO	1260	+300	+191					
8	Petr Svoboda	CZE	1260	+300	+183					
9	Kyle Jones	USA	1260	+231						
10	Egor Parkhaev	RUS	1260	+215						
11	Janar Sell	EST	1260	+183						
12	Johannes Seren	GER	1260	+170						
13	Martin Bohus	SVK	1260	+145						
15	Alim Naloev	RUS	1260							
15	Ambroz Vrtovec	SLO	1260							
16	Mikk-Kaspar Vahtra	EST	180	177	180	180	180	180	180	1257
17	Oliver Cai	USA	180	180	180	180	180	173	180	1253
18	Marek Jurina	CZE	180	164	180	180	180	180	180	1244
19	Przemyslaw Gumieny	POL	157	180	180	180	180	180	180	1237
20	Kamil Baran	SVK	180	180	180	180	180	131	180	1211
21	Alexander Sychev	UKR	180	180	180	180	180	130	180	1210
22	Janis Zarins	LAT	180	180	180	180	180	180	112	1192
23	Aurimas Bernotas	LTU	180	108	180	180	180	180	180	1188
23	Norbert Volf	HUN	180	108	180	180	180	180	180	1188
25	Jozef Rogovsky	SVK	180	99	180	180	180	180	180	1179
26	Denis Sinskiy	RUS	180	180	180	180	98	180	180	1178
27	Edouard Gaide	FRA	180	180	180	180	118	148	180	1166
28	Paulius Budovas	LTU	180	135	180	180	180	180	125	1160
29	Willi Herwig	GER	180	78	180	180	180	180	180	1158
30	Tomasz Drozdziński	POL	180	180	180	180	180	76	180	1156
31	Alexey Sahnó	UKR	69	180	180	180	180	180	180	1149
32	Oskar Bolko	POL	180	81	180	180	180	146	180	1127
33	Tamas Horvath	HUN	180	180	109	180	180	110	180	1119
34	Penttila Topi	FIN	180	180	180	47	180	180	168	1115
35	Roe Miron	ISR	180	180	180	180	180	99	103	1102
36	Matan Amar	ISR	180	40	180	180	156	180	180	1096
37	Emilis Zilinskas	LTU	180	180	180	180	63	180	132	1095
38	Andris Plume	LAT	180	180	147	23	180	180	180	1070
39	Jurijs Rubenciks	LAT	180	180	180	3	180	180	121	1024
39	Martin Lietz	GER	31	180	180	180	93	180	180	1024
41	Tereza Vosejpkova	CZE	180	180	115	180	180	180	0	1015
42	Mikael Henriksson	FIN	180	37	69	168	180	180	180	994
43	Valentin Maussion	FRA	180	78	96	180	180	78	180	972
44	Nikolay Bardarov	BUL	180	29	77	180	59	180	165	870
45	Gu Lee Hyung	KOR	76	91	69	34	180	31	152	633
Number of maximums			41	32	38	40	39	35	36	
Number of full scores			41	29	26	24	21	16	15	

[illegible]

F1B Team Results

	Country	Abbrev	Total	Round-by-round team place							Team member places		
1	Ukraine	UKR	3590	1	1	2	2	2	1	1	5	7	17
2	Germany	GER	3560	1	1	1	1	3	2	2	6	10	14
3	Poland	POL	3522	5	5	4	4	1	3	3	8	13	16
4	USA	USA	3458	6	6	6	6	5	5	4	2	15	24
5	Russia	RUS	3454	1	1	3	3	4	4	5	10	12	21
6	Lithuania	LTU	3246	1	4	5	5	6	6	6	9	20	25
7	France	FRA	2401	7	7	8	8	7	7	7	1	18	
8	Israel	ISR	2019	7	8	7	7	8	8	8	23	26	
9	Korea	KOR	1440	9	9	9	9	9	9	9	27	28	
10	Sweden	SWE	1247	10	10	10	10	10	10	10	3		
11	Latvia	LAT	1243	10	10	10	10	11	11	11	4		
12	Slovenia	SLO	1116	13	13	13	13	13	12	12	19		
13	Bulgaria	BUL	1112	10	10	10	10	12	13	13	21		

