

# FREE FLIGHT

## News

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### FFn DIARY

May 27-29 Nova Pazova, Serbia	28th Srem Cup. F1A, F1B, F1C, F1Q World Cup. Contact: Radoje Blagojevic, tel: +381 63 252 064, fax: +381 22 323 597, email: aknovapazova@yahoo.com, web: http://www.aknovapazova.com	June 11-12 Monti Lessini, Verona, Italy	F1E. 11th: Italian Championships, 12th: Coupe Sisemol, World Cup event postponed from May 15: Contact: Maurizio Tomazzoni, tel: +39 0464 430 230 or +39 335 565 09 70, fax: +39 0484 430 230, email: mautom60@gmail.com
May 28-29 Tass, Hungary CANCELLED	26th Puszta Cup. Contact: György Pinkert,, email: info@cavalloni.hu, web: http://www.cavalloni.hu	June 12 Area Venues	BMFA 5th Area. C/P Team (Keil/Plugge), F1B(Gutteridge), P30, Classic Glider (Plugge), Tailless(Plugge). Contact: Area Comp Secs.
May 28-29 Salisbury Plain	BMFA Trimming Weekend. See FFn 1012 Must call Peter Tribe on Friday before 01225 862748.	June 18 Belgrade, Serbia	44th Memorial Dorde Zigic. F1A, F1B, F1C World Cup event. Contact: Nikola Borovac, Cara Dusana 57, 11000 Belgrade, Serbia, tel: +381 64 195 18 70, fax: +381 11 26 19 164, email: nborovac@eunet.rs
May 28-30 Barkston Heath	BMFA National Championships. Contact: Mike Woodhouse 01603 457754.	June 18-19 Salisbury Plain	BMFA Team Selection 1. F1A, F1B, F1C. Contact: J.Carter 01782 398816.
May 30 - June 1 Narrandera, NSW, Australia	Southern Cross Cup. F1A, F1B, F1C World Cup event. Contact: Roy Summersby, tel: +61 24 34 100 72, email: roydi132@optus.com.au, web: http://www.nswffs.com.au	June 19 Odiham	Southern Area BMFA Spring Gala. See FFn 1104. Vint Wake 4 & 8oz comb, Vint ltwt R, Tailless, Vint+Classic G comb, Vint HLG+CLG, CdH, A1. DT F/O may be used. Must register by June 5. Contact John Thompson tel: 01252 842471
June 2-5 Narrandera, NSW, Australia	Australian FF Society Championships. F1A, F1B, F1C World Cup event. Contact: Phil Mitchell, , tel: +61 24 38 43 217, fax: +61 24 36 78 316, email: filnoels@bigpond.net.au	June 25 Middletown, New York, USA	New York F1Q World Cup event. Contact: Aram Schlosberg, tel: +1 718 479 0478, email: aram.schlosberg1@verizon.net, web: http://www.brooklynskyscrapers.org
June 4-5 Port Meadow, Oxford	Oxford FF Rally. Sat 6.30pm: 'Champagne flyoffs' F1G, F1H, HLG/Cat. Sun: start 10am: F1G, F1H, E30/P30/CO2 comb 5x2 in rounds. Vint.R (34" max span), Vint.G (72" max span or A2), classic G 1951-60, tailless R/G comb 3x2 no rounds. HLG/Cat comb 1 min max. See FFn 1012 for rules and conditions. Contact: Andrew Crisp, tel 01865 553800.	June 25-26 Near Sheffield	BMFA 3rd F1E (Team Selection). F1E (SMC Trophy). To be flown on 25 or 26 according to weather, to be decided on June 23. Contact: Ian Kaynes 01252 512538 or 0794 185 2144.
June 4-5	BMFA Salisbury Plain. See May 28-29.	June 27 - July 1 Samara, Russia	Naloev Cup. F1A, F1B, F1C, F1P World Cup event. Contact: Andrey Naloev, tel: +7 928 910 46 05, fax: +7 866 277 83 35, e: naloev@mail.ru
June 10-12 Pazardzik, Bulgaria	Sofia Cup. F1A, F1B, F1C, F1P, F1Q World Cup. Contact: Borislav Bardarov, tel: +359 888 703 306, fax:+359 618 60772 e: fl1a@abv.bg web: www.F1ABC.com	July 3 Port Meadow, Oxford	Oxford Dreaming Spires Gala. See FFn 1102. Contact Charlie Newman 01865 426129
June 11-12	BMFA Salisbury Plain. See May 28-29.		

## **WORLD CHAMPIONSHIPS F1ABC, EMBALSE, ARGENTINA, MAY 2-9**

By Ian Kaynes

This year the World Championships returned to Argentina six years after the previous visit. The flying site and accommodation in Embalse were the same as in 2005, but many details worked out slightly differently.

Embalse is about 450 miles north west of Buenos Aires and teams took a variety of routes. I took a domestic flight from Buenos Aires to Cordoba and drove the 90 miles from there to Embalse. A popular alternative from Europe was to take an Iberia flight from Madrid direct to Cordoba. The most popular route from North American also avoided Buenos Aires by flying via Santiago. The British team chose to drive from Buenos Aires: having spent a long time collecting cars after the 13 hour flight from London, their drive was then further prolonged by running into huge thunderstorms en route.

The schedule had World Cup F1B and F1C on Saturday April 30<sup>th</sup> and F1A on Sunday May 1<sup>st</sup>. When I arrived on Sunday evening I could see it was windy but was surprised to find that only three rounds had been flown during the entire weekend. Those who had arrived several days before had found good weather for practice but then it became windy. On the Saturday it seemed that it had improved and the first two rounds of F1BC were pleasant. During the third round the wind shifted and built up dramatically. The launch line had been quite near a row of small trees and the wind shift took models over those, so that many people dropped time with the models going out of sight behind them.

Flying was then abandoned for the day and it was decided that some model processing for the Championships would be brought forward to Sunday and try to complete the World Cup on the Monday. F1B+C was to be a flyoff between those who had maxed the three rounds, scheduled for 8.00. However, at that time the field was shrouded in freezing fog. By the time it had cleared at 10.00 it was obvious that there would soon be thermals and so it was decided to postpone the flyoffs and go straight to F1A rounds. These progressed smoothly to a flyoff in the evening. A notable absentee from the flyoff was Victor Stamov – in round 5 he scored a zero after two line crosses, then in round 6 having pulled very hard on launch the model went into the zoom and then both wing tips exploded. They didn't bend off under load but both just disappeared into a cloud of small pieces, from which I would guess that it was flutter.

During the flyoff the various timekeeping problems during the day reached a peak when one flyer was clocked short of the max which had been seen by other observers – the one timekeeper with binoculars had lost the model and the other one had not even been looking in the direction of the model but stopped his watch when the other one stopped his. In these unusual circumstances and without time for a reflight, the jury gave the flyer the benefit of the doubt and allowed him a max.

Tuesday morning at 8.30 was set for the next attempt at the F1B F1C flyoffs. On the drive from the hotel it looked much clearer, but soon after arriving on the field the fog descended and there was no hope of flying. Around this time I was wondering what we would do if this weather pattern continued for the Champs: fog followed by a late start would not allow more than one flyoff in the evening and no early morning flyoff the next day, so that we could end up with three sets of flyoffs to complete during the reserve day.

The opening ceremony was held later that morning at the sports stadium, starting late for no apparent reason, but otherwise smoothly conducted. This was followed by a new feature of an opening banquet, which was held at the Hotel 7, the main hub of the accommodation area. It included several courses with the central feature provided from barbecued half-

cows – having been cooked since the previous evening this was exceptionally well cooked and tender.

A team managers meeting was held in the evening and the following evening a timekeepers briefing was held – at which the need to time independently was emphasised. I was told that the timekeepers included that a group of competent people who had not been able to attend for the World Cup. I looked forward to seeing this come true.

In the early evening on Tuesday the five minute flyoff rounds were flown for F1B and F1C, quite breezy, but 5 in F1B and 2 in F1C maxed. The next flyoffs for all 3 classes were planned to be flown Wednesday morning. The weather was a pleasant surprise – brighter and only light drift – and all three were flown. First F1B gave the victory to Bror Eimar, a good flight but also happening to have the best visibility past the trees. F1C had a clear victory for Vladimir Sychov over an off-tune climb by Australian Roy Summersby. Sychov, a Ukrainian now flying for Slovenia, was flying an elegant folder flapper with carbon wings with an unbroken upper surface. In F1A Roland Koglot gave his usual massive launch with a very long climb followed by a precise bunt into glide. Sergei Makarov's flapper reached almost the same height but glided down quicker to give Roland a clear win over close times by Yuri Titov (RUS) with an LDA, Makarov and Jim Parker, the latter both flying flappers.

