

# FREE FLIGHT news



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## FFn DIARY

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| June 12-13<br>Chernigiv,<br>Ukraine                        | Commonwealth Cup of Belarus. F1A F1B F1C. World Cup event. Contact: Vasiliy Zosimenko, tel: +380 95 27 60 037, email: <a href="mailto:vzosim@satelen.com.ua">vzosim@satelen.com.ua</a>  | June 25<br>Rinkaby, Sweden                             | Swedish Cup. F1A F1B F1C F1P F1Q. World Cup event. Contact: Per Findahl, tel: +46-223 22957, <a href="mailto:per.findahl@gmail.com">per.findahl@gmail.com</a> web: <a href="http://norbergsfk.se/swedishcup">http://norbergsfk.se/swedishcup</a>   |
| June 13-14<br>Chernigiv,<br>Ukraine                        | ZUBR Cup of Belarus. F1A F1B F1C. World Cup event. Contact: Vasiliy Zosimenko, tel: +380 95 27 60 037, email: <a href="mailto:vzosim@satelen.com.ua">vzosim@satelen.com.ua</a>  | June 26<br>Rinkaby, Sweden                             | Danish Cup. F1A F1B F1C F1P F1Q. World Cup event. Contact: Steffen Jensen, tel: +45 60353568 <a href="mailto:steffen.hjorth.jensen@gmail.com">steffen.hjorth.jensen@gmail.com</a> web: <a href="http://www.norbergsfk.se/swedishcup">http://www.norbergsfk.se/swedishcup</a>                               |
| June 13<br>Aradac -<br>Zrenjanin, Serbia<br>and Montenegro | 47th Memorial Djordje Zigic. F1A F1B F1C. World Cup event. Contact: Nikola Borovac, tel: 11 21 63 901, email: <a href="mailto:nborovac@eunet.rs">nborovac@eunet.rs</a>  | June 28<br>Rinkaby, Sweden                             | Norwegian Cup. F1A F1B F1C F1Q. World Cup event. Contact: Atle Klungrehaug, tel: +47 226 80 205 / 906 73 478, email: <a href="mailto:aklark@online.no">aklark@online.no</a>  |
| June 13-14<br>Monti Lessini,<br>Italy                      | June 13: 10th Coppa Primavera; June 14: 5th Volare Lessini. F1E. World Cup events. Contact: Maurizio Tomazzoni, tel: +39 335 56 50 970, email: <a href="mailto:mautom60@gmail.com">mautom60@gmail.com</a>   | June 28<br>Area Venues                                 | BMFA 5th Area. F1H (Plugge), F1G, F1J, E36, BMFA 1/2A Power (Plugge), CO2 (Plugge).  |
| June 16-18<br>Uralsk,<br>Kazakhstan                        | Kazakhstan Cup. F1A F1B F1C. World Cup event. Contact: Vitaly Potichenko, tel: +7 705 821 26 29, email: <a href="mailto:vpotichenko@mail.ru">vpotichenko@mail.ru</a>  | July 4<br>Mostar, Bosnia<br>and Herzegovina            | 51st Mostar Kup. F1A F1B F1C F1Q. World Cup event. Contact: Adin Ramadanovic, tel: +387 61 324 894, email: <a href="mailto:zk_mostar@yahoo.com">zk_mostar@yahoo.com</a> <a href="http://www.ak-mostar.com/">www.ak-mostar.com/</a>   |
| June 20-21<br>Port Meadow,<br>Oxford                       | Oxford MFC Rally. See FFn 1501. June 20 Champagne flyoffs: start 18.30: F1G, F1H, HLG/Cat. June 21 start 10.00: 5 flts in rounds F1G, F1H, E30/P30/CO2 comb. 3 flts no rounds Vint/classic G, tailless R+G, Hi-start G. HLG/Cat 7 ft. No streamers on poles, thermistors, bubbles, no i/c power. All flyers must be insured. Contact A Crisp, 4 Grove St, Summertown, Oxford OX2 7JT, tel 01865 553800. | July 5<br>Near Sheffield, or<br>near Melton<br>Mowbray | BMFA 4th F1E event (Team selection). Contact: Ian Kaynes 01252 512538 or 0794 185 2144   |
| June 20-21<br>Tapolca, Hungary                             | Herend Cup. F1A F1B F1C F1P F1Q F1H. World Cup event. Contact: Ferenc Kerner, t:+36205845349 <a href="mailto:ferenc.kerner@herend.com">ferenc.kerner@herend.com</a> web: <a href="http://www.herendimodellezose.hu">http://www.herendimodellezose.hu</a>  | July 10-12<br>Chernigiv,<br>Ukraine                    | 35th Antonov Cup. F1A F1B F1C F1P. World Cup event. Contact: Igor Zavgorodniy, tel: +380 44 405 68 33 email: <a href="mailto:zivdbox@bigmir.net">zivdbox@bigmir.net</a> <a href="http://www.fflu.org">http://www.fflu.org</a>  |
|  |   | July 10-12<br>Denver, USA                              | Tui Cup of New Zealand and Centennial Cup. F1A F1B F1C F1E F1P F1Q. 2 World Cup events. Contact: Chuck Etherington, tel: +1 720 201 6218, email: <a href="mailto:chuck.etherington@jeppesen.com">chuck.etherington@jeppesen.com</a> web: <a href="http://www.themmmclub.com">http://www.themmmclub.com</a> |

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## BMFA NATIONALS, BARKSTON HEATH, MAY 23-25

Report by Dave Hipperson

After numerous recent years with on-off weather and hence on-off flying this years Free Flight Nationals had a chance of being a classy if not a classic occasion. The reason that, despite the relatively benign weather, it didn't is entirely the fault of inept and at times truly ham-fisted management. Such a pity.

That is not to say there weren't great moments – pretty much the whole of the first day being one of them. After difficulties obtaining a CD until the very eleventh hour we were indebted to Mike Woolner for stepping forward and doing the honours. The positive breeze from the north east reminded the dwindling number of long time enthusiasts of the horrendous events of 1963 when such a wind direction but of 'severe gale' severity ripped across the field for the whole weekend.

This year was so different. Quite soon the 10-12 mph dropped to 5-10 and the sky cleared a little to give patches of blue. The max was set at 2:30 which was rather conservative but one can understand the worry of models falling into oil seed rape fields which even if it were acceptable are nigh on impossible to traverse and search. Even the once dreaded 'missile compound' now with nothing more frightening in it than a cart track, had been locked *open*. Game on!

Throughout the whole weekend attendances were large if the number of vehicles at the upwind edge of the field was the criteria. As far as actual participation was concerned then this too was vastly higher than one might have expected at a comparable club gala or even a lesser BMFA centralised event. Larger in the order of about six times in fact, across the board! As an example three dozen returned scores in Glider translating into a 17 man fly-off no less. Plenty of people were flying competitively who are rarely seen the rest of the year. Furthermore there was a distinct lack of the lunatic fringe unless we can all be grouped thus. By which I mean the sports type who insists on endangering and distracting everyone with repeated low level and often faultily trimmed cabin type creations. Possible the advantage of offering them a competition the next day for such antics. The Bowden – more of which anon.

As somewhat of a reversal of what used to be in the days of purely open events (now superseded by the semi-combined BMFA specs) the high standards if measured by those that maxed out has swung in favour of Glider and Power and away from Rubber. The support events accounted for healthy numbers as well. The ten in Tailless flying for the Lady Shelley being topped by a seldom seen Ted Challis who undaunted by his dropped first flight managed two more maxes. Pete Woodhouse who had his eye on the Rubber classes from the start dropped twice and still managed second. Astonishing to see more flying in this truly esoteric class than BMFA Electric which we are forever being told is the way of the future. Had things been a tiny bit calmer we could have been in for a fly-off in Catapult Glider as well. Mark Benns near perfect seven flight performance – dropping the time only on the first was chased closely by consistent flying from Clark, Brewer and Ball all regular winners. Catapult is a great event to watch too.

In the main the standard and consistency of power flying has improved – certainly since the days of the 60s and 70s. Attrition perhaps but at these Nationals terminal disasters were very much the exception rather than the norm. Mike Lester was unfortunate on his first Power flight to have the electronic timer fail to start. (It's going to happen with high revving engines. Trevor Grey explained later that he had gone back to clockwork as his were failing after **each flight**!) Mike's mighty black and silver carbon creation over-running spectacularly and eventually performing all sorts of large diameter aerobatics at great altitude until the fuel ran out. Everyone was willing it to hold together which it did commendably, only to be unlucky at the moment of engine stop to be pointing straight at the ground. The inevitable high speed impact was well downwind and thankfully into grass. There were many if not all components that appeared salvageable such is the integrity of a well engineered modern structure. Mike continued to glory with a slightly less sinister but equally high performing reserve and went on to do more high class power flying right through the three days.

So the fly-offs were going to decide the winners in the Sir John Shelley, the Model Aircraft Trophy, the Thurston Cup and the two Electric classes which if they have trophies they don't deserve!

The Frog Junior Trophy and E36 going first and together. Simon Heap, Roger Heap's son, winning the former with his glider. E36 it has to be said was *blighted* and any possible spectacle completely marred, by the ridiculously short 5 second run. As someone observed – "Looked a bit like a lame Chuck Glider contest." Bad rules – don't be silly, leave the run the same for all the flights. It could be a good popular class like an electric ½A but not like that. So unsurprisingly the scores look a bit pathetic and it really could have been anybody's.