F1P

1	Cody Secor	W/C	1260	+240	+300	+360	+332						
2	Maciej Karczmarczyk	POL	1260	+240	+300	+360	+312						
3	Johannes Seren	GER	1260	+240	+275								
4	Patryk Stras	POL	1260	+171									
5	Vitaliy Dolgopoliy	UKR	180	180	160	180	180	180	180	180	180	1240	
6	Chinmay Jaju	USA	180	132	180	180	180	180	180	180	180	1212	
7	Matthias Seren	GER	114	180	180	180	180	180	180	180	180	1194	
8	Sergey Cherkashenko	RUS	180	180	161	180	180	180	180	180	124	1185	
9	Maksim Revazov	RUS	180	96	180	180	180	180	180	180	180	1176	
10	Anthony Ferrario	USA	180	180	92	180	180	180	180	180	180	1172	
11	Brian Pacelli	USA	180	180	180	180	76	180	180	180	180	1156	
12	Dmitriy Sadomov	UKR	180	180	180	148	180	106	180	180	180	1154	
13	Pavel Kildau	UKR	180	145	180	112	180	180	180	172	180	1149	
13	Ilia Petrushenko	RUS	180	152	180	130	180	147	180	180	180	1149	
15	Michal Berek	CZE	180	180	180	180	180	64	96	180	180	1060	
16	Christian Fux	GER	180	175	0	180	180	180	180	141	180	1036	
17	Adrian Matras	POL	139	153	180	180	98	135	140	140	180	1025	
Number of maximums			15	11	13	14	15	13	12	12	12		
Number of full scores			15	10	7	6	5	4	4	4	4		

F1P Team Results

	Country	Abbrev	Total	Round-by-round team place							Team member places		
1	Poland	POL	3545	4	3	2	1	1	1	1	2	4	17
2	Ukraine	UKR	3543	1	1	1	3	2	3	2	5	12	13
3	USA	USA	3540	1	2	4	2	4	4	3	6	10	11
4	Russia	RUS	3510	1	5	3	4	3	2	4	8	9	13
5	Germany	GER	3490	5	4	5	5	5	5	5	3	7	16
6	Czech Republic	CZE	1060	6	6	6	6	6	6	6	15		

Challenge France Juniors**F1A F1B F1P Total**

1	USA	3773	3458	3540	10771
2	Ukraine	3619	3590	3543	10752
3	Russia	3698	3454	3510	10662
4	Poland	3520	3522	3545	10587
5	Germany	3442	3560	3490	10492

ANTONOV CUP, KYIV, UKRAINE, JULY 25-27**F1A 76 flew**

1	D Grygoryev	UKR	900	+300
2	V Stamov	UKR	900	+235
3	E Parkhaev (J)	RUS	880	
4	J Vosejpka	CZE	851	
5	S Pankov	RUS	820	
6	D Grushkovsky(J)	UKR	802	
7	V Beschasy	UKR	796	
8	P Svoboda (J)	CZE	791	
9	J Sell (J)	EST	785	
10	P Findahl	SWE	764	
11	Y Titov	RUS	763	

F1A-Junior 34 flew

1	E Parkhaev	RUS	880
2	D Grushkovsky	UKR	802
3	P Svoboda	CZE	791

F1B 39 flew

1	V Vivchar	UKR	1260	+300	+335
2	S Molchanov	UKR	1260	+300	+306
3	N Kovalenko	UKR	1260	+300	+288
4	I Vivchar	UKR	1260	+236	
5	V Starostenko	UKR	1260	+220	
6	V Kholyavkin	UKR	1257		
7	S Kobzan	UKR	1255		
8	S Stefanchuk	UKR	1250		
9	O Kulakovsky	UKR	1245		
10	D Kobzan	UKR	1243		
11	S Radziunas	USA	1241		
12	M Leshchov	RUS	1238		
13	A Burdov	RUS	1234		