The World Cup had finally been completed three days late, which had unfortunately confused the preparations and practice flying for the champs. This had been compounded by poor communications from the organisers, for example not informing teams of the revised locations and times for processing. However, the weather was improving and it looked more promising for the next few days.

Glider day dawned sunny and with very light drift. After a minor line move the first round started a quarter of an hour late at 8.45 for the standard round one maximum of 210 sec. This was comfortably within reach, whether low drag aerofoil, flapper, or just well flown conventional model, and two-thirds of the flyers managed it. A few well known names were amongst the unhappy third. John Carter would not be repeating his 2010 Euro Champs podium after a model launch difficulty on the first attempt and then, flying safely away from other people on the second attempt but failing to get good height.

After round 1 the start line was moved 250m north to give more space from the nearby trees. When the round started at 10.00 the light drift from the north had almost disappeared but that changed dramatically 15 minutes into the round when a strong southerly wind blew up. This caught some people by surprise with their models on tow and within a few minutes it was blowing at least 8 m/sec towards the lake and nuclear plant. The round continued with the wind dropping to about 6 m/sec at the end. One Slovenian model was reported to have landed in the lake and others had problems getting access across a river to get models from the last bit of land before the lake. The round caught out some major names, notably defending champion Sergei Makarov. The German team suffered sub-maxes for both Rumpp and Nuttgens and at the US pole Jim Parker scored a zero after double tow-ins in the wind.

The start line was now moved north to another field, said to be 1 km away but actually only about half km further upwind, which was adequate extra distance from the lake. Round 3 started at 11.45 and by round 4 it was much less windy and there was strong lift. Unluckiest this round was Australian Vin Morgan down for 179 seconds. At this time the British team ran into the common problem of a flat tyre on their recovery bike. The organisers had facilitated hiring of motor bikes and quads for recovery from a bike dealer and various local individuals, the latter ones being rather more variable for support. Retrieving by car was banned for safety and to try to keep down dust which was a continual nuisance.

During round 5 there was a long dead spell. Peter Allnutt was running as advisor to one of his two younger Canadian team colleagues and when he launched three other people immediately towed straight up and off into the same air, such was the respect for the impressive air picking by the venerable Peter. Numerically this round was easy for maxing, but the drops included experienced names Phil Mitchell, Victor StamoV (down from a great height earlier in the flight), Jari Valo and France lost their last full score with Francois Moreau.

There was a large thermal soon after the start of round 6 with the sky full of climbing models. These included Richard Jack for the British team, soon followed by John Carter but then Pete Williams had his model fly away with the line attached. The electronic timer DTed it and it was recovered but it was late in the round when he took his second attempt but the flight was less than two minutes in poor air.

The wind direction swung north and was taking models over trees and the hedge at the end of the first field. Yuri Evdokimov of Russia and Ittai Shichman of Israel were the only two with full scores to drop in round 7 and so there were 17 in the flyoff, including a good mix of nationalities – apart from two Canadians and two Russians all other flyers were sole representatives of their country, including Richard Jack flying in his first senior world champs.

The team prize went to Russia, ahead of Canada and the host country took bronze. The British team just missed the medals at fourth place.

The five minute flyoff round was held at 17.15 in a steady breeze. Soon it appeared that most models were drifting away in lift and it was something of a surprise that as many as 5 had failed to max. Thus 12 assembled for the seven minute flyoff at 18.00. This was a half-hour before sunset and there was still gentle lift present. A group soon launched near the start line including Peter Allnutt, followed by Tony Van Eldk from upwind, but Koglot. Titov and Findahl continued to tow for some minutes. First Koglot and Titov launched and drifted away in different directions, then a couple of minutes later Findahl, also gaining impressive height but not having found the best air. When the scores came in it was found that the new World Champion was Russian Yuri Titov who had maxed with his LDA model., second went to Ivan Bezak with a conventional model, followed by Per Findal. Roland Koglot's LDA model which has been invincible so far this year finished fourth. In general it was a victory for the new low drag aerofoil models over flappers, while Bezak showed that air is always important and a conventional model in good air can do well.

There was a small delay in starting F1B when the organisers arrived quite late and then moved the line and waited until cars were moved away from the line. It was pleasant weather with light drift and the 4 minute max was not too severe a challenge. Russell Peers was the second person to fly and after a good climb DTed from a fair height. At the British pole he was followed by Mike Woolner comfortably maxing but then Mike Woodhouse had a poor climb followed by a tight glide and landed 16 seconds short. Also dropping were the two flyers from Brazil, the only representatives from the neighbouring South American country which had not attended in 2005.

It was quite easy to make the 180 max in the pleasant weather of the next two rounds, leaving 50 of the 68 flyers still holding full scores. From round 4 there were large thermals and long waits between them, the fifth round having a 25 minute period without any activity. Both Bob Tymchek and Dave Saks of USA were among those who dropped this round. In the next round Argentina lost their remaining two full scores but the real problems arose in the final round which eliminated 10 people from the flyoff. These included Russell Peers who, after a good climb, only just cleared two minutes, and Roger Morell with less than two minutes. Both had flown just after a doubtful climb by Nastia Vivchar, but she had then flown a long downwind leg into good air and a max. Mike Woolner

just maxed to be the only Brit in the flyoff. Like F1A the 21 flyers included a lot of nationalities but today there were two full teams, Israel and Ukraine. The latter team included Igor and Nastia Vivchar, the latter flying very competently (as you would expect since she had beaten Kulakovsky in the Ukraine team selection).

The first flyoff was held at 17.00 in a wind of about 4 m/sec which was slightly angled along the line. Mike Woolner was at the downwind end of the line but saw an indication of a thermal and launched first and on his own. Could have been good but he came down. A minute later the majority flew together in good air and 15 made the five minute max.

The seven minute flyoff was held an hour later, when the wind had dropped below 2 m/sec and the thermistors were recording straight lines of constant temperature. The majority of models were away quickly, the only apparent poor flight being Nastia Vivchar who launched rather left. She was disappointed to find that this made her last in this flyoff. The celebrations were in the Russian camp with Alex Milyutkin having won Wakefield with a flight of just under six minutes. He was closely followed by Alex Andriukov who repeated his fate in the 2005 flyoff by landing in a tree. The models were clearly seen and if he had missed the tree he could well have glided for more than the 11 second time difference. Mario Kusterle of Italy was third and then there was a tie fourth place between Shmuel Kuflik of Israel and Dava Batzorig of Mongolia. Later the Israelis claimed that the three times recorded by the timekeepers had been 289, 290 and 290 and that should have been rounded up to 290 and broken the tie. Although possibly logical, the Sporting Code is clear that times are averaged and then rounded down to the nearest whole second below. It is possible that averaging the exact reading of the three watches could have taken it up to 290 but the individual exact times had not been written down and so the calculation could not be checked. As a result of their places in the flyoff Israel beat Ukraine to the team prize, with USA third. Fourth place was initially given as a tie between Russia and the UK on the same time, but I had to point out that team ties are decided on the total of individual places and thus Russia were fourth and the British team dropped to fifth.

The tied fourth place for Mongolia was a good achievement for the large contingent of full teams and many helpers from that country (second largest national group after the USA). All team members had boxes of models purchased from top suppliers, in F1B they were Stefanchuk models. This year there is the first World Cup event in Mongolia and they were keen to invite people to attend this year or next year. Detailed discussions were held about a possible bid for the 2015 World Champs. It might need long journeys to reach the country but the flying sites sound like enormous unobstructed areas.

F1C dawned with the best weather so far and indeed it would be a superb flying day with light wind all day, cloudy at first becoming sunny later. The first round started on time today. 10 of the 37 flyers failed to make the 4 minute max, including two Mongolians who failed to start their motors within the round. The team starter was in continual use for the whole round and they were said to have trouble with the low temperature, but today it was well above freezing for the first round. Eventually Batzorig Erdenebat managed to get his motor running almost at full power and launched for a max. His two team mates managed nominal flights in the next round (one with a tip of his folder failing to unfold) and then stopped flying. Also disappointed at the first stage was Mike Roberts (USA) who had his prop fold on top of the wing and the model glided down 7 sec prematurely. Alan Jack, the sole British power flyer, maxed comfortably.