*Clean launch by Pete Tolhurst in E36. Such a pity they were limited to a 5sec run in the fly-off – no one else was!*

The other Electric class went next, BMFA Electric – a lot more to see. Ideal that the three involved have indeed emerged as the front runners in this class. Grey went first – fine but not the best air. It improved for the following two. Redrup being comfortably outclimbed by a very nimble model from Tony Shepherd. However the Redrup machine – a modified Slowworm ½A – glided superbly and surpassed Grey's time from a lesser height. Shepherd got the best of both worlds. A huge climb in the best air - a big winning margin. All flights well worth watching.

The correct decision had been made by Mike Woolner the CD to run the Glider fly-off last as it was the biggest by far and would keep more people at the upwind end of the field for timing purposes till the very end. It must be pointed out however that a leading contestant and also a member of the FFTC had been heard *instructing him to do this!* Surely contestants should not be able to decide the order of events. After all he could have had a model that might have benefitted more than others from late and hence less lift affected conditions. This conflict of interest is unacceptable in any event. Individuals should be made to decide before hand what they want to be for the day, a competitor or an organiser. The start of the rot that was to ruin the second day was already becoming apparent.

Power – The John Shelley - was next. The timetable for these final flights had been rather late up on the board and hence people were still checking. There was a little confusion and sadly rather poor

announcements at this stage when it is both polite and encouraging if not vital to keep contestants informed even on a minute by minute basis. Of course no hooter blow is perfectly accurate so it has to be the hooter and not the notice board that holds sway on the periods, trouble was on this occasion the Power flyoff got started a good five minutes later than scheduled. Dave Limbert went on the time – way too early and Andrew Chilton seeing Limbert's flight presumed the period had started and followed him. Both were in respectable air, indeed Chilton would have placed 3<sup>rd</sup>. However both flights were disallowed and neither had a reserve ready! The next flight that looked really promising was a very high climb from



the Rushby Creep and was gliding well. Some way further South Neil Allen got his FIC away in different and less helpful air also to a perfect pattern. Of course the relatively small Creep could hardly expect to compete on the glide and Allen's FAI power model glided past it but was coming down all the way. About then Alan Jack flew and a good climb was ruined by a poor transition however the model was still high and in helpful air. It wasn't until quite a few minutes later that Mick Lester was to make amends for his early morning crash with a massive climb into positively good air to win it by a mile. He might have even DTed it down.

*Andrew Chilton with the late George Fuller's mighty power model. Great flight and could have been third in the fly-off but was fooled into flying too early and before the hooter.*

The Model Aircraft Trophy – for Rubber had a mere eight fly-off qualifiers. Of late I have been disappointed by the performances of these 50 gram powered airframes and it was no secret that the money was firmly on Ball who had shown before that he has mastered this class. However all was not to go quite to plan and the very tightly wound model lost valuable height on the burst with an initial semi-loop. Surprising that he has no VIT on this when he used one on his huge 600 square inch fly-off model that travelled much slower. This oversight most probably cost him the contest as the rest of the climb was fine and the air acceptable. Way over the other side of the field however Adam Beales who only seems to figure in the results at the Nats squeezed through with 30 seconds or so more. Once again Pete Woodhouse was there or thereabouts at 3<sup>rd</sup> – more points toward the Overall Rubber Championship.

Finally Glider - The Thurston Cup and it was nearly 8pm. Lots of energetic towing – no line tangles but most flights off into unhelpful air. Anthony Ball making his first appearance in a contest for some years must have been pleased and perhaps surprised to beat his Dad with a 3:39. Towing the whole period with an untried flapper was John Carter. He worked his way downwind so far that visibility was becoming an issue even before he launched. However eventually he was able to join the only other model to get any real help, that of Richard Jack who had launch upwind and to the south of him. He released enthusiastically and although as high was never quite in the centre of the lift and had to be content with 2<sup>nd</sup>.

Many stayed on to do trimming as the conditions were most favourable but it had got late and although it is satisfying to use all the available daylight so efficiently it does leave a bit of a logistical problem if one is to eat in a civilised manner. I would not usually consider including this sort of data in a contest report but I would dearly love your Nats to be wonderful. *It isn't but it could be.* Fact is there was a very under used beer tent adjacent to the

clean and tidy campsite. Would it not be beyond the bounds of reason to have a similar basic but nutritional eating system set up there for the late evening dining in a similar way to that which was supplying excellent 'all day breakfast' type food quite close to control during the competition. I say this mainly as I was rather saddened to hear from a leading and very well known flyer who is usually in the thick of it bemoaning the fact that on one night at least he found himself eating alone in a McDonalds. This is the Nationals. This shouldn't happen. This should be a celebration. It's an area that really needs looking at sympathetically. There was a guy flying a LED illuminated polystyrene electric radio model slowly around the campsite at half past ten. Fabulous – great fun. Very spooky. We got out to see it and talk to him. Where was everyone else? I remember when they used to fly combat in the campsite from the light of a few cars head lamps. Where has that sort of fun gone? Come on – we can do this.

It has to be said however the professional gate staff were first class. We inspected the camping area including the campsite toilets. Let's say they were in another league compared to what you get at Glastonbury! I also saw some of the staff rescuing models carefully from the road and later up at control actually entering scores on the board and very accurately. One begins to wonder if they could go the extra mile and actually run the entire comp for us as they have many years of experience now! Think about it – total impartiality. That's a new concept as we will come to shortly.

## DAY TWO

Looking nasty – very windy in the night and now grey with rain. Blowing in the more conventional direction -180 degrees opposite to the night before – a South Westerly. As well as the core FAI events there were numerous important other classes not the least being the Pete Harris Trophy for Slow Open Power as well as P30, Vintage Rubber/Power, pure HLG, a Junior event for Glider/Rubber and some very limited interest SAM creations.

Today Bernard Aslett was in charge and like last year it was to end in serious controversy but this time he could hardly have been blamed. We were indeed fortunate to have a person both as charismatic and at the same time as polite as he, in charge. Couldn't quite see the point of the very short maxes in FAI for the first two flights also grouped together in a single long round. No matter, it was to get more difficult later. Thankfully the forecast heavy rain never materialised and the breeze lessened although even at the end of the day a 2:30 flight could be out of the drome.



*Mike Woolner who volunteered to CD the Saturday here adding some turns to an early F1B flight on Sunday morning. Mike maxed out with three others.*



Flyers in F1B (Boxall Trophy) and F1C (Eddie Cosh Trophy) were not great in number, less than a dozen in each of the events. Standard was fair but the rubber models at least rarely exhibiting the performances of which we have been assured they are now capable. I mean if they do 6 minutes (and some say they do 8!) how come one leading flying dropped both the 2:30 maxes on a grey day when there was little strong lift hence little strong sink? Of those that maxed out Woolner looked the most at home. The power F1C flying was much more impressive and credit to the participants, accurate, precise and safe and in the main they were managing to reach altitudes such that they were well free of the patches of ground turbulence. Had the qualifiers ever have had a chance to fly-off – more of which anon – my money would have been equally split between Cuthbert, Lester and Allen. Very clean performances. F1Q for that is FAI too was similarly performance blessed. The names you see in the results being the only participants.

Glider (F1A) was entirely another matter and it was the second most highly entered event of the Nats. I can clearly see the attraction. BMFA Glider is now a class where one can compete with almost any style of model and even in F1A you don't have to have state of the art especially when the conditions start to cut up a bit rough. Nearly thirty thought it worth the punt and to their credit most of them stuck it out to the end even those that had dropped time. The Nationals effect perhaps. Brian Baines, Phil Ball and John Williams qualifying along side the irrepressible Jim Arnott from Scotland and even Dave Hambley (same team) only dropping a little on one flight. Understandably these were probably not the best conditions to see these mythical 40-50m climbs off the end of the line as doubtless the top men would not have been flying their best calm air machines however there is no doubt many were capable of substantial height gains if they got everything correct. You can buy an airframe with all this complex electronics installed and ready to fly and if you want to win at F1A in the calm and unless you are a highly proficient modeller in both high tech materials and electronics then you would be FOOLISH NOT TOO. However there is a great deal to learn about HOW to fly them. Whenever I see such creations and their athletic owners I become increasingly convinced that F1A is the way forward for FAI. It will be the class that flourishes.

Nothing too shabby about the P30 entries either. One of the few classes throughout the entire weekend that found itself being flown to its proper max – hence the dropped flights. Probably because the 2:00 max is quite a challenge most of those that did drop still carried on flying – another illustration of the fact that the weather was hardly dangerous to airframes contrary to what some people will tell you. It would have been a five way fly-off involving the well proven Dennis Davitt, Pete Woodhouse (more rubber points) Dave Taylor and then Ted Challis again and a rare appearance from Steve Fielding. Trouble is they were not allowed to do it!

The event for the Pete Harris Trophy (Peter having died from a lightning strike on this 'drome at the 2014 Nats and with a similar wind direction) was of course Slow Open Power. This event introduced back in 1983 has done precisely what it was intended to do. To re-ignite and increase participation in power duration contests generally. To its own detriment it has spawned various similar events that now tend to be more popular (because they favour glow motors which was opposite to the original intention hence the different engine runs) but thankfully it remains unchanged and could expect a good participation at a Nats level meeting. Once again a 2:30 max all day was a proper challenge and caught notables like Rushby, Barnes and Clarkson off guard. Four qualified - Dave Limbert, Alan Jack, Martin Sibson and of course former F1C World Champ Pete Watson. So restrained of him to never go back to FAI after his ultimate win! He used a slightly scaled down Pilfered Pearl 380 sq ins wing with an OS FP 15 from the workshop of maestro Gordon Cornell. He would have had my money on him for this. Sadly they too were never allowed to show us what might have been.