F1B-Junior 8 flew

1	O Findahl	SWE	1230
2	S Serebryanik	RUS	1218
3	A Warakomska	POL	1185

F1C 19 flew 8 in flyoff

1	E Verbitsky	UKR	1260	+300
1	A Babenko	UKR	1260	+300
1	V Tregubenko	UKR	1260	+300
1	I Andruschenko	UKR	1260	+300
5	Y Vasilyev	BLR	1260	+262

F1P 6 flew

1	M Revazov (J)	RUS	770
2	S Cherkashenko(J)	RUS	711
3	P Kildau (J)	UKR	697

F1H 10 flew

1	P Findahl	SWE	813	213
2	M Kosonozhkin	RUS	777	177
3	R Fedyshyn	UKR	724	124

F1G 6 flew

1	S Stefanchuk	UKR	333
2	V Starostenko	UKR	260
3	E Gorban	UKR	221

POITOU, NOIZÉ, FRANCE, AUGUST 7-9**F1A 84 flew**

1	F Moreau	FRA	1260	+300	+420	+280
2	R Limberger	USA	1260	+300	+420	+266
3	J Cooper	GBR	1260	+300	+420	+265
4	V Croguenec	FRA	1260	+300	+420	+220
5	W Bellen	NED	1260	+300	+420	+200
6	B Trachez	FRA	1260	+300	+235	
7	H Fuss	AUT	1260	+300	+184	
8	M Van Dijk	NED	1260	+300	+157	
9	M Kosonozhkin	RUS	1260	+266		
10	D Oldfield	GBR	1260	+194		
11	G Madelin	GBR	1260	+171		
12	G Vaucelles	FRA	1260	+122		
13	E Pierre (J)	FRA	1260	+115		
14	M Rigault	FRA	1260	+112		
14	R Jack	GBR	1260	+112		
16	G Bernard	FRA	1260	+95		
17	I Kreetz	NED	1252			
18	B Van De Kerkhof	NED	1243			
19	D Seren	GER	1240			
19	A van Eldik	NED	1240			

F1A-Junior 5 flew

1	E Pierre	FRA	1260	+115
2	G Paris	FRA	1179	
3	M Seren	GER	1136	

F1B 37 flew

1	D Barberis	FRA	1260	+300	+420
2	H Van Hoorn	NED	1260	+300	+268
3	G Marquois	FRA	1260	+300	+259
4	B Silz	GER	1260	+265	
5	H Helmbrecht	GER	1254		
6	K Lamers (J)	NED	1238		
7	H Schoder	SUI	1231		
8	A Zeri	NED	1228		
9	S Tedeschi	FRA	1227		
10	A Billam (J)	GBR	1224		
11	P Ruyter	NED	1218		
12	M Woodhouse	GBR	1209		
13	G Willemsen	NED	1196		
14	R Ulderink	NED	1185		
15	D Greaves	GBR	1171		
16	R Lucassen	NED	1155		

F1B-Junior 3 flew

1	K Lamers	NED	1238
2	A Billam	GBR	1224

F1C 10 flew

1	P Seren	GER	1248
2	R Truppe	AUT	1220
3	M Reverault	FRA	1202
4	P De Boer	NED	1195

MONCONTOUR 2 minute International, Aug 7

Report by Simon Dixon

We decided to holiday in the Loire Valley region of France again this year to coincide with the Moncontour 2 minute International and the later FAI event, so, earlier this year we booked the Ferry crossing from Newhaven to La Havre and the same camp site as last year in Airvault.

Over the winter I had built a new F1J model and had flown it at Barkston Heath in June and also at Salisbury Plain in July – it was looking very promising, but as I packed it into the box for the trip I couldn't help thinking I could really do with one more flight with a long DT, but alas no more time. My plan was to fly it if the weather was calm or if it was breezy I had 2 other models which I would fly instead.....

Preparations prior to setting off were going well until 1 day before we were due to leave we had a major water leak on our tow car leaving no time for the repair and hefty garage bill on our return. Fortunately I managed to borrow my Father's car at the last minute and we set off as planned on Friday 1st August (a little stressed).

The day before the contest on Wednesday the 6th August competitors were required to report to the Moncontour club premises to register for the event and collect details of round times, poles etc - a good sized room all layed out with building boards, blackboards, a lathe, storage cupboards and various model components.