Round 2 had Plachetka (Poland) launch and bunt straight into the ground just yards away. There was gentle lift in this and the third round then more distinct lift and dead spells as the clouds cleared in round 4. The round claimed Bill East (Australia), Claus Wachtler (Germany), and, despite desperate team flapping, two Russians.

# F1A Individual results

1	Yury Titov	RUS	1290	+300	+420	10	Evgeny Tsoi	RUS	1290	+300	+201
2	Ivan Bezak	SVK	1290	+300	+305	11	Matti Lihtamo	FIN	1290	+300	+198
3	Per Findahl	SWE	1290	+300	+278	12	Brian Van Nest	USA	1290	+300	+194
4	Roland Koglot	SLO	1290	+300	+261	13	Radoje Blagojevic	SRB	1290	+279	
5	Szilard Szijarto	ROU	1290	+300	+243	14	Czeslaw Ziober	POL	1290	+221	
6	Nikolay Y Nikolov	BUL	1290	+300	+239	15	Christoph Bachmann	SUI	1290	+213	
7	Antton Van Eldyk	NED	1290	+300	+229	16	Richard Jack	GBR	1290	+187	
8	Peter Allnutt	CAN	1290	+300	+224	17	Ramiro Gonzalez	ARG	1290	+7	
9	Vidas Nikolajevs	CAN	1290	+300	+211						
18	Vin Morgan	AUS		210	180	180	179	180	180	180	1289
19	Iurii Grushkovskyi	UKR		196	180	180	180	180	180	180	1276
20	Ansgar Nuttgens	GER		210	157	180	180	180	180	180	1267
21	Anibal Arigos	ARG		210	180	155	180	180	180	180	1265
21	Yuri Evdokimov	RUS		210	180	180	180	180	180	155	1265
23	Viktor Stamov	UKR		210	180	180	180	154	180	180	1264
24	Wojciech Siodmok	POL		210	157	180	180	180	180	170	1257
25	Roberto Rojas	CHI		210	180	180	146	180	180	180	1256
26	Yaron Kraus	ISR		210	180	180	143	180	180	180	1253
26	Paul Lagan	NZL		173	180	180	180	180	180	180	1253
28	Phil Mitchell	AUS		210	180	180	180	142	180	180	1252
29	Sergey Makarov	W/C		210	141	180	180	180	180	180	1251
30	Danijel Terlep	SLO		169	180	180	180	180	180	180	1249
31	Ales Dvorak	CZE		158	180	180	180	180	180	180	1238
32	Bertrand Pouzet	FRA		210	125	180	180	180	180	180	1235
32	John Carter	GBR		155	180	180	180	180	180	180	1235
34	Ittai Shichman	ISR		210	180	180	180	180	180	124	1234
34	Martin Greub	SUI		210	124	180	180	180	180	180	1234
36	Francois Moreau	FRA		210	180	180	180	123	180	180	1233
37	Alejandro Bongioanni	ARG		210	180	119	180	180	180	180	1229
38	Peter Williams	GBR		210	180	180	180	180	117	180	1227
39	Tsvetan Bonchev	BUL		143	180	180	180	180	180	180	1223
40	Shlomi Rosenzweig	CAN		184	180	180	133	180	180	180	1217
41	Jari Valo	FIN		210	180	180	180	102	180	180	1212
42	Tahn Stowe	AUS		210	168	131	180	180	180	161	1210
43	Chimed Ganzorig	MGL		210	180	101	180	180	173	180	1204
44	Stefan Rump	GER		210	93	180	180	180	180	180	1203
45	Mikael Holmbom	SWE		210	180	108	180	180	180	156	1194
46	Guillaume Vaucelles	FRA		154	152	180	180	180	180	149	1175
47	Robert Hellgren	SWE		210	180	104	180	180	180	131	1165
47	Yalcin Hasan Olgun	TUR		210	180	55	180	180	180	180	1165
47	Osman Sevgi	TUR		210	180	85	150	180	180	180	1165
50	Bojan Moze	SLO		210	180	54	180	180	180	180	1164
51	Pekka Ronkanen	FIN		210	138	103	180	180	180	170	1161
52	Yang Lusong	CHN		130	180	118	180	180	180	180	1148
53	Michael Dvorak	CZE		210	171	34	180	180	180	180	1135
54	Michael Furman	ISR		156	180	71	180	180	180	180	1127
55	Miguel Gasitulli	CHI		202	180	180	128	147	180	109	1126
56	Helmut Fuss	AUT		210	180	155	115	180	180	95	1115
57	Giorgio Sacchi	ITA		210	180	4	180	180	180	180	1114
58	Borislav Bardarov	BUL		210	122	52	180	180	180	180	1104
59	Paolo Ghiselli	ITA		205	54	121	180	180	180	180	1100
60	Vasyl Bezchasnyy	UKR		210	180	86	180	180	180	83	1099
61	Jim Parker	USA		210	0	163	180	180	180	180	1093
62	Avirmed Amartivshin	MGL		188	112	65	180	180	180	180	1085
63	Anders Klemetsen	NOR		0	180	180	180	180	180	180	1080
64	Robert Sifleet	USA		210	108	138	180	180	78	180	1074
65	Piotr Chmielewsky	POL		187	54	94	180	180	180	180	1055
66	Adin Ramadanovic	BIH		0	180	180	180	180	180	152	1052
67	Benito Bertolani	ITA		19	137	166	180	180	180	176	1038
68	Peter Buchwald	DEN		140	120	180	180	180	180	15	995
69	Oliver Abarca	CHI		192	64	0	180	180	180	180	976
70	Gottfried Bachmann	SUI		179	180	80	59	180	180	90	948
71	Mathias Furber	GER		210	180	96	180	77	54	84	881
72	Chris Murphy	NZL		67	64	74	180	180	69	180	814
73	Cetin Kargin	TUR		210	180	21	91	180	124	0	806
74	Vladislav Urban	CZE		158	53	101	73	180	180	51	796
75	Sanjaa Tumor	MGL		11	180	76	180	78	61	180	766
Number of maximum in each round				52	54	45	65	68	68	57	
Number of full scores up to each round				52	40	27	24	20	19	17	

## F1A team results

	Country	Abbreviation	Total	Round by round team places								Team member places		
1	Russia	RUS	3845	1	1	1	1	1	1	1	1	1	10	21
2	Canada	CAN	3797	11	7	2	4	3	2	2	2	8	9	40
3	Argentina	ARG	3784	1	1	5	5	4	3	3	3	17	21	37
4	Great Britain	GBR	3752	16	11	3	2	2	5	4	4	16	32	38
5	Australia	AUS	3751	1	5	4	3	5	4	5	5	18	28	42
6	Slovenia	SLO	3703	14	8	11	10	8	8	6	6	4	30	50
7	Finland	FIN	3663	1	9	7	7	10	10	7	7	11	41	51
8	Sweden	SWE	3649	1	1	9	9	7	7	8	8	3	45	47
9	France	FRA	3643	17	15	8	8	9	9	9	9	32	36	46
10	Ukraine	UKR	3639	9	6	6	6	6	6	10	10	19	23	60
11	Bulgaria	BUL	3617	18	14	14	13	12	12	11	11	6	39	58
12	Israel	ISR	3614	15	10	10	12	11	11	12	12	26	34	54
13	Poland	POL	3602	10	17	15	14	13	13	13	13	14	24	65
14	Switzerland	SUI	3472	13	12	12	15	15	14	14	14	15	34	70
15	USA	USA	3457	1	19	16	16	16	15	15	15	12	61	64
16	Chile	CHI	3358	12	16	17	17	17	17	16	16	25	55	69
17	Germany	GER	3351	1	13	13	11	14	16	17	17	20	44	71
18	Italy	ITA	3252	20	21	21	21	20	20	18	18	57	59	67
19	Czech Republic	CZE	3169	19	18	19	19	19	19	19	19	31	53	74
20	Turkey	TUR	3136	1	1	18	18	18	18	20	20	47	47	73
21	Mongolia	MGL	3055	21	20	20	20	21	21	21	21	43	62	75
22	New Zealand	NZL	2067	22	22	22	22	22	22	22	22	26	72	
23	Slovakia	SVK	1290	23	23	23	23	23	23	23	23	2		
24	Romania	ROU	1290	23	23	23	23	23	23	23	23	5		
25	Netherlands	NED	1290	23	23	23	23	23	23	23	23	7		
26	Serbia	SRB	1290	23	23	23	23	23	23	23	23	13		
27	China	CHN	1148	29	28	29	29	29	29	27	27	52		
28	Austria	AUT	1115	23	23	27	27	27	27	28	28	56		
29	Norway	NOR	1080	0	30	30	30	30	30	29	29	63		
30	Bosnia-Herzegovina	BIH	1052	0	30	30	30	30	30	30	30	66		
31	Denmark	DEN	995	28	29	28	28	28	28	31	31	68		