The standard was possibly even higher in HLG than it had been in Catapult the day before with the winners total including no less than six one minute maxes and just 5 sec dropped off his first flight. Difficult ground level turbulence, strong lift and sink? I don't think so. These were consistent discus flights in relatively inactive air – at least vertically and if I know the winner at all he

would have taken all day doing them! He was of course Mike Page who now claims to be the oldest ever winner of the Sweepette Trophy at the Nats. Mick is 67. Only Clark ran him close and would have been very disappointed when he broke a run of six maxes with a last flight disaster of 34 sec.

Now to those 'lunatics' who so often in the past have made life unpleasant by flying their cabin models around at head height. They had a proper event to fly in and it would not be one we would normally cover as it is not duration but it most certainly is Free Flight. The Bowden Trophy. Since last year when it was located too close downwind to a hangar and thereby suffered extreme turbulence prompting the organiser to waive the ROG rule and allow hand launch there has been some discussion over the rules. These are quite clear and rather quaint but sadly sanction has been given for the CD to virtually make it up on the day if faced with inclemency. Rules made up on the day by hard pressed CDs who are not used to making vital snap decisions and taking into account their possible repercussions always court disaster as later on this second day and at the start of the third we had clearly illustrated to us in the main events. However fortunately this was not necessary this time and the Bowden went ahead properly with more than a dozen competitors. Basically it's a case of making a flight as close to 45 sec as possible and doing it with as pretty a model and as pretty a technique and flight pattern as one can muster bearing in mind you are standing on a runway on Barkston Heath and it's cold and grey and there is a fair breeze blowing and you have got to start the motor in a given time and then ROG. It was evident that a good few contenders although presenting attractive models had not practiced. Take-offs and even run lengths being very approximate in many instances. However for those that had put in a little time the results were well received both by the judges and the large crowd of supporters and spectators neatly confined to the edge of the runway whilst contest flight took place in front of them but on the other side of the runway. Very well laid out. Difficult to choreograph and in this case very well done.

I was able to approach from a little upwind, in fact anyone could have done, but I was careful to not go near enough to worry people launching from the deck. Indeed both the assembled and obviously tense contenders seemed to take it in their stride when various glider flyers 'danced' through their contest searching for lift with their models high above them! With a long lens I was able to enjoy the action. I particularly thrilled to the regular appearance of a clean up man who would actually scrub the runway with soapy water and brush were there to be left any evidence of fuel and between every flight for heavens sake. I saw all standards but not the winner's flights so was delighted to discover it was one of us – the legendary Maurice Doyle from Ireland. Top scores were close. I also had a chance to examine some of the entries and was slightly surprised to see that almost without exception flyers had chosen existing designs. Many classic cabin type models and easily recognised as such, including a Pete's Plank of all things - when actually you can (and it was originally to encourage you to) design your own. However I see their point. Even I would use an existing design and yes I have thought about it – certainly if it's going to be run this well. My current favourite would be a big stable model (Junior 60) with a nice easy starting and adjustable motor (diesel) and built solidly (heavy) with little concession to glide performance. Then I would go out and practice – a lot!

About three quarters the way through this second day your reporter was able to benefit from the hospitality and general enthusiastic help of the aforementioned professional gate crew when we required a mains supply to re-charge camera batteries computers and so forth because the inverter in our motorhome had blown. So for an hour we were parked down at the entrance while this all went on. During this time I watched many (dozens) of cars leave the 'drome and return most sensibly rescuing long flights that had left the field even if only to protect them properly on the way back up wind. However it did bring into sharp focus the irrelevance of a so-called rule (illegal and unworkable though it of course is) that forbade this very action. At no time did I see anything but the most careful driving and after all any one of them could have been coming to the gate to use the facilities there or going through it to find sustenance in a local hostelry. If only the FFTC would treat its customers like grown ups and not children or idiots it is possible that they would be more likely to forgive them the occasion

monumental administrative cock up the like of which we were about to witness.

As fly-off time approached there had been talk of some slight problems in the downwind fields. These were in the main in the vicinity of those parts formerly known as Lamyman's farm. This man who we have had a reasonable relationship with in the past thanks to Stafford Screen and now further improved by the hard work of Walt Hodkinson had sadly died at Christmas and there was a tenant farmer in residence. However Walt had discussed the Nats with him too and he had actually given permission for flyers to enter his fields if they were careful. They seemed to be doing just this. However at one point a flyer was approach by someone (we still know not whom) who was adamant that models and modellers stay out of these fields because they would disturb irrevocably the nesting English Partridges that were in the hedges. (It is a current Government scheme to encourage natural re-growth of the English Partridge population and it can only be done in the wild – they don't take well to captivity unlike the Scottish Partridge. It's amazing what you can learn in a weekend!) The flyer quite sensibly brought this fellow back upwind to talk to the organisation. It would appear there was only a member of the FFTC available – not the CD. Of course this is where conflicts of interest can arise when you try to compete and take charge. It is not being suggested that this was the case in this instance although there are some interesting coincidences! Anyway this member of the FFTC renown for his enthusiastic administration and it has to be said bold up front positive management, without recourse to the CD, made a deal with this man that no more modellers would enter the fields in question.

To cut a long story short and to accelerate the not inconsiderable squabbling amongst the FFTC members - none of whom should have had any say as they were all competitors anyway – the fly-offs were abandoned. Something like 30 contestants would now not be allowed to fly-off and decide their placings. Eight competitions at the Nationals, many for prestigious trophies, would never have a clear winner thanks to this crazy over reaction to one man's point of view. All this information was disseminated from the back of the control van after there had been an announcement of an important meeting for all contestants. It sure was! It seemed to be delivered by a number of the FFTC members – I did not hear the CD speak once! He may have done. The complainant was nowhere to be seen neither did anyone know his name. The final remarks of the so called organisation did not hold out much hope for flying the next day either. A tragedy. Some went straight home. I don't blame them.

Then what surely should have been a lynching wasn't one and contestants sloped off possibly expecting something of the kind remembering the near fiasco of the year before. Or perhaps they were too content to be equal first – frightened of losing. Too keen to pack up. Very possibly.

Later that night Walt Hodkinson actually went as far as touring the local pubs where he knew the farmers drank asking if they knew who this man was. There were some leads but they all drew a blank. He was never found or heard of again. (That is the stranger, not Walt.) He's OK and you are lucky to have him! The next day the right and proper authority, the resident farmer of the land with whom Walt had always had a good relationship, re-affirmed his permission that his fields were OK, but not before the trigger happy organisation had spoiled it again with a token max and an (illegal) downwind launch limit line.

### DAY THREE

Spirits were not high but somehow people bothered to come out. Actually not all that many had up sticks – I believe many of the Peterborough Club went home but then they are used to exemplary management in their parish. Furthermore the weather looked very similar to the day before but quickly improved. No rain – constantly slackening wind. A daft 90sec max – although only slightly so for the mini classes and a downwind launch line limit which as well as illegal of course brought about the usual queries from towline flyers not conversant with FAI procedure as to whether the model or the tower should be on the line and should it be launched up wind or just released...? Blah... blah. All totally unnecessary and confusing as was the allowance for timekeepers to follow models as there was now a slight hump (no pun intended) in

the middle of the field and if so could they start by being downwind and so forth? In essence a good deal of the BMFA rule book we struggle so long and hard to get watertight was thrown out of the window with the baby Partridges!

Miraculously tempers improved markedly through the day when it became increasingly obvious that unless you were completely hopeless you were going to get into the fly-off in something. I mean lets examine some examples of a 90 sec max. A Vintage glider has 100 m line. Many of the contestants having become very practiced at utilising all this line were now looking at maxing for sure unless their model suddenly started coming down faster than 3ft per sec! I don't think so. In Classic Power it was even more alarming. I am taking the fastest model on the field of course but Mike Quinn's Creep Norvel 21 powered model had been clocked at 1000ft on the climb and a 60 mph terminal velocity upwards at motor cut! He did glide the model but would, on all three of his flights, have maxed comfortably from a DT off the top! Brian Eggleston would have been proud of him.

To say the fly-offs filled up quickly was an understatement and by the time they came (the contest closed at 5pm) it was really a very pleasant evening for flying. Plenty of light and just enough drift to know where it was coming from. To get some perspective on this there were now more than 70 people involved in fly-offs. 70 just on one day! Thankfully the air stayed fairly benign and lift patchy and slight so the times were going to be close. There was everything to play for. Of the few events not requiring a flyoff Steve Philpott had as is usual topped CO2 (Sparklet's Trophy) with his very high thrust line design and could relax when Ian Davitt dropped a tiny bit on one flight.



*Mike Quinn prepares the model of the meeting. His Creep, Norvel 21 and a blistering climb rate. Won Classic Power/Rubber with over 8 minutes. Exactly 53 years ago from practically the very same spot the designer Brian Eggleston (Baildon) flew his version with an ETA 29 on ten seconds and although impressive for the time did only 3:42 and was 4<sup>th</sup> in the Sir John Shelley. Well done Mick – when he hears about you, cos. he will, it he will be very proud! (Photo Sue Hipperson)*

As expected Mini Vintage had a one of the largest fly-off – fifteen persons mostly rubber models but it was not the best weather for them even though they went first at 6pm. In thermal conditions especially light air any one of them could have drifted off in lift for any amount of minutes. As it was the lift simply wasn't present for this one or many of the other finales. Models such as new comer Tony Winter's pretty Senator which had been impressive all day had trouble scrapping over 2 minutes. The day went to the power models – so high on 20 secs. Of course the Top Banana was much in evidence. Rushby's way up but glided down in less than 3. Tony Shepherds version was even higher and could have had a trace of help winning with a near 5 but just as threatening was Colin Fosters PAW 80 powered Timide produced a near 4 from a very good climb. With that motor the model is a tiny bit heavy but the trim was spot on. The rubber models were not entirely out of it as the seemingly totally reconditioned Ted Challis popped up again to snatch third with his Senator.