There had been a violent electrical storm during the night so arriving at the field (same as last year just outside Moncontour) at around 7.30am on Thursday 7th August I was pleased to find it calm, dry and cool. We all set up at the respective poles we had been issued with and most people seemed to have time to make short check flights. The breeze steadily increased during the first three rounds and there were the inevitable dropped flights in all 3 classes but still plenty of maxes being recorded (14 competitors clear in FIG, 7 in F1H and 8 in F1J).

During the 2 hour lunch break the breeze strengthened further and was now averaging 8.5 m/sec gusting to around 13 m/sec and generally feeling quite unpleasant and turbulent. The organisers decided at this point to hold for 45 minutes to see if it would pass and calm down – it seemed to ease slightly so the contest resumed. Several notable flyers at this point decided to stop flying or made bad mistakes and withdrew, FIG seemed particularly affected. Pete Watson and Fred Chiltern in F1J had long retrieves and didn't make it back for their last flights, so by the end of the 5th round with the breeze picking up a bit more if anything there was only myself and two of the "Seren" family who were clear with 5 maxes in F1J, Dave Greaves was outright winner clear on his own with five maxes in FIG and Chris Edge and the Russian Mikhael Kosonozhkin clear in F1H

I watched the F1H flyoff whilst preparing for the F1J flyoff myself and noticed that both flyers had contacted good air and looked OK to make the 3.30 minute max. In F1J only myself and Paul Seren elected to fly in our 10 minute slot of blustery, turbulent air. (Ed: Pierre Chaussebourg informs that Johannes could not fly the FO as he damaged his model when landing on his last flight). Paul's model looked wayward on the climb (possibly as a result of at least one earlier repair to a broken fuselage boom). My model got blown on its back a little during the climb with the resultant poor transition and then got knocked about in turbulence and landed very heavily for a sub minute flight leaving Paul the winner.

Despite Chris Edge standing in front of the control tent with his model ready to make a second flyoff the organisers decided that he would share 1st place with Mikhael who I think was still downwind.

So onto the French / English prize giving with refreshments for all and trophies down to 4th place. A good day for the Brits with wins in FIG, F1H and a 2nd in F1J, not such good

weather as last year but still an enjoyable, well organised day and a good result for my new model which I was only going to fly if it was calm.....

F1G 36 flew

1	D Greaves	GBR	600
2	G Buisson	FRA	576
3	J L Drapeau	FRA	575
4	H Werfl	GER	547
5	E Tyson	GBR	525
6	A Billam (J)	GBR	516

F1H 16 flew

1	C Edge	GBR	600	+210
1	M Kosonozhkin	RUS	600	+210
3	J Orel	CZE	586	
4	F Moreau	FRA	573	
5	J Cooper	GBR	562	
6	G Bernard	FRA	520	

F1G 12 flew

1	P Seren	GER	600	+79
2	S Dixon	GBR	600	+33
3	J Seren (J)	GER	600	
4	P Marrot	FRA	587	
5	S Agner	DEN	520	
6	F Chiltern	GBR	480	
6	P Watson	GBR	480	

BMFA SUMMER GALA, Sculthorpe, July 19-20

Mini Vintage 7 flew

1	D Taylor	Grantham	6.00
2	P Ball	Grantham	5.58
3	D Beales	Croydon	3.37
4	P Jackson	Epsom	3.30
5	G Peck	Cleemac	2.10

Classic Glider 5 flew

1	P Fynn	Grantham	4.17
2	C Foster	Morley	3.55
3	P Tomlinson	Grantham	2.27
4	T King	Impington	2.00

Classic Power 2 flew

1	C Foster	Morley	5.10
2	T Dobson	Timperley	5.06

Classic Rubber 5 flew

1	S Willis	Croydon	6.00
2	C Strachan	Biggles	5.51
3	P Ball	Grantham	4.00
4	A Beales	Croydon	2.00

Tailless 3 flew

1	S Willis	Croydon	5.57
2	C Strachan	Biggles	4.05

Kit Scale 1 flew

1	C Strachan	Biggles	2.00
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V Wakefield 2 flew

1	P Jackson	Epsom	5.25
2	R Taylor	E Grinstead	5.14

P30 6 flew

1	C Strachan	Biggles	5.49
2	A Beales	Croydon	4.36
3	P Ball	Grantham	2.04
4	P Jackson	Epsom	1.40
5	D Taylor	Grantham	2.00

Vintage Glider 8 flew

1	R Taylor	E Grinstead	6.00
2	C Strachan	Biggles	5.19
3	P Fynn	Grantham	4.58
4	P Tomlinson	Grantham	4.51
5	T King	Impington	4.46