Round 5 had Roy Summersby's folder bunt straight into the ground after launch, narrowly missing Russell Peers and several others. There was rather worrying number of such crashes with the model obviously set up incorrectly and crashing immediately after launch. The organisers had issued hard hats to timekeepers, which would help for some glancing blow types of impact but would be scant help if an F1C dived directly on to you under power. Both Frank Schlacta (CAN) and Eduardo Furferi (ARG) dropped in poor air with the identical time of 2.14 and, very surprisingly, it was now the turn of the remaining Russian team member to drop – and that was Leonid Fuzeyev.

Round 6 eliminated five more people including Randy Secor dropping just 4 seconds, another Argentinian Fernando Zito and Giorgio Venuti of Italy. Giorgio was flying a more conventional model having been flying earlier with a very short moment arm model with the fin behind the tailplane.

The final round was made somewhat easier by a soaring bird marking a good thermal and was quickly joined by a cloud of F1C models. Alan Jack was one of them but he had an over-run but made a successful second attempt to reach the flyoff.

A total of 12 had maxed out including all three Ukrainians, so that had taken the team prize ahead of USA and Canada. Ukraine had also won the overall A+B+C Challenge score, in front of Russia then more surprisingly Canada third and Argentina fourth.

It was decided to hold the first round to a 5 minute max at 17.20 followed a 9 minute max at 18.00. The decision to skip the 7 minute stage was taken so that a conclusion could be reached that evening in good conditions of light wind and good visibility. As an added benefit it would be front of all the spectators, whereas the morning final flyoff in Croatia in 2009 was seen only by the organisers and the British and Russian teams.

The five minute round was removed five flyers, Faust Parker (USA) missing out by just 10 seconds and Truppe after

launching left. Sychoy had a hesitant motor run but still maxed. Alan Jack had flown his flapper which he had been using all day and had made the decision to go for broke in the second flyoff with his folding flapper.

There was just light drift for the 18.00 climax to the power event. First to launch were Ukrainians Ivanov (conventional model) and Aleksandrov (folder) both with poor slight height loss on transition, then followed by the German Claus Gretter who had flown very consistently to get to the flyoff with his regular models. Verbitski was next to go and set the standard with a beautiful high climb. Sychoy then climbed well, but slightly below Verbitski and less good transition. The Chinese flyer and then Alan Jack were last to try. Alan made a superb vertical climb, to at least the same height as Verbitski, but with a slight stall on transition. At least the climb had vindicated his decision to trust that model but it was soon obvious that it was coming down quite quickly (Alan blamed this on the complex model being over-weight) while Verbitski was gliding well round the field in very wide circles (first circle completed in four minutes). The times showed that Verbitski had won his third World Championships title. During the earlier flights he had used his BE-94 flapper the same as at the 2010 Euro Champs, but I am not sure if he still used this on his final flight. Zou Jiongyu of China was just four seconds behind then larger spacing to Aleksandrov third, Jack fourth and Sychoy fifth.

Sunday, the reserve day, was now free time when the most popular activities seemed to be taking rental cars to the car wash to remove the thick dust or going to the mountains to look for condors. It was notable that it was quite a windy day. The prize-giving was held in the theatre of one of the other hotels. It was not the smoothest ceremony. The organisers had planned to display the winners' flags only as three small graphics on a 21" monitor at the side of the stage. When the jury insisted that they display the large physical flags a way was found to display them on the stage but the organisation of right flags for each event was not perfect. The Ukrainian power team were saluted with the opening bars of the British national

that appeared to arise was a fire closing the Cordoba ring road which gave a nasty delay for those heading for midday flights, including the Iberia flight to Madrid. Overall the Championships had been very successful as a result of the weather cooperating to give three good days on the three competition days.

### F1B Individual results

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**F1B team results**

	Country	Abbreviation	Total	Round by round team places								Team member places		
1	Israel	ISR	3960	1	1	1	1	1	1	1	1	4	6	16
2	Ukraine	UKR	3960	1	1	1	1	1	1	1	1	10	12	15
3	USA	USA	3908	1	1	1	1	8	6	3		2	28	34
4	Russia	RUS	3893	1	15	15	13	11	10	4		1	18	44
5	Great Britain	GBR	3893	14	13	12	10	6	4	5		21	27	37
6	China	CHN	3889	1	1	1	1	1	3	6		17	23	43
7	Italy	ITA	3888	1	1	1	1	9	9	7		3	24	41
8	Australia	AUS	3884	1	1	1	1	7	5	8		9	31	39
9	Czech Republic	CZE	3843	15	14	14	12	10	8	9		24	35	46
10	Sweden	SWE	3840	1	1	1	9	5	7	10		20	38	44
11	Argentina	ARG	3810	1	1	13	11	12	13	11		26	29	54
12	Serbia	SRB	3801	1	1	1	1	14	12	12		7	33	56
13	Canada	CAN	3780	18	18	17	17	16	14	13		11	32	60
14	Poland	POL	3739	1	1	10	8	4	11	14		22	40	61
15	France	FRA	3730	16	16	16	15	17	15	15		29	49	56
16	Germany	GER	3721	1	1	11	14	13	16	16		18	53	54
17	Mongolia	MGL	3708	1	1	1	16	15	17	17		4	51	59
18	Romania	ROU	3524	17	17	18	18	18	18	18		52	58	62
19	New Zealand	NZL	2572	19	19	19	19	19	19	19		13	46	
20	Slovenia	SLO	2506	19	19	19	19	20	20	20		36	50	
21	Norway	NOR	2335	21	21	21	21	21	21	21		48	63	
22	Brazil	BRA	1854	25	22	22	22	22	22	22		67	68	
23	Netherlands	NED	1320	22	23	23	23	23	23	23		8		
24	Switzerland	SUI	1320	22	23	23	23	23	23	23		14		
25	Georgia	GEO	1258	22	23	23	23	23	23	25		41		
26	Austria	AUT	1090	26	26	26	26	26	26	26		63		
27	Bulgaria	BUL	1034	28	27	27	27	27	27	27		65		
28	Finland	FIN	1024	27	28	28	28	28	28	28		66		