E30 had the entire cast in the fly-off, well apart from Steve Philpott the only man to drop a flight.

Durations reflected the unhelpful air which says even more for the excellent times of the two top placers. Both Grey and Briggshaw – adversaries since the class was introduced – had good models and similar glides. The difference was that somehow Rod

Brigginshaw managed to coax a colossal climb out of his when it mattered after a most unpromising start when his first attempt at his first flight had simply fallen to the ground at his feet. Rod is a dark horse. An eccentric specialist (just look at that foot-ware) who can really turn it on when required.

With so much to get through it was inevitable that some classes would be combined – that's always tricky for CDs as they have to avoid asking a contestant to fly two different classes in the same 10 minute period. So at 6:30 F1G (The Henry Nicholls Trophy) was teamed with F1J (Hales Trophy). Very dead conditions. It must have actually been sinky for a sub 3minue flight to win it but it did. For perspective here the Ball machine got quite chucked about on the glide for a disappointing 1:36! You get some idea. The persistent Mike Marshall flying a little bit away from the others looked promising all the time but was followed by Pete Woodhouse (there he is again) and the consistent Chris Redrup but with flights of less than we would expect of still air times.

While this was taking place Alan Jack and Mick Lester lined up against each other at what was fast becoming the power end of the field. Interesting how power flyers congregate a bit – I did it too. These two often find themselves against each other but had things panned out differently they might have had Payne and Faux to contend with, the former at least completing four maxes before having trouble. Both finalist climb's were fine – Lester's some time after Jack who had the poorer pull out. It seem amazing that such huge long winged creations could ever have come down in the comparatively short times that they did – unhelpful air again. However the memory of the first day's crash must have been coming increasingly less painful to Mick as another win here clinched him as the Nationals Overall Power Champion – max outs in everything and won the two flyoffs he was allowed to make. Mick has a very determined and steely look to him when he is flying – similar vibe to Neil Allen who incidentally was runner up in the Power Championship with similar performances.



*Very impressive performance in the major power classes from Neil Allen. This is his F1C.*

The excitement in Classic Glider, only three of the entry of 15 had failed to get to this flyoff (75m lines), centred almost immediately on Krissy Best's model. Holding and about to launch, Pete Tribe had been clever to spot a problem with the tow hook. I believe it has eased open a little and might have trapped the ring on release. Cyano was summoned. When asked why he replied "Don't argue

just bring it!" That's what I call decisive. Stuart Darmon had to put down his charge, more of which in a moment and assist which he did most chivalrously but this delayed both of them. Krissy eventually getting a full height launch into at least a blue bit of sky and possible the best air of the whole evening. She was absolutely delighted with her convincing win and even insisted on carrying the model's wings around with her for the rest of the evening including when she collected her prizes! However for me the real delight was Stuart's entry. A beautiful and totally unscratched and unpatched Jim Baguley Meanderer. He produced a wonderful flight with Pete Watson launching/ timing and well over 3 minutes but only enough for 4<sup>th</sup>. Both Heap and Parry came above him. Colin Foster now well recovered from his accident on his bike at the end of last year's event flew and scored well in many events. So much so in fact that when he left his well know cap on the peri-track for a few moments to tow in Classic Glider someone threw some money into it!



*The newest and least patched model on the field. Stuart Darmon's beautiful Baguley Meanderer on tow in the fly-off.*

An hour had passed and we still had five classes to finalise. They combined F1H (Ripmax Trophy) and ½A. Gary Madelin had uncharacteristically slipped up on his last (1:04) so of the usuals, it left John Cooper, Roger Heap and Chris Edge joined by northerner Richard Jack. Chris Edge had damaged his model on its fourth max when it clouted one of the numerous sturdy poles that littered the field. RAF equipment not modellers. Therefore some serious repair to the D box leading edge had to be carried out. However it all came good with, in Chris's own words, a near perfect fly-off flight in the only lift around at the time. Even a little over 5 minutes only just leaving the drome. He had exceeded the time of all his opposition added together and then some!

It is anachronistic that with the BMFA's manic enthusiasm for combining events in so many cases often to their detriment have actually separated ½A Power and F1J when simply adjusting the engine run of the traditional 0.49 powered models could easily bring them into parity with F1J. Indeed they were just that for a time some years ago. I would say a run of 10 sec would do it. As with F1J, ½A had a tiny entry for a Nationals. First class standard however. Power protagonist Rushby and Barnes who had been flying shoulder to shoulder all weekend - and it must be made clear flying a lot and very well - each had a traditional classic design for ½A! This too seems incredible. We can understand Frank cos he flies Creeps of all sizes always has done but Steve Barnes who had a very impressive Lucky Lindy which were about to see in action later this night also insists on using a scaled down one for ½A. Steve went first to a tremendous height – an 049 indeed but not a Cox – much more power than that. Frank Rushby followed slightly over rolling but nevertheless pulling out at a similar height. The Creep had it on the glide but from the heights they achieved one might have expected more. On this night just about everything was coming down.

Vintage Glider next and a fly-off of six big models and huge length lines – 100m. Someone remarked "How do they communicate with each other at those distances?" "Well they use their wives and husbands of course – what do you think?" It would appear that at altitude (300ft) there may have been some lift as the top two contacted very helpful air right from the release.

Finally the largest fly-off of the night that of the Classic event combining Power and Rubber. In total 16 persons or although only 13 returned scores. Now combination events are difficult as in some conditions combining rubber with power would give the rubber model the advantage if say it were very thermally as they can launch instantaneously and also tend to glide better than power models. However in less thermally conditions the power models would have the advantage by way of their out and out performance. Much is the same with the combination arrangements of Vintage Rubber and Power. So ranged against the rubber models of Winter, Arnott, Ball, Moorhouse, Doyle, Bailey, Willis and Vaughan were the power models of Dixon, Watson, Rushby, Barnes and Quinn.

The trend throughout the fly-offs thus far had been for little thermal help. All but one of the rubber models were about to be annihilated and remember when looking at the score we are dealing with 60 year old designs here! The Urchins and Mentors were numerous and Roy Vaughan him of CDH fames hooked something useful but it was power models that took the rest of the top places.

Pete Watson and Simon Dixon with very consistent and high Dixielander climbs. Above them Rushby with not a Creep but a Faisal (Joe Savini) design – 5:31. Better than that from a climb that at least once during the day brushed the underside of the clouds was Steve Barnes' Lucky Lindy (Larry Conover) 6:02. However better still the winner with two minutes more was Mike Quinn with his Norvel 21 powered Creep (Eggleston). A vertical launch a three turn spiral and a climb to 1000ft just as he had been doing all day. Not since the days of Tom Smith.....! Mike won it by a mile and deservedly so as models travelling that fast are difficult to keep on the rails. What a finish. Pete Woodhouse was Overall Rubber Champ, Mick Lester Power and Richard Jack Glider.

The prize giving included those events that could be decided from the night before – in other words those that had not required a fly-off. It was conducted adequately but hardly with the respect and enthusiasm one might have hoped bearing in mind the hype and build-up to what is essentially the BMFA's premier Free Flight Event. At no time for instance were the Trophies so much as mentioned. Some of them are steeped in history and others remind us of the names of quite recently dead modellers including one who only died on this very field in 2004. How quickly we forget! Furthermore nowhere in any advance publicity were these trophy names give. You have read them or most of them in this report only because I can call them to memory and the people they remind me of. That is why we have them. The events have become classes with a number not a contest to be celebrated. The lack lustre awards ceremony reflected this. Somewhat of a highlight being that they were actually able to present the Bowden to a famous free flyer. Mike Woodhouse's final remarks to his crew "I think we got away with that" just about summed up the whole weekend.

Our current FFTC are now tainted if not by mild corruption certainly by gross incompetence and they should be ashamed of themselves for spoiling this event. With help from the Gods of weather – which thankfully they *can't control* – we were on the cusp of a great one. They blew it over and over again. Thankfully people came back on the third day to fly despite the most depressing delivery from the back of the control van the night before I have ever heard at a competition. Even I nearly went home and I was contracted to shoot photos for AeroModeller and report for FFn!

A few days before the event they had time to email contestants an impertinent little sheet telling them how to behave including not 'weeing on the field' and not 'pouring fuel on runways or peritracks'. Perhaps they should have read it themselves first. I have photos of members of the FFTC committee doing both these things. Where would they like me to send them? If Barkston has got to this is it really worth having. There is little point in clinging onto a venue when it has become impossible to have a meaningful contest on it. But surely Barkston is still usable however it will take more than tip toeing around the authorities to cement it. Some pro-active work on the hierarchy of the station needs to be done in the same vein as Walt Hodgkinson's enthusiastic relationship with the local landowners.

Only weeks before the event they were still scratching around for a CD for the Saturday. What if no one had stepped forward? Would one of them have to have reluctantly done it? What they really needed was of course a CD for the entire competition. A CD for all three days and probably working with landowners and the FFTC for a few weeks before that. A Contest Director. Someone experienced in doing it before. Someone completely impartial. Someone who would Contest **Direct** and enjoy the prospect of creating perfection or at least striving for it. Considering the contestants first and willing to take it by the throat and step firmly on indecisive idiots and unknowns who threaten to wreck the complicated and fine balance of the most famous and well attended annual Free Flight event in the World. Someone who preferably knows virtually every flyer and the strokes that even they sometimes try to pull.