Vintage Power 2 flew

1	C Foster	Morley	6.00
2	S Willis	Croydon	3.20

Vintage Rubber 8 flew

1	C Strachan	Biggles	6.00	3.46
2	D Beales	Croydon	6.00	2.25
3	S Willis	Croydon	5.50	
4	B Stout	Grantham	5.23	
5	A Beales	Croydon	3.19	

F1A 7 flew

1	P Ball	Grantham	10.00	3.00
2	N Bosdet	C	10.00	2.40
3	P Williams	Richmond	9.35	
4	G Peck	Cleemac	8.58	
5	J Howick	Vikings	8.25	

F1B 3 flew

1	M Woodhouse	Vikings	9.47
2	N Cliff	Biggles	9.36
3	N Bosdet	C	7.05

F1C/Q 1 flew

1	T Grey	MFFG	8.00
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NOTICEBOARD

WANTED : Elton-Drew Towline Winch. Offer please to Wolfgang Gerlach at wolfeferlach@t-online.de

UK COMPETITION NEWS

OXFORD SEPTEMBERFEST. Following the cancellation of the Oxford MFC Dreaming Spires in July due to "impossible" weather, the club has decided to reinstate the Septemberfest to be held at Port Meadow, Wolvercote, Oxford on September 28. Events are: Mini Vintage Rubber, Tailless R+G, F1G, Vintage CdH, Vintage Glider, Classic Glider, P30, Vintage HLG & Catapult (comb), Scale. Start 10am. Contact: L Marks 01993 700051, C Newman 01865 426129.

FREE FLIGHT WORLD CUP

F1A

1	P Findahl	SWE	157
2	B van Nest	USA	140
3	R Limberger	USA	139
4	V Stamov	UKR	139
5	D Varhos	SWE	136
6	T Weimer	GER	129
7	I Bezak	SVK	127
8	M Kosonozhkin	RUS	118

F1A-Junior

1	J Zarins	LAT	155
2	N Bardarov	BUL	151
3	T Slokar	SLO	127

F1C

1	K Kuukka	FIN	153
2	G Zsengeller	HUN	146
3	R Truppe	AUT	145
4	E Verbitsky	UKR	143
5	A Jack	GBR	141
6	R Summersby	AUS	140

F1E

1	J Orel	CZE	131
2	A Draghici	ROU	120
3	W Dziuba	POL	118

F1B

1	I Vivchar	UKR	157
2	M Woolner	GBR	155
3	A Ribchenkov	GEO	132
4	I Kolic	SRB	119
5	O Kulakovsky	UKR	118
6	A Burdov	RUS	114
7	W Jones	AUS	112
8	R Blagojevic	SRB	112

F1B-Junior

1	A Warakomska	POL	152
2	O Findahl	SWE	151
3	R Demcenko	LAT	142

F1Q

1	K Salzer	AUT	150
2	A Lindner	GER	150
3	R Assmuss	GER	50

F1P-Junior

1	M Revazov	RUS	51
2	P Kildau	UKR	50
3	C Secor	USA	50

F1E-Junior

1	D Drmlava	SVK	131
2	A Anca	ROU	108
3	J Drmla	SVK	106

NFFS SYMPOSIUM REPORT 2008

The NFFS Symposium Report for 2008 has just arrived and is now available from FFN. There will be a review in October FFN. The price is £19.50 including postage in UK and Europe (plus £3.50 for worldwide destinations outside Europe) and if you wish to renew your FFN subscription at the same time the costs for 2009 stay as £18 UK, £20 Europe, £25 worldwide.