**F1C Individual results**

1	Yevhen Verbytskyi	UKR	1320	+300	+390									
2	Zou Jiongyu	CHN	1320	+300	+386									
3	V. Aleksandrov	UKR	1320	+300	+364									
4	Alan Jack	GBR	1320	+300	+327									
5	Volodymir Sychoi	SLO	1320	+300	+312									
6	Borys Ivanov	UKR	1320	+300	+299									
7	Claus Grotter	GER	1320	+300	+271									
8	Faust Parker	USA	1320	+290										
9	Batzorigt Erdenebat	MGL	1320	+253										
10	Reinhard Truppe	AUT	1320	+250										
11	Franco Gradi	ITA	1320	+234										
12	Piotr Plachetka	POL	1320	+170										
13	Randy Secor	USA	240	180	180	180	180	176	180			1316		
14	Timo Niiranen	FIN	240	180	180	180	172	180	180			1312		
15	Artur Kaitchuk	RUS	240	180	180	169	180	167	180			1296		
16	Fernando Zito	ARG	240	180	180	180	180	150	180			1290		
17	Michael Mashiach	ISR	207	180	180	180	180	180	180			1287		
18	Giorgio Venuti	ITA	240	180	180	180	180	144	180			1284		
18	Leonid Fuzeyev	RUS	240	180	180	180	144	180	180			1284		
20	Frank Schlachta	CAN	240	180	180	180	134	180	180			1274		
21	Eduardo Furferi	ARG	240	180	180	180	134	180	179			1273		
21	Rostislav Pecherskiy	CAN	193	180	180	180	180	180	180			1273		
23	Yury Shvedenkov	CAN	240	180	180	180	180	180	130			1270		
24	Terry Bond	AUS	240	180	180	180	180	119	180			1259		
25	Yaakov Itzhakov	ISR	240	180	180	180	180	118	180			1258		
25	Mike Roberts	USA	233	180	180	180	176	129	180			1258		
27	Avi Elyakim	ISR	240	180	101	180	180	180	180			1241		
28	Claus Peter Wachtler	GER	240	180	180	139	128	180	180			1227		
29	Mauricio Zito	ARG	173	180	180	180	180	180	146			1219		
30	William East	AUS	221	180	180	162	180	180	95			1198		
31	Alexey Talanov	RUS	240	180	180	163	180	72	180			1195		
32	Roy Summersby	AUS	240	180	180	180	46	124	180			1130		
33	Roberto Guadaño	ITA	134	175	180	173	146	129	180			1117		
34	Jari Valo	FIN	0	0	127	180	133	170	153			763		
35	Stefan Reinwald	GER	129	0	180	60	180	103	0			652		
36	Batsuuri Sukhbat	MGL	0	111	0	0	0	0	0			111		
37	Gombosuren Tulga	MGL	0	19	0	0	0	0	0			19		
Number of maximum in each round				27	32	33	29	26	23	29				
Number of full scores up to each round				27	27	26	23	18	13	12				

## F1C team results

Country	Abbreviation	Total	Round by round team places								Team member places		
1 Ukraine	UKR	3960	1	1	1	1	1	1	1	1	1	3	6
2 USA	USA	3894	3	3	3	2	2	2	2	2	8	13	25
3 Canada	CAN	3817	6	6	5	5	4	3	3	3	20	21	23
4 Israel	ISR	3786	5	5	8	7	5	5	4	4	17	25	27
5 Argentina	ARG	3782	7	7	6	6	6	4	5	5	16	21	29
6 Russia	RUS	3775	1	1	1	3	3	6	6	6	15	18	31
7 Italy	ITA	3721	8	8	7	8	7	7	7	7	11	18	33
8 Australia	AUS	3587	4	4	4	4	8	8	8	8	24	30	32
9 Germany	GER	3199	9	9	9	9	9	9	9	9	7	28	35
10 Finland	FIN	2075	13	14	11	10	10	10	10	10	14	34	
11 Mongolia	MGL	1450	14	10	10	11	11	11	11	11	9	36	37
12 China	CHN	1320	11	12	12	12	12	12	12	12	2		
13 Great Britain	GBR	1320	12	13	12	12	12	12	12	12	4		
14 Slovenia	SLO	1320	12	13	12	12	12	12	12	12	5		
15 Austria	AUT	1320	10	11	12	12	12	12	12	12	10		
16 Poland	POL	1320	12	13	12	12	12	12	12	12	12		

## F1 Challenge 2011

Country	Total time	F1A time	F1B time	F1C time	F1A places			F1B places			F1C places			Total places
1 Ukraine	11559	3639	3960	3960	19	23	60	10	12	15	1	3	6	149
2 Russia	11513	3845	3893	3775	1	10	21	1	18	44	15	18	31	159
3 Canada	11394	3797	3780	3817	8	9	40	11	32	60	20	21	23	224
4 Argentina	11376	3784	3810	3782	17	21	37	26	29	54	16	21	29	250
5 Israel	11360	3614	3960	3786	26	34	54	4	6	16	17	25	27	209
6 USA	11259	3457	3908	3894	12	61	64	2	28	34	8	13	25	247
7 Australia	11222	3751	3884	3587	18	28	42	9	31	39	24	30	32	253
8 Italy	10861	3252	3888	3721	57	59	67	3	24	41	11	18	33	313
9 Germany	10271	3351	3721	3199	20	44	71	18	53	54	7	28	35	330
10 Great Britain	8965	3752	3893	1320	16	32	38	21	27	37	4			175
11 Poland	8661	3602	3739	1320	14	24	65	22	40	61	12			238
12 Mongolia	8213	3055	3708	1450	43	62	75	4	51	59	9	36	37	376
13 Slovenia	7529	3703	2506	1320	4	30	50	36	50		5			175
14 Sweden	7489	3649	3840		3	45	47	20	38	44				197
15 France	7373	3643	3730		32	36	46	29	49	56				248
16 Czech Republic	7012	3169	3843		31	53	74	24	35	46				263
17 Finland	6762	3663	1024	2075	11	41	51	66			14	34		217
18 China	6357	1148	3889	1320	52			17	23	43	2			137
19 Serbia	5091	1290	3801		13			7	33	56				109
20 Romania	4814	1290	3524		5			52	58	62				177
21 Switzerland	4792	3472	1320		15	34	70	14						133
22 Bulgaria	4651	3617	1034		6	39	58	65						168
23 New Zealand	4639	2067	2572		26	72		13	46					157
24 Austria	3525	1115	1090	1320	56			63			10			129
25 Norway	3415	1080	2335		63			48	63					174
26 Chile	3358	3358			25	55	69							149
27 Turkey	3136	3136			47	47	73							167
28 Netherlands	2610	1290	1320		7			8						15
29 Brazil	1854		1854					67	68					135
30 Slovakia	1290	1290			2									2
31 Georgia	1258		1258					41						41
32 Bosnia-Herzegovina	1052	1052			66									66
33 Denmark	995	995			68									68

## MOLDY CAT, CLG BY KEN BAUER

Reprinted from NFFS Digest with thanks.

The coolest feature on this glider is the BE5615 undercambered airfoil designed by Brian Eggleston. There is maybe only a slight penalty in drag that keeps the launch a bit less, but the glide is really nice. It seems to be sustaining height or going up in very light lift where other gliders struggle. I've now used this same airfoil on 12" indoor cat gliders, TLGs, and the wingtips of an F1A. One indoor catapult glider weighing about 8 grams did 1:45 in the Tustin hanger and was clearly gliding better than the other gliders. The limiting factor was the launch however as a strong negative pitching moment caused by the undercamber would make the model do a partial outside loop or bunt maneuver at the moment of launch from the extreme speed of two loops of quarter inch -rubber. As the model slowed it would straighten out and finally pitch in the positive direction yielding a nice transition but the height was limited to just below the catwalks around 120 feet, whereas

some other flat bottomed gliders were going above the catwalk up to 150 feet but not gliding as well.