That person is me. I would work with the FFTC but require total autonomy on the day. Your contest and your aerodrome and your Tech Committee would be safe believe me. I know **you** would trust me with that and I believe I could work well with that excellent team of 'gate' professionals that were actually doing a great deal of the donkey work. All you have to do is convince the FFTC to let go. This is the final time I will make this offer – I have made it many times before - but do one thing for me. Next year, if they haven't taken me up on it, when they try to tell you they are short of CDs remind them of what I said. We had such good feelings amongst the competitors with hardly an incident between them. The impression was that many will come out for this and possibly for years to come. Let me give you the real deal next time.

*Nationals results to follow next month*

## NEWS FROM BMFA FF TECH COMMITTEE

The FFTC met at the Leicester office on 6 May 2015.

### Salisbury Plain

The committee are investigating ways to enable increased access to Area 8 for trimming and sport flying. We hope to communicate the arrangements for this in the next couple of weeks. Peter Watson is assisting the committee with this work.

### 2015 Contest Calendar

The date of the Experimental Contest has been brought forward a week from the 16 August to the 9 August to avoid it clashing with the Timperley Gala. The venue is confirmed as Salisbury Plain Area 8. Trevor Grey will be organising the competition.

The object will be to contain the flights within the boundaries of the site – whatever the weather. At the last experimental contest (November 2014) the concepts of reduced motor-runs, shortened tow-lines and reduced maxes were tried out successfully. This time the idea will be, in addition, to try performance restrictions for one or two rubber classes. These are likely to be the carrying of 'ballast' and/or the reduction of rubber weights. For any fly-offs there will be further performance reductions with the possibility of a fixed max (not a DTed down fly-off), again to enable the flights to be contained within the site. Exact rules will be published shortly after the Nationals to give time for preparation before the meeting.

### 2015 Team Selection

Since the FFTC met, the First Team Selection event has been postponed due to the forecast wind speed being excessive in line with Clause 3.2.4.1(j) of the Contest Rules. This means that the reserve dates of October 3-4 will now be implemented.

### Rule Change And Calendar Change Proposals

If you have any rule or calendar change proposals that you would like to have considered please put them in writing to Chris Strachan before the end of July 2015.



## CORRESPONDENCE

From Stuart Darmon

Now that the FFTC is inviting proposals for the 2016 rulebook and calendar, I feel it might be an appropriate moment to revisit (for the last time, I promise) the idea of a separate classification within all UK FAI contests for models of slightly restricted (not vintage) technology. Yes, I know I suggested this last year and there were no takers, but since then the debate on social media and SCAT has crystallised the opinions of the FAI flyers. From the intense background noise, three major points emerge. First, any meaningful change to the specifications of championship FAI models is going to be highly unpopular and would probably adversely affect participation if adopted.

Second, any proposal which has not been properly trialled in the real world lacks credibility and will not be taken seriously.

Third, the idea of flying lower-tech models alongside current ones is seen as both possible and desirable at high level.

The idea of allowing lower-tech models longer run, more rubber, etc. may appear logical, but has a number of serious flaws. Achieving exact parity between the two categories would be difficult, and would need constant adjustment as one category or the other underwent technical improvement. Failure to do this would result in one category becoming dominant, and the atrophy of the other. Furthermore, without a rule change at CIAM level, the lower-tech models would not be recognised and the contest would simply be yet another domestic event to add to an already overcrowded rule book.

Instead, I propose that the lower-tech models be fully FAI legal, flown directly against the international class, and of course, eligible for any honours, world cup points, etc. Additionally, competitors using the lower-tech models get a mark beside their name on the scoreboard, and flyers so marked constitute a second set of results, eligible for a separate set of awards. I'm quite sure that in British conditions, such models would sometimes be capable of winning overall (in A&B at least) and recognising them in this way might provide the incentive to try.

Doing this would have no negative impact on the 'main' class. It would need virtually no extra organisation. Nobody would need to build new models, and we would have the world's first full scale trial of a potential way forward for FAI worldwide. And best of all, I'll stop banging on about it. Of course, it may be too little too late, but unless we try we'll never know. Last time the FFTC rejected my proposal because nobody expressed support, so if you feel the above has any merit at all, or at least would do no harm, please can you make your feelings known?

As for the specs themselves, I would suggest;

F1A Horizontal surfaces fixed in camber & incidence except DT

F1B Fixed pitch prop, fixed camber, 2 timed functions +DT

F1C direct drive fixed pitch prop, fixed camber & area wing.

### PASSOVER OPEN, Orim, Israel, April 10-11

#### F1A 33 flew Flyoff now completed

|   |              |     |     |      |
|---|--------------|-----|-----|------|
| 1 | I Shichman   | ISR | 930 | +359 |
| 2 | M Moskovich  | ISR | 930 | +339 |
| 3 | A Levy       | ISR | 930 | +336 |
| 4 | R Altman     | ISR | 930 | +327 |
| 5 | A Balassiano | ISR | 930 | +322 |

### AUSTRALIAN FF CHAMPS, NARRANDERA, AUSTRALIA, APRIL 17-21

#### F1A 6 flew

|   |            |     |     |
|---|------------|-----|-----|
| 1 | P Mitchell | AUS | 900 |
| 2 | M Campbell | AUS | 875 |
| 3 | A Koerbin  | NZL | 721 |

#### F1B 8 flew

|   |             |     |     |      |
|---|-------------|-----|-----|------|
| 1 | V Morgan    | AUS | 900 | +334 |
| 2 | Y Wu        | CHN | 900 | +264 |
| 3 | P Rossiter  | AUS | 900 | +140 |
| 4 | C Hemsworth | AUS | 540 |      |

#### F1C 4 flew

|   |        |     |     |
|---|--------|-----|-----|
| 1 | Y Gao  | CHN | 861 |
| 2 | G Pope | AUS | 720 |

### SOUTHERN CROSS CUP, WEST WYALONG, AUSTRALIA, APRIL 23-24

#### F1A 7 flew

|   |             |     |     |      |
|---|-------------|-----|-----|------|
| 1 | V Morgan    | AUS | 840 | +285 |
| 2 | L Yang      | CHN | 840 | +234 |
| 3 | A Koerbin   | NZL | 836 |      |
| 4 | M Hannaford | AUS | 819 |      |

#### F1B 9 flew

|   |            |     |      |
|---|------------|-----|------|
| 1 | P Rossiter | AUS | 1260 |
| 2 | Y Wu       | CHN | 1252 |
| 3 | V Morgan   | AUS | 1235 |
| 4 | T Bond     | AUS | 1228 |
| 5 | L Morgan   | AUS | 1163 |

#### F1C 3 flew 3 full scores

|   |             |     |     |      |
|---|-------------|-----|-----|------|
| 1 | T Bond      | AUS | 840 | +486 |
| 2 | R Summersby | AUS | 840 | +397 |

### 17TH KUP SLAVONIJE, CEMINAC, CROATIA, APRIL 25

#### F1A 41 flew

|   |                   |     |      |      |
|---|-------------------|-----|------|------|
| 1 | R Koglot          | SLO | 1290 | +385 |
| 2 | R Lesko           | CRO | 1290 | +335 |
| 3 | M Hrast           | SLO | 1290 | +326 |
| 4 | R Holzleitner     | AUT | 1290 | +303 |
| 5 | I Bezak           | SVK | 1290 | +302 |
| 6 | A Sarkany (J)     | HUN | 1290 | +146 |
| 7 | C Kargin          | TUR | 1290 | +109 |
| 8 | M Pavichievaz (J) | CRO | 1290 |      |

#### F1A-Junior 14 flew

|   |               |     |      |      |
|---|---------------|-----|------|------|
| 1 | A Sarkany     | HUN | 1290 | +146 |
| 2 | M Pavichievaz | CRO | 1290 |      |
| 3 | A Pesic       | SRB | 1245 |      |

#### F1B 19 flew 5 full scores

|   |                |     |      |      |
|---|----------------|-----|------|------|
| 1 | I Yurtseven    | TUR | 1320 | +369 |
| 2 | B Gostojic (J) | SRB | 1320 | +340 |
| 3 | M Varadi       | HUN | 1320 | +330 |
| 4 | D Sokolic      | CRO | 1320 | +289 |
| 5 | A Seifert      | GER | 1320 | +257 |

#### F1B-Junior 3 flew

|   |            |     |      |      |
|---|------------|-----|------|------|
| 1 | B Gostojic | SRB | 1320 | +340 |
| 2 | M Cicek    | CRO | 505  |      |

#### F1C 7 flew

|   |          |     |      |      |
|---|----------|-----|------|------|
| 1 | R Truppe | AUT | 1320 | +320 |
| 2 | L Patocs | HUN | 1320 | +186 |
| 3 | D Jermol | CRO | 989  |      |

#### F1Q 4 flew 2 full scores

|   |         |     |      |      |
|---|---------|-----|------|------|
| 1 | A Milak | HUN | 1320 | +116 |
| 2 | G Milak | HUN | 1320 | +94  |

### SALONTA CUP, SALONTA, ROMANIA, MAY 9

#### F1A 78 flew 28 full scores

|    |               |     |      |      |
|----|---------------|-----|------|------|
| 1  | F Aberlenc    | FRA | 1260 | +481 |
| 2  | S Szijarto    | ROU | 1260 | +476 |
| 3  | P Findahl     | SWE | 1260 | +460 |
| 4  | L Biteznik    | SLO | 1260 | +451 |
| 5  | R Koglot      | SLO | 1260 | +422 |
| 6  | M Kosonozhkin | RUS | 1260 | +421 |
| 7  | I Bezak       | SVK | 1260 | +391 |
| 8  | N Lomov       | RUS | 1260 | +387 |
| 9  | E Rigot       | FRA | 1260 | +376 |
| 10 | N Hadomi      | ISR | 1260 | +373 |