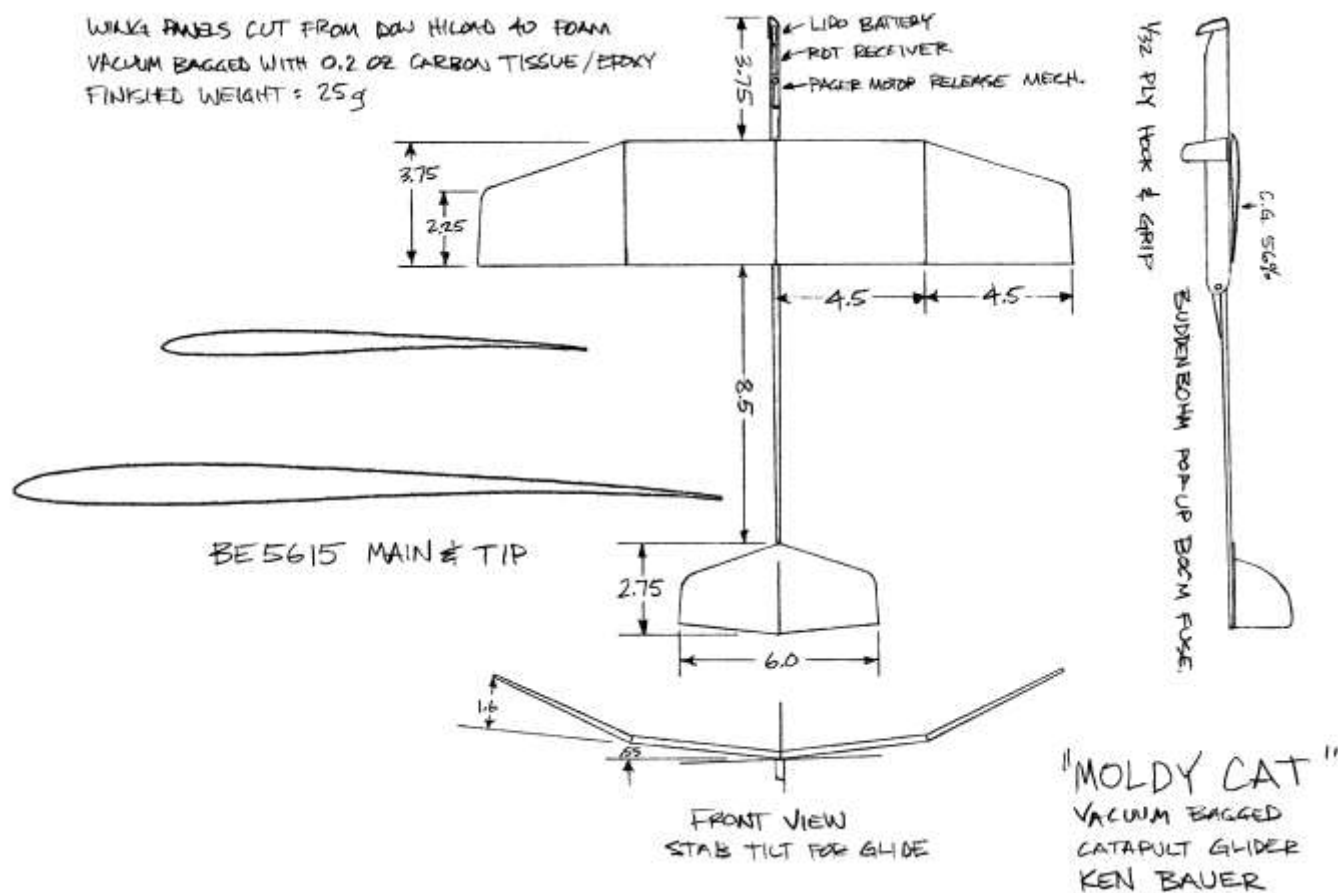
A bigger outdoor catapult glider like the Moldy Cat with only a single loop of rubber does not have anywhere near the speed of the little indoor gliders so the negative pitching is not a problem. In fact in this case I think it helps because it tends to straighten out the launch pattern at high speed and at low speed the glider flies with more positive pitching effect and is more stable and I believe the increased positive pitching as the glider slows contributes to a good transition.

This first Moldy Cat now weighs about 26 grams after some repairs and with remote dethermaliser (RDT) in the nose which is a bit heavy Next time I'm shooting for closer to 20g which I think is possible and I believe may allow for higher launches as 26g seems like too much weight for that single loop of rubber to accelerate. I've tried various grey and black rubber strip which is supposed to be the best and allows for a full 9" loop



but it tends to break easily and because of the short stretch the glider has to accelerate over a very short distance. Lately I'm using some new Tan Super Sport rubber where about a 6" loop is all that is needed. With the hook at the very nose of the glider and the grip at the wing leading edge I can stretch this over my full span from left arm to right giving a longer distance for acceleration. Originally this glider had the rubber hook under the wing LE and the grip at the tail in the traditional fashion but the wing cracked one day under the load of a hard launch. This proved that this configuration is draggy because of the high lift on the wing. After moving the hook and grip forward launches were much higher and I never cracked the wing again.

Wing construction uses the same foam core vacuum bagging technique I've already written about. The core is Dow Hi-Load 40 and the skin is 0.2oz carbon tissue and epoxy with some light design master paint in the mold. I didn't even use any spars on this glider but for the next one I'll add some 0.002" strips of carbon on top and bottom which adds very little weight but adds great strength. I might also try Dow square edge foam which is even lighter and I'll omit the paint and use a light mylar film instead. For the next glider I'm also planning on morphing the airfoil at the wingtip into something nearly symmetrical to cut the drag further. I've discovered this works great on the indoor gliders without any penalty in the glide.



## EMBALSE WORLD CUP, ARGENTINA, APRIL 30 - MAY 1

### F1B 67 flew

1	B Eimar	SWE	600	+300	+325
2	A Burdov	RUS	600	+300	+239
3	P Rossiter	AUS	600	+300	+231
4	V Urban	CZE	600	+300	+195
5	R Khuziev	RUS	600	+294	
6	R Peers	GBR	600	+226	
7	S Kuflik	ISR	600	+206	
8	A Ribchenkov	GEO	600	+192	
9	M Woolner	GBR	600	+158	
10	M Ysasy	ARG	598		
11	W Yunsheng	CHN	580		
12	A Milyutkin	RUS	578		
13	R Morrell	NZL	573		
14	R Blagojevic	SRB	570		
15	M Woodhouse	GBR	569		
16	L Horak	CAN	568		
17	J Chenau	FRA	564		
17	J Galvan	ARG	564		
17	B Sukhbat	MGL	564		

### F1A 82 flew

1	R Koglott	SLO	1260	+300	+345
2	Y Titov	RUS	1260	+300	+277
3	S Makarov	RUS	1260	+300	+270
4	J Parker	USA	1260	+300	+269
5	I Bezak	SVK	1260	+300	+261
5	Y Kantipaylo	UKR	1260	+300	+261
7	B Moze	SLO	1260	+300	+241
8	S Kuflik	ISR	1260	+300	+218
9	B Bertolani	ITA	1260	+300	+192
10	P Findahl	SWE	1260	+300	+42
11	O Martinelli	ARG	1260	+283	
12	Y Evdokimov	RUS	1260	+279	
13	M Kosonozhkin	RUS	1260	+155	
14	P Mitchell	AUS	1260	+8	
15	H Olgun	TUR	1254		
16	S Rumpp	GER	1253		
17	Y Kraus	ISR	1252		
18	M Dvorak	CZE	1244		
19	V Morgan	AUS	1222		
20	E Buchar	ARG	1210		
21	R Gonzalez	ARG	1209		
22	G Sacchi	ITA	1207		

**F1B-Junior 1 flew**

1	S Savic	SRB	532
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**F1C 23 flew**

1	V Sychov	SLO	600	+300	+324
2	R Summersby	AUS	600	+300	+136
3	F Zito	ARG	600	+300	
4	M Zito	ARG	600	+228	
5	R Palmieri	ARG	600	+210	
6	A Kaitechuk	RUS	600	+209	
7	A Talanov	RUS	600	+146	
8	G Venuti	ITA	600	+134	
9	C Gretter	GER	546		
10	C Wachtler	GER	531		

**STONEHENGE CUP, SALISBURY PLAIN, MAY 14-15****F1A 19 flew**

1	P Tribe	GBR	750
2	M Fantham	GBR	714
3	A Besnard	FRA	704
4	J Cooper	GBR	687
5	E Ragot	FRA	669
6	B Baines	GBR	663
7	C Edge	GBR	642
7	T Nicholson	GBR	642
9	P Williams	GBR	627
10	S Darmon	GBR	600

**F1B 21 flew**

1	P Martin	GBR	740
2	M Woodhouse	GBR	724
3	M Woolner	GBR	723
4	D Greaves	GBR	716
5	S Tedeschi	FRA	713
6	W Morandini	FRA	707
7	P Brown	GBR	689
8	B Martin	GBR	682
9	M Marquois	FRA	677
10	G Stringer	GBR	676
11	M Morandini	FRA	672

**F1C 4 flew**

1	A Jack	GBR	729
2	N Allen	GBR	687

**F1Q 5 flew**

1	A Shepherd	GBR	750	+118
2	P Tolhurst	GBR	750	+35
3	T Grey	GBR	706	

**F1G 11 flew**

1	P Hall	600+203	4	A Crisp	564
2	C Chapman	600+111	5	R Elliott	528
3	D Greaves	568	6	N Allen	518

**A BRIEF FOLLOW-UP...**

...to last month's British team news. Mike Woolner's piece on his model development was fantastic. In both senses. But I knew as I was transferring it from email to FFn that it reminded me of something.

I went through my photo archive – that's the three shoe boxes under the bed – and couldn't find what I was looking for, started going through various books and on p. 88 of Bill Harthill's World Free Flight Review I found it. It's a photo of a German A/2 from 1976 with, to quote Martin Dilly's caption, "‘buzzard’ wingtips made from thin plasticard with thin steel reinforcement strips to set the twist of the ‘feathers’". I assume it wasn't very successful because I don't remember seeing any later reference to it or to the approach but I bet someone else, somewhere else, has also tried it.



There was also full-scale interest at that time, pushed by Cranfield for crop spraying aircraft. Articles in Popular Science April 1979 and New Scientist April 20 1978 drew a comparison between these wing sails and the wing of the Marsh Harrier.



*The tips on a Cranfield wind tunnel model*

**LONDON GALA, SALISBURY PLAIN, Apr 8-9****Day 1****Combined Rubber 7 flew 4 full scores**

1	P Ball	Grantham	7.30	+8.24
2	M Richardson	East Grinstead	7.30	+4.24
3	T Tyson	Crookham	7.30	+4.02
4	M Stagg	MFFG	7.30	+3.26

**Combined Power 12 flew**

1	T Payne	Biggles	6.30	+6.36
2	M Lester	Birmingham	7.30	+6.28
3	S Screen	Birmingham	7.30	+6.12
4	T Grey	Crookham	7.23	
4	C Redrup	Crookham	7.23	

**Combined Glider 11 flew, 7 full scores**

1	J Carter	Grantham	7.30	+7.52
2	J Cooper	Biggles	7.30	+3.53
3	C Parry	Biggles	7.30	+3.48
4	J Pennington	Bristol & West	7.30	+2.40
5	C Foster	Morley	7.30	+2.38

**P30 5 flew**

1	P Seeley	Bristol & West	6.00
2	S Willis	Croydon	5.31
3	P Jellis	Croydon	5.25

**CLG 8 flew**

1	P Ball	Grantham	7.00
2	S Brewer	Biggles	6.13
3	R Heap	Biggles	5.23
4	G Percival	Grantham	4.48

**Vintage Rubber and Power 6 flew 4 full scores**

1	S Willis	Croydon	7.30	+4.57
2	D Beales	Croydon	7.30	+3.33
3	N Allen	East Grinstead	7.30	+3.31
4	R Elliott	Croydon	7.30	+2.10

**CO2 4 flew**

1	C Strachan	Biggles	6.00
2	P Tolhurst	Hayes	5.41

**F1E 1 flew**

1	I Kaynes	Croydon	5.09
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**Day 2****Mini Vintage 7 flew, 4 full**

1	P Ball	6.00	+4.03
2	C Foster	6.00	+3.32
3	A Shepherd	6.00	+3.02
3	C Strachan	6.00	+3.02

**Vintage Glider 5 flew**

1	R Heap	7.30
2	D Cox	6.48
3	C Foster	6.45

**SLOP 7 flew, 4 full scores**

1	P Ball	7.30	+5.21
2	A Shepherd	7.30	+4.22
3	P Watson	7.30	+3.43

**E30 5 flew**

1	P Tolhurst	6.00	+2.39
2	T Grey	6.00	+2.32
3	P Seeley	5.50	

**F1H 8 flew**

1	G Madelin	10.00	+3.06
2	J Cooper	10.00	+1.52
3	P Seeley	9.22	
4	C Parry	9.00	

**HLG 8 flew**

1	P Seeley	5.57
2	S Brewer	5.42
3	J Pennington	4.08
4	G Percival	3.24

**F1G 10 flew**

1	R Vaughn	10.00	+4.10
2	M Marshall	10.00	+2.14
3	M Richardson	10.00	+2.03
4	G Stringer	9.48	

**F1J, 1/2A 6 flew, 3 full scores**

1	P Watson	10.00	+5.11	
2	S Screen	10.00	+3.43	+4.32
3	M Lester	10.00	+3.43	+4.30

**NORTHERN GALA, CHURCH FENTON, Apr 22****Combined Glider (C.M.A) 3x2.30 16 flew**

1	J Cooper	Biggles	7.30	+5.10
2	B Lumb	Morley	7.30	+4.08
3	C Foster	Morley	7.30	+3.49
4	J Carter	Grantham	7.30	+3.42
5	D Brawn	Biggles	7.30	+2.10
6	P Dickson	Morley	7.30	
7	P Ball	Grantham	7.28	

**Combined Rubber (Caton) 3x2.30 11 flew, 6 full scores**

1	P Ball	Grantham	7.30	+8.05
2	J O'Donnell	Timperley	7.30	+6.30
3	G Ferer	Timperley	7.30	+6.23
4	J Foster	Morley	7.30	+4.52
5	S Willis	Croydon	7.30	+4.08

**S.L.O.P 3x2.30 7 flew**

1	S Barnes	Morley	7.30	+7.12
2	F Rushby	Cleemac	7.30	+5.07
3	M Quinn	Novo's	7.24	

**Combined Power (Hamley) 3x2.30 13 flew, 7 full scores**

1	P Watson	Birmingham	7.30	+6.46
2	F Rushby	Cleemac	7.30	+5.59
3	D Limbert	Morley	7.30	+5.14
4	S Barnes	Morley	7.30	+5.03
4	RJ Foster	Morley	7.30	+5.03
6	R Wykes	Timperley	7.30	+3.33

**F1H 5x2.00 10 flew**

1	C Edge	Scotia	9.46
2	B Lavis	Biggles	9.23
3	J Cooper	Biggles	9.16
4	S Phillpott	Birmingham	9.07

**E30 - 3x2.00 2 flew**

1	T Grey	MFFG	6.00
2	C Strachan	Biggles	5.37

**F1J/1/2 A 5x2.00 3 flew**

1	M Lester	Birmingham	8.00
2	C Foster	Morley	4.05

**P30 - 3x2.00 6 flew**

1	R Sparrow	Timperley	6.00
2	D Davitt	Morley	5.47
3	G Manion	Birmingham	5.31

**Mini Vintage 3x2.00 10 flew, 5 full scores**

1	J Foster	Morley	6.00	+4.12
2	C Foster	Morley	6.00	+3.08
3	M Sanderson	Cleemac	6.00	+2.48
4	G Beal	Morley	6.00	
4	J Wingate	Timperley	6.00	

**CO2 3x2.00. 2 flew**

1	C Strachan	Biggles	6.00
2	S Phillpott	Birmingham	5.58

**HLG/CLG 7x1.00 10 flew**

1	M Bennis	Peterborough	7.00
2	B Colledge	Birmingham	6.35
3	P Ball	Grantham	6.25

**BUYING BINOCULARS**

There are good sources of binoculars on the web, but not many places where you can actually examine and try them before buying. I was searching for binocular stockists in London and came up something rather different which was *In Focus* at the London Wetland Centre at Barnes. This is one of a number of shops spread over the country at other Wetland Centres – as well as Barnes there are shops near London Colney, Kings Lynn, Denby Dale, Rutland Water, Slimbridge, and Martin Mere. They stock binoculars by Delta, Hawke, Kowa, Nikon,

Opticron, Pentax, Steiner, Swarovski, and Zeiss and these are available for order over the web like any supplier, see details at [www.at-infocus.co.uk](http://www.at-infocus.co.uk). The particular advantage of visiting the shop inside the Wetland Centre is that their full range can be tried outside looking at distant birds or trees. This was aided, at least at Barnes, by knowledgeable staff – and he was quite adaptable to the needs of watching free flight models rather than birds. The shop prices are the same as those on the web site, the only thing that could be seen as a downside is that you have to pay for admission to the Wetland Centre to access the shop – but you could regard this as a fee for the service and then you have the bonus of a free visit to the Wetland Centre.

**BMFA FF CHAMPIONSHIP**

		London G		Northern	total
		Day1	Day2	Gala	
1	P Ball	18	18	13	86
2	A Shepherd		9.5		36.5
2	C Strachan	4	5.5	3	36.5
4	P Watson		13	9	33
5	J Cooper	6	6	13	31
5	C Foster	3	9	10	31
7	J Foster			12	25
8	P Seeley	7	13		23
8	S Willis	13		5	23
10	A Gibbs				22
10	M Quinn			4	22
12	R Foster			1.5	19.5
13	M Lester	6	4	3	19
13	F Rushby			12	19
15	T Grey	3	4	2	18
15	R Vaughn		9		18
17	C Chapman	2			17
18	S Brewer	7	8	1	16.5
19	C Redrup	4	3		16

**CROOKHAM GALA, MIDDLE WALLOP, MAY 8**

After having to abandon the Gala in February due to very bad weather it was a bitter pill to swallow when we awoke to 20+mph winds on Sunday. However over 50 people, including the sport and RC flyers, turned up (thanks to all of them) and some 8 brave men entered the contest.