**F1A-Junior 15 flew**

|   |              |     |      |      |
|---|--------------|-----|------|------|
| 1 | S Zachara    | SVK | 1260 | +339 |
| 2 | T Kiss       | ROU | 1260 | +249 |
| 3 | F Klobusicky | SVK | 1250 |      |

**F1B 37 flew 25 full scores**

|   |                  |     |      |      |
|---|------------------|-----|------|------|
| 1 | V Rosonoks       | LAT | 1260 | +477 |
| 2 | D Larsen         | NOR | 1260 | +406 |
| 3 | A Krawiec        | POL | 1260 | +390 |
| 4 | B Gostojic (J)   | SRB | 1260 | +380 |
| 5 | V Urban          | CZE | 1260 | +376 |
| 6 | Z Zdancewicz (J) | POL | 1260 | +374 |

**F1B-Junior 8 flew 4 full scores**

|   |              |     |      |      |
|---|--------------|-----|------|------|
| 1 | B Gostojic   | SRB | 1260 | +380 |
| 2 | Z Zdancewicz | POL | 1260 | +374 |
| 3 | P Lomov      | RUS | 1260 | +274 |

**F1C 12 flew 6 full scores**

|   |               |     |      |      |
|---|---------------|-----|------|------|
| 1 | V Sychov      | SLO | 1260 | +459 |
| 2 | J Roots       | EST | 1260 | +406 |
| 3 | M Roman       | POL | 1260 | +402 |
| 4 | M Gasiorowski | POL | 1260 | +391 |

**F1Q 5 flew**

|   |         |     |      |  |
|---|---------|-----|------|--|
| 1 | G Milak | HUN | 1260 |  |
| 2 | V Raczi | HUN | 1197 |  |

**SZABÓ MIKLÓS MEMORIAL CONTEST, SALONTA, ROMANIA, MAY 10****F1A 50 flew, 22 F/O**

|   |              |     |     |      |
|---|--------------|-----|-----|------|
| 1 | P Findahl    | SWE | 720 | +362 |
| 2 | B Trachez    | FRA | 720 | +342 |
| 3 | A Balassiano | ISR | 720 | +341 |
| 4 | N Lomov      | RUS | 720 | +333 |
| 5 | K Huber      | SWE | 720 | +327 |
| 6 | S Avner      | ISR | 720 | +322 |
| 7 | J Sion       | ROU | 720 | +292 |
| 8 | F Aberlenc   | FRA | 720 | +289 |
| 9 | A Blazek     | CZE | 720 | +235 |

**F1A-Junior 14 flew**

|   |          |     |     |      |
|---|----------|-----|-----|------|
| 1 | T Kiss   | ROU | 720 | +217 |
| 2 | Z Samuel | SVK | 720 | +213 |
| 3 | D Morar  | HUN | 720 | +194 |

**F1B 27 flew 16 full scores**

|   |             |     |     |      |
|---|-------------|-----|-----|------|
| 1 | B Silz      | GER | 720 | +365 |
| 2 | J Cihak     | CZE | 720 | +316 |
| 3 | J Laty      | FRA | 720 | +293 |
| 4 | E Gorban    | UKR | 720 | +278 |
| 5 | A Krawiec   | POL | 720 | +269 |
| 6 | U Vladislav | CZE | 720 | +268 |

**F1B-Junior 5 flew 5 full scores**

|   |            |     |     |      |
|---|------------|-----|-----|------|
| 1 | B Bilewicz | POL | 720 | +207 |
| 2 | P Lomov    | RUS | 720 | +194 |

**F1C 9 flew 8 full scores**

|   |              |     |     |      |
|---|--------------|-----|-----|------|
| 1 | E Burek      | POL | 720 | +436 |
| 2 | A Drozdov    | RUS | 720 | +425 |
| 3 | J Włodarczyk | POL | 720 | +395 |
| 4 | G Briere     | FRA | 720 | +307 |

**F1Q 5 flew 4 full scores**

|   |             |     |     |      |
|---|-------------|-----|-----|------|
| 1 | V Raczi     | HUN | 720 | +138 |
| 2 | G Milak     | HUN | 720 | +137 |
| 3 | J Szecsenyi | HUN | 720 | +136 |

**SOFIA CUP, PAZARDZIK, Bulgaria, May 22-24****F1B 12 flew**

|   |              |     |      |     |
|---|--------------|-----|------|-----|
| 1 | A Ribchenkov | RUS | 1080 | +92 |
| 2 | Y Waltonen   | FIN | 1080 | +88 |
| 3 | I Yurtseven  | TUR | 1080 | +82 |
| 4 | R Blagojevic | SRB | 1048 |     |
| 5 | V Savov      | BUL | 849  |     |

**F1B-Junior 3 flew**

|   |            |     |     |  |
|---|------------|-----|-----|--|
| 1 | K Ivanova  | BUL | 680 |  |
| 2 | K Arnaudov | BUL | 331 |  |

**F1A 31 flew**

|    |                |     |      |      |
|----|----------------|-----|------|------|
| 1  | K Kulmakko     | FIN | 1290 | +600 |
| 2  | J Abad         | ESP | 1290 | +268 |
| 3  | T Weimer       | GER | 1290 | +218 |
| 4  | K Laszlo       | HUN | 1290 | +184 |
| 5  | M Yordanov     | BUL | 1273 |      |
| 6  | I Halasz-Szabo | HUN | 1261 |      |
| 7  | S Savic        | SRB | 1241 |      |
| 8  | H Hristov      | BUL | 1238 |      |
| 9  | D Halbmeier    | GER | 1236 |      |
| 10 | B Tsvetan      | BUL | 1216 |      |
| 11 | R Blagojevic   | SRB | 1206 |      |
| 12 | R Lesko        | CRO | 1192 |      |
| 13 | B Dimeski (J)  | MKD | 1191 |      |
| 14 | M Tica         | SRB | 1147 |      |
| 15 | B Hristov      | BUL | 1141 |      |

**F1A-Junior 7 flew**

|   |           |     |      |  |
|---|-----------|-----|------|--|
| 1 | B Dimeski | MKD | 1191 |  |
| 2 | K Ivanova | BUL | 1050 |  |
| 3 | I Rashkov | BUL | 1040 |  |

**F1C 5 flew**

|   |            |     |      |  |
|---|------------|-----|------|--|
| 1 | D Jermol   | CRO | 1026 |  |
| 2 | S Dobrev   | BUL | 1022 |  |
| 3 | E Atanasov | BUL | 916  |  |

**F1P-Junior 1 flew**

|   |       |     |     |  |
|---|-------|-----|-----|--|
| 1 | I Jun | BUL | 219 |  |
|---|-------|-----|-----|--|

**32ND SREM CUP, ARADAC - ZRENJANIN, SERBIA, MAY 29-31****F1A 50 flew 12 F/O**

|   |              |     |      |      |      |
|---|--------------|-----|------|------|------|
| 1 | D Krasznai   | HUN | 1260 | +300 | +352 |
| 2 | D Rossler    | CZE | 1260 | +300 | +339 |
| 3 | A Aprodu (J) | ROU | 1260 | +300 | +301 |
| 4 | R Blagojevic | SRB | 1260 | +300 | +293 |
| 5 | S Savic      | SRB | 1260 | +300 | +261 |
| 6 | M Jezik (J)  | SVK | 1260 | +300 | +215 |

**F1A-Junior 15 flew**

|   |          |     |      |      |      |
|---|----------|-----|------|------|------|
| 1 | A Aprodu | ROU | 1260 | +300 | +301 |
| 2 | M Jezik  | SVK | 1260 | +300 | +215 |
| 3 | A Pesic  | SRB | 1260 | +261 |      |

**F1B 8 flew 4 full scores**

|   |                |     |      |      |
|---|----------------|-----|------|------|
| 1 | S Gostojic     | SRB | 1260 | +361 |
| 2 | B Gostojic (J) | SRB | 1260 | +344 |
| 3 | S Sabo         | BIH | 1260 | +276 |
| 4 | S Milic        | SRB | 1260 | +243 |

**F1B-Junior 2 flew 1 full scores**

|   |            |     |      |      |
|---|------------|-----|------|------|
| 1 | B Gostojic | SRB | 1260 | +344 |
|---|------------|-----|------|------|

**F1C 11 flew 8 full scores**

|   |             |     |      |      |
|---|-------------|-----|------|------|
| 1 | B Bjelic    | SRB | 1260 | +469 |
| 2 | S Bauer (J) | HUN | 1260 | +368 |
| 3 | R Truppe    | AUT | 1260 | +365 |
| 4 | Z Kovacki   | SRB | 1260 | +341 |

**F1Q 7 flew**

|   |            |     |      |  |
|---|------------|-----|------|--|
| 1 | G Milak    | HUN | 1260 |  |
| 2 | G Kertesz  | HUN | 1255 |  |
| 3 | H Salminen | FIN | 1234 |  |

**FAI FREE FLIGHT WORLD CUP****F1A**

|   |            |     |     |  |
|---|------------|-----|-----|--|
| 1 | I Bezak    | SVK | 196 |  |
| 2 | P Findahl  | SWE | 189 |  |
| 3 | R Koglot   | SLO | 181 |  |
| 4 | K Huber    | SWE | 130 |  |
| 5 | L Malila   | SUI | 129 |  |
| 6 | F Aberlenc | FRA | 107 |  |

**F1A-Junior**

|   |           |     |     |  |
|---|-----------|-----|-----|--|
| 1 | A Kidron  | ISR | 191 |  |
| 2 | G Yair    | ISR | 171 |  |
| 3 | S Zachara | SVK | 133 |  |