The sight of a fragile coupe being launched backwards in the conditions was quite breathtaking, and may I say so was the sight of Andrew Longhurst retrieving his model the length of the airfield with it behind his back flapping in the wind!! The usual "hardened" coupe flyers flew, 3 flights (there was talk of 5!, then common sense prevailed). Andrew Longhurst came close to maxing out only dropping 5 seconds and took the spoils but the two Peters gave him a good run for his trophy and bottle of wine.

Mini Vintage was keenly fought out between Ken Taylor and Chris Redrup, Chris only dropped 4 seconds in the final flight to end up in second place. Somewhat amazing was a "sport" flyer who entertained us all day with a Senator and an Ace, one or the other seemed to be airborne every time you looked up and both maxed on every flight that I saw. He arrived at control and humorously asked "I don't suppose I can enter retrospectively can I", well no but he did receive a bottle of wine at the prize giving and encouraged to put his name down next time!

Glider was another 3 horse race between Dave Cox and the father and son team of the Oulds family. Only 10 seconds separated the trio which considering the conditions was quite amazing, but Dave took the bottle trophy and bottle of wine (that's for the wife!!).

Well the weather next year must be better (how many years I have I said that?), but we will do it all again in 2012.

### Mini Vintage

1	K Taylor	East Grinstead	293
2	C Redrup	Crookham	289

### Coupe d'Hiver

1	A Longhurst	SAM 35	295
2	P Tollhurst	Hayes	242
3	P Hall	Crookham	200

### Combined Glider

1	D Cox	Crookham	296
2	J Oulds	Crawley	286
3	G Oulds	Crawley	284

## SOUTHERN COUPE LEAGUE ROUND 2 & 3

Report by Peter Hall

*Crookham Gala:* On the 13th February in the Middle Wallop car park the small cluster of diehards who had turned out in the gales and rain decided to postpone the Crookham Gala. And so, after weeks of wonderful sunshine and light winds they reconvened under a doubtful sky and in a very stiff southerly. Around forty fliers had decided to believe Metcheck - always the most optimistic forecaster - trusting that the wind would moderate during the day. Which it didn't, but the sky cleared to blue and we had a beautiful procession of cauliflower cumulus. Maxes were set at 100 seconds and the Coupe event reduced to three flights. Even so there were only eight entrants for the five events on offer which meant that there were prizes for everyone. It was hardly a feast of free-flight.

The Coupe event was the second round in this year's Southern League. Three flew. Andrew Longhurst was first off, tailplane flapping wildly in the wind. He was blown down immediately for an attempt then just failed to max. He was blown down again on his second flight. Andrew strolled across picked up the model, launched and maxed in spite of losing the burst. After retrieving from the compound he maxed again to take first place. Peter Hall's first flight was blown down for fifty seconds after a reasonable burst. His second maxed but a wing wiggler failure terminated his third flight placing him third behind Peter Tollhurst, Peter's flights fell just short of maxes due to prop parking and glide trim problems. It was pointed out to Roy Vaughn who had kept his powder dry so far, that a hand glide would secure him a fourth place and seven League points. Being a decent sort of chap he declined.

Bad weather is common enough but extreme conditions calling for specially designed models are rare, so most of us make do with an expendable oldie. What would an extreme weather Coupe look like? The Longhurst / Tollhurst low aspect ratio, 200 sq. inch wing with generous dihedral can't be far off.

*Stonehenge Cup.* For the first time Coupe was held in conjunction with the Stonehenge Cup on Salisbury Plain as a joint venture by the Crookham club with the organisers of the main event, Bristol and West. There were no overseas entries but a strong field of eleven experienced UK fliers assembled on the blasted heath to do battle over five rounds. The weather was similar to the previous day, winds 15-20 mph with lulls which signalled lift. For most of the day it blew from WNW, taking models over the "valley of death". If you got high enough and the lull lasted long enough, you were OK, if not, a gonner. Disappointments there were many though a short flight at least brought relief from long retrieves. Two fliers fought their way through the mayhem to max out, Chris Chapman and Peter Hall. The 10 minute flyoff slot contained no decent air so, fortunately, it never became a visibility contest. The winner turned out to be Peter Hall flying a second string model after the wing of his first was folded on landing during the rounds. In second place was Chris Chapman flying his low-tech design. Peter has now won both of the UK rounds in Alessandro Manoni's Euro Coupe League and surged to the head of the Southern Coupe League. In a strong third place was Andy Crisp, who returned to competition flying at this event with an old but not vintage low aspect ratio French

design ideally suited to the conditions. Indeed, the next two places were also taken by wooden models, leaving the rest of the hi-tech brigade to straggle in at the tail of the field.

*Ed: Points from rounds 2 & 3 are given below plus my calculation of the current total scores after all 3 rounds*

		Cr	Sh	tot			Cr	Sh	tot
1	P Hall	10	20	38	7	P Brown	8	14	
2	R Vaughn		6	26	10	G Stringer		11	
3	C Chapman		17	20	10	A Crisp	11	11	
4	A Longhurst	17		17	12	R Elliott	10	10	
4	M Marshall			17	13	M Stagg		9	
6	P Tollhurst	12		15	13	N Allen	9	9	
7	M Richardson			14	15	E Tyson	4	4	
7	D Greaves		5	14	16	B Martin	3	3	

## UK COMPETITION NEWS

**SCOTTISH NATIONALS.** Lee and Carnwath Estates, the landowners for the Newbigging flying site, have given permission for the Scottish Nationals to be open to BMFA members in 2011. It will be at Newbigging on July 9 and 10. Saturday: F1A ; F1B two flights 1000 - 1330 at will, then scheduled rounds for flights 3, 4, 5. Open Vintage "McManus Trophy" 1000 - 17:30. Sunday: all 1000 -1700 BMFA Glider "Granger Trophy", BMFA Rubber "Waulkmill Shield", BMFA Power "Flying Dutchman Trophy".

Engraved Glasses for 1st places. Pre-entry is not required. £3 per event on day. Use of thermal detection equipment is not permitted. For details contact: Jim Arnott, "Downside", Farm Road, Hill of Beath, Fife, KY4 8DZ, tel 01383 510279, email [arnott.downside@btinternet.com](mailto:arnott.downside@btinternet.com)

The site is very dependent on wind direction, giving a large unrestricted area in certain directions while being severely limited with other directions. Our site license restricts our ability to move the launch area to offset these limitations. Anyone travelling to the contest is forewarned that in adverse conditions the expected standards for a contest may be abandoned to ensure that permission to use the site in the future is not jeopardized. The contests may be run with short maxes and "DT" style fly-offs.

## INTERNATIONAL COMPETITION NEWS

**FF CRO CUP** World Cup event in Croatia has been brought forward by one week from July 9-10 to July 2-3.

**TROFEO CITTA DI CAPANNORI.** Last month it was reported that this World Cup event in Italy (and precursor of the 2012 European Championships) had apparently changed dates again. This is not so and it remains on August 20-21 at Capannori. F1A will be flown on August 20 and F1B and F1C on August 21. Further details are available from [www.favli.it](http://www.favli.it) Contact details are now Cesare Gianni, Via Legnano, 3 10135 Torino, Italy; tel +39 3385874188, email [cesaregianni2@virgilio.it](mailto:cesaregianni2@virgilio.it) or [admin@favli.it](mailto:admin@favli.it) The Italian free flight organisation has a revised name instead of FAVLI, it is now VO.LI, but the web site is still under the old name.

**SLOVAKIAN F1E** events are now confirmed to be on August 20 for Martin Cup and August 21 for the Memorial of Peter Nosko contest.

**EUROFLY.** The Swiss World Cup event on October 29-30 now has F1H added to F1G as non-World Cup events.

## FREE FLIGHT WORLD CUP

While the FAI web site is still not supporting many CIAM pages including my World Cup and Championships results I am publishing the latest World Cup 2011 results at

[www.btinternet.com/~kaynes/WorldCup/WC11/WCP11F1.HTM](http://www.btinternet.com/~kaynes/WorldCup/WC11/WCP11F1.HTM)

Note that upper and lower case in this address is significant.