**F1B**

|   |             |     |     |  |
|---|-------------|-----|-----|--|
| 1 | A Andriukov | USA | 179 |  |
| 2 | E Gorban    | UKR | 152 |  |
| 3 | B Eimar     | SWE | 151 |  |
| 4 | A Krawiec   | POL | 122 |  |
| 5 | B Silz      | GER | 118 |  |
| 6 | D Larsen    | NOR | 110 |  |

**F1B-Junior**

|   |              |     |     |  |
|---|--------------|-----|-----|--|
| 1 | B Gostojic   | SRB | 151 |  |
| 2 | S Malkhasyan | USA | 150 |  |
| 3 | P Lomov      | RUS | 123 |  |

**F1C**

|   |             |     |     |
|---|-------------|-----|-----|
| 1 | R Truppe    | AUT | 165 |
| 2 | L Patocs    | HUN | 152 |
| 3 | A Vyazov    | RUS | 147 |
| 4 | V Sychoy    | SLO | 102 |
| 5 | A Babenko   | UKR | 97  |
| 6 | R Summersby | AUS | 81  |

**F1E**

|   |            |     |     |
|---|------------|-----|-----|
| 1 | S Kubit    | POL | 151 |
| 2 | F Doupovec | CZE | 128 |
| 3 | M Popescu  | ROU | 127 |
| 4 | A Draghici | ROU | 110 |
| 5 | A Roux     | FRA | 104 |
| 6 | J Blazek   | CZE | 101 |

**F1Q**

|   |           |     |     |
|---|-----------|-----|-----|
| 1 | G Milak   | HUN | 191 |
| 2 | I Kaynes  | GBR | 110 |
| 3 | A Lindner | GER | 100 |
| 4 | V Raczi   | HUN | 90  |
| 5 | A Milak   | HUN | 90  |
| 6 | S Sitton  | ISR | 81  |

**F1P-Junior**

|   |              |     |     |
|---|--------------|-----|-----|
| 1 | S Malkhasyan | USA | 100 |
| 2 | M Poliakov   | RUS | 51  |

**F1E-Junior**

|   |              |     |     |
|---|--------------|-----|-----|
| 1 | V Drmla      | SVK | 153 |
| 2 | J Kabacinski | POL | 142 |
| 3 | L Anca       | ROU | 91  |

**F1E, LIPTOVSKY MIKULAS, SLOVAKIA, MAY 9-10**

A welcome return to Liptovsky Mikulas after 3 years, but with the weather not cooperating with use of the main south-facing hill. First day was flown at this hill but with wind from many directions. A notable feature was that a lot of the fields below the hill were planted with wheat and it seemed very wrong that flying and model recovery continued as though they were just grass fields. The Czech Republic fly their World Cup events when crops are not growing, it should be the same at Liptovsky Mikulas.

The second day had a clear northerly wind and an alternative gentle slope south of the town was used. The contest was interrupted by some heavy rain and then stopped after 4 rounds when another storm arrived. IK

**Liptov Cup, May 9, 47 flew**

|   |            |     |        |     |
|---|------------|-----|--------|-----|
| 1 | A Anca     | ROU | 500.00 | +97 |
| 2 | A Roux     | FRA | 500.00 | +85 |
| 3 | M Popescu  | ROU | 500.00 | +71 |
| 4 | E Slomka   | POL | 500.00 | +65 |
| 5 | I Treger   | SVK | 497.67 |     |
| 6 | J Orel     | CZE | 496.00 |     |
| 7 | J Zurowski | POL | 494.00 |     |
| 8 | F Kanczok  | POL | 489.25 |     |

**F1E-Junior 11 flew**

|   |             |     |        |
|---|-------------|-----|--------|
| 1 | E Kozuchova | SVK | 471.00 |
| 2 | L Kozuchova | SVK | 464.67 |
| 3 | L Anca      | ROU | 460.33 |

**Nosko Memorial cup, May 10, 20 flew**

|   |           |     |        |
|---|-----------|-----|--------|
| 1 | S Kubit   | POL | 347.50 |
| 2 | J Wojtak  | POL | 335.83 |
| 3 | M Drmla   | SVK | 317.50 |
| 4 | W Dziuba  | POL | 311.67 |
| 5 | A Dragici | ROU | 306.66 |
| 6 | V Levy    | CZE | 302.50 |

**F1E-Junior 6 flew**

|   |              |     |        |
|---|--------------|-----|--------|
| 1 | V Drmla      | SVK | 250.01 |
| 2 | L Anca       | ROU | 246.66 |
| 3 | J Kabacinski | POL | 202.51 |

**F1E RUPEA, ROMANIA, MAY 23-24**

Report by Ian Kaynes

For over 10 years F1E events in Romania have been held on various slopes around Turda. Most of these are in the vicinity of a military range which for almost all of those years has never been used. One part was a tank gunnery range (the tankodrome) on which the buildings and facilities had been unused and slowly decaying. However, last year one day of the World Cup event had to be moved to a slope outside the range (and much rougher going than the sheep-tended grass on the other hills) when the range was in use by NATO aircraft operating from the local airfield.

The sudden doubt about the potential availability of the site – military authorities will never commit in advance to not using a

facility – the use of an alternative site became desirable. A promising area had been found near Rupea (approximately mid-way between Turda and the capital Bucharest) which had grassy slopes facing in all directions. It has been mentioned as a potential Championship site (Romania has the 2016 Euro and 2017 World Champs in F1E). It had been used for some national events and was the venue for this year's Romania World Cup events. The journey from Rupea was described as 6km of local road followed by 4km of a stone road to reach the entrance to the site. While the description prepared you for a rough pot-holed road at the second stage, there was no mention of the many large potholes on the local road. These caused progress along the road to be in zig-zags across the full width of the road in order to find a piece of road which had tarmac, and go very slowly when something came the other way. Some of the locals blamed the state of the road on Prince Charles – he owns land just beyond the flying field, including a village kept in traditional Romanian state, and it was said (tongue in cheek) that he wanted the roads to be kept bad either to restrict access or to add to the authenticity. Once arriving at the field there was then 2 or 3 km of grass tracks to reach the site, including a few awkward parts where it crossed ditches or turned then a long slope up hill. At the end of the day another track down from the hill had been found, much shorter, a bit steeper, and with longer grass. Most people used this one on the second day. At least it was dry, it would have been very difficult if wet.

The first day started with a strong easterly wind which had started to drop by the start of the first round. Some, including the author, over-estimated how much it had dropped and had the model blow backwards as it climbed. By the next round the wind was down to 4 m/s (and my same model now without ballast, progressed into wind for an easy max. For the rest of the day and the following day the wind was very light but with the direction varying around a general easterly. There was a narrow valley to the east which then joined the access valley from the south giving interactions of cross-winds at different points even apart from the wind varying. Many flights landed on the ridges on either side of the valley. A five-minute max was used for all flights over the weekend and the small number of maxes well explains the difficulty and element of luck in flying there. The common opinion was that Turda is a much better venue than Rupea, but it is subject to the doubt about its availability from the military.

**Cupa Rupea, May 23, 41 flew**

|   |             |     |        |
|---|-------------|-----|--------|
| 1 | M Popescu   | ROU | 436.67 |
| 2 | M Drmla     | SVK | 390.34 |
| 3 | F Doupovec  | CZE | 386.00 |
| 4 | I Kaynes    | GBR | 373.00 |
| 5 | V Drmla (J) | SVK | 361.00 |
| 6 | A Draghici  | ROU | 358.34 |
| 7 | L Anca (J)  | ROU | 345.34 |
| 8 | F Draghici  | ROU | 339.00 |

**F1E-Junior 6 flew**

|   |         |     |        |
|---|---------|-----|--------|
| 1 | V Drmla | SVK | 361.00 |
| 2 | L Anca  | ROU | 345.34 |
| 3 | A Oprea | ROU | 281.00 |

**Memorial Popa Cringu, May 24, 41 flew**

|   |             |     |        |
|---|-------------|-----|--------|
| 1 | A Roux      | FRA | 450.33 |
| 2 | R Wolf      | AUT | 432.33 |
| 3 | F Doupovec  | CZE | 425.33 |
| 4 | J Smeringai | SVK | 424.66 |
| 5 | A Draghici  | ROU | 418.01 |
| 6 | I Balaban   | ROU | 417.67 |
| 7 | M Popescu   | ROU | 409.67 |
| 8 | F Draghici  | ROU | 394.34 |

**F1E-Junior 6 flew**

|   |         |     |        |
|---|---------|-----|--------|
| 1 | L Anca  | ROU | 385.33 |
| 2 | A Oprea | ROU | 334.67 |
| 3 | V Drmla | SVK | 328.66 |

## LONDON GALA, Salisbury Plain, April 18-19

### Saturday

#### Combined Rubber 6 fl, 4 FO

|   |              |           |
|---|--------------|-----------|
| 1 | P Ball       | 6.00+3.32 |
| 2 | A Moorehouse | 3.00+3.30 |
| 3 | T Tyson      | 6.00+2.59 |
| 4 | M Marshall   | 6.00+2.10 |
| 5 | C Redrup     | 4.45      |

#### Combined Power 2 flew

|   |         |           |
|---|---------|-----------|
| 1 | T Payne | 6.00+4.53 |
| 2 | D Cox   | 6.00+3.23 |

#### Combined Electric 1 flew

|   |        |      |
|---|--------|------|
| 1 | T Grey | 6.00 |
|---|--------|------|

#### Combined Glider 9 fl, 5 FO

|   |            |           |
|---|------------|-----------|
| 1 | P Williams | 6.00+3.05 |
| 2 | C Parry    | 6.00+2.05 |
| 3 | S Brewer   | 6.00+1.58 |
| 4 | J Cooper   | 6.00+1.30 |
| 5 | P. Ball    | 6.00+1.24 |

#### P 30 3 flew

|   |            |      |
|---|------------|------|
| 1 | C Redrup   | 6.00 |
| 2 | P Tolhurst | 4.31 |

#### CO2 2 flew

|   |        |      |
|---|--------|------|
| 1 | T Grey | 1.21 |
|---|--------|------|

### Sunday

#### F1H 6 flew

|   |          |       |
|---|----------|-------|
| 1 | C Parry  | 10.00 |
| 2 | R Heap   | 9.23  |
| 3 | J Cooper | 9.20  |

#### Mini Vintage 5 flew

|   |            |           |
|---|------------|-----------|
| 1 | A Shepherd | 6.00+3.03 |
| 2 | P Ball     | 6.00+2.51 |
| 3 | T Tyson    | 5.36      |

#### E30 5 flew

|   |              |           |
|---|--------------|-----------|
| 1 | A Shepherd   | 6.00+2.22 |
| 2 | T Grey       | 6.00+2.00 |
| 3 | R Briginshaw | 5.10      |

#### ½ A 1 flew

|   |         |      |
|---|---------|------|
| 1 | P Tribe | 0.07 |
|---|---------|------|

#### FIG 7 flew

|   |                |      |
|---|----------------|------|
| 1 | A Brocklehurst | 9.20 |
| 2 | P Tolhurst     | 9.11 |
| 3 | P Hall         | 8.22 |

#### HLG/CLG 6 flew

|   |              |      |
|---|--------------|------|
| 1 | P Ball       | 5.00 |
| 2 | J Pennington | 4.56 |
| 3 | C Redrup     | 4.04 |

#### F1J 5 flew

|   |          |       |
|---|----------|-------|
| 1 | P Watson | 10.00 |
| 2 | S Dixon  | 7.09  |

## CROYDON WAKEFIELD DAY, MIDDLE WALLOP, MAY 4

Report by Ray Elliott and David Beales

For this year's Wakefield Day we were very lucky with good flying conditions given the awful weather the day before, and even worse the day after. There was a good turnout with many sports flyers enjoying the conditions.

For the contest the max was set at 2 minutes to minimise the likelihood of landing in the downwind compound. Disappointingly the good turnout on the field didn't translate into masses of entries but those that did enter made for a decent comp. Flying started promptly with Andrew Longhurst making an easy max with his Raff V; unfortunately on his second flight he experienced the dreaded Raff V dive with the model spinning in from a good height to record 1.39. This dive is one of aeromodelling's great mysteries as it happens very infrequently but when it does it is usually disastrous. It is said to be caused by the model having too much fin area and too little dihedral. We'll probably never know.

Continuing with the Marcus Challenge Martin Stagg flew steadily with his Dinahmite to record three maxes whilst Chris Redrup dropped his first flight but then recorded two maxes to finish one second behind Longhurst. David Beales' Supa Dupa coped with the breezy conditions later on in the day but was damaged on landing.

8oz Wake was a close fought contest with three of the six entries maxing out. Winner of the D/T flyoff was Robin Kimber with his NRG, followed by Peter Michel flying a Fullarton. Third was Peter Jackson with his Lim Joon.

4oz Wake was also closely fought with two making the flyoff and a third (Nick Peppiatt) missing out by just 5 seconds. The winner was Peter Hall with Jim Paton second. Both Peter and Jim were flying Lanzo Duplex's. Nick was flying a Northern Arrow.

F1B was flown to four flights in rounds. There was quite a contrast between Peter Brown's high tech model with its Saturn

rocket like climb, and Andy Crisp's more basic wooden model. Peter was the winner with 4 maxes with Andy second, dropping one flight. For one of his maxes he craftily spotted a 4 oz Wake in a big thermal and launched his model into the same air. Third place went to Jim Paton with Ted Tyson fourth. Ted was unfortunate in that he had a malfunction on his third flight scoring zero. He maxed on the other three flights.



Andy Crisp's "simple" F1B

Just to show that luck was on our side, with regards to the weather, it was decided to bring the flyoffs and prizegiving forward in view of rain being forecast later in the day. It was as well we did as by 4.45 it was raining heavily.

A new idea was to have a launch line for those flying power models well down wind. This was an innovation by John Thompson to improve safety.

Many thanks to Don Thomson who took the photographs. The Croydon Club would like to thank the London Area for their support.



Peter Hall launching his Lanzo Duplex for his winning flyoff flight

#### 8oz Wake for the Ted Evans Trophy 6 flew

|   |           |            |           |
|---|-----------|------------|-----------|
| 1 | R Kimber  | 6.00 +1.35 | NRG       |
| 2 | P Michel  | 6.00 +1.20 | Fullarton |
| 3 | P Jackson | 6.00 +1.11 | Lim Joon  |
| 4 | J Andrews | 5.28       | Korda     |

#### 4oz Wake for the Fairlop Cup 5 flew

|   |            |            |                |
|---|------------|------------|----------------|
| 1 | P Hall     | 6.00 +1.27 | Lanzo Duplex   |
| 2 | J Paton    | 6.00 +1.16 | Lanzo Duplex   |
| 3 | N Peppiatt | 5.55       | Northern Arrow |

#### F1B for the Thurston Trophy 5 flew

|   |         |      |
|---|---------|------|
| 1 | P Brown | 8.00 |
| 2 | A Crisp | 7.31 |
| 3 | J Paton | 6.11 |

#### Marcus Lightweight Challenge 4 flew

|   |             |      |           |
|---|-------------|------|-----------|
| 1 | M Stagg     | 6.00 | Dinahmite |
| 2 | A Longhurst | 5.39 | Raff V    |
| 3 | C Redrup    | 5.38 | Dinahmite |



## F1H EURO CHALLENGE

By Gary Madelin. NW Europe HEC country co-ordinator.

This year the lion's share of running the League has fallen to a keen group of Hungarian flyers, whilst retaining the existing individual Country co-ordinators. As in previous years, 2015 sees in excess of forty events scattered around Europe of which about a dozen have now been flown. Happily this year the weather in Scandinavia resulted in no cancellations in the region. Given the location of the events flown to date, five of the top 10 flyers are from Hungary and the remainder from the Scandinavian countries. Top of the table at present is Kosma Huber from Sweden with 289%.

Of interest to the GBR flyers, the events nominated as qualifiers at home are the Nationals, the Oxford Rally in June and the Southern Gala in August.

Full details of the League, schedule of events and full results can be found as in previous years on the web site <https://www.creasus.de> Look for the link to HEC Euro Challenge.

## FAI FREE FLIGHT RANKING

Ranking for May 1. Full details at [www.freeflightnews.org.uk/ranking/latest.htm](http://www.freeflightnews.org.uk/ranking/latest.htm)

| F1A  |                       | changes |     |        | recent results | comments on changes                                      |
|------|-----------------------|---------|-----|--------|----------------|--|
| Rank | country               | points  | pts | places |                |  |
| 1    | Jama Danier           | CAN     | 287 | -2     | 0              |  |
| 2    | Anton Gorsky          | RUS     | 275 | -14    | -1             | reduced points for 2013 results                          |
| 3    | Roland Koglot         | SLO     | 254 | +6     | 2              | reduced effect of a few poor results in 2013             |
| 4    | Aviv Balassiano       | ISR     | 253 | -3     | -1             | PI15=35  |
| 5    | Mikhail Kosonozhkin   | RUS     | 252 | +1     | -1             | HL15=32  |
| 6    | Per Findahl           | SWE     | 248 | +18    | 0              | HL15=53  |
| 7    | Szilard Szijarto      | ROU     | 212 | -8     | 0              | reduced score from 2013 results                          |
| 8    | Ivan Bezak            | SVK     | 210 | +40    | 8              | JM15=54 HG15=32  |
| 9    | Denis Yaremenko       | UKR     | 209 | -5     | -1             | reduced effect of 2013 results                           |
| 10   | Rudolf Holzleitner    | AUT     | 206 | +12    | 0              | KS15=28  |
| F1B  |                       |         |     |        |                |  |
| 1    | Alexander Andriukov   | USA     | 307 | +1     | 0              | HL15=51  |
| 2    | Evgeny Gorban         | UKR     | 257 | +5     | 0              | JM15=42  |
| 3    | Bernd Silz            | GER     | 240 | +29    | 5              | JM15=52  |
| 4    | Mihaly Varadi         | HUN     | 238 | +48    | 8              | HG15=50 KS15=31  |
| 5    | Timur Useynov         | RUS     | 237 | +2     | 0              |  |
| 6    | Adam Krawiec          | POL     | 235 | +14    | 0              | HG15=40  |
| 7    | Anatoli Ribchenkov    | RUS     | 230 | -15    | -4             | NL15=0-9   |
| 8    | Vin Morgan            | AUS     | 229 | +40    | 5              | AC15=50 SC15=30  |
| 9    | Ismet Yurtseven       | TUR     | 228 | +29    | 1              | KS15=51+1  |
| 10   | Igor Vivchar          | UKR     | 217 | +3     | -3             | reduced effect of poor old results but still drop places |
| F1C  |                       |         |     |        |                |  |
| 1    | Volodymyr Sychoy      | SLO     | 300 | +2     | 1              | 2 points more from reduced effect of 2013 results        |
| 2    | Nikolay Rekhin        | RUS     | 294 | -7     | -1             | reduced points from early 2014 places                    |
| 3    | Reinhard Truppe       | AUT     | 279 | +19    | 2              | KS15=51  |
| 4    | Viacheslv Aleksandrov | UKR     | 267 | +4     | -1             |  |
| 5    | Artem Babenko         | UKR     | 255 | -16    | -2             | reduced points from 2014 Lost Hills events               |
| 6    | Roy Summersby         | AUS     | 232 | +1     | 1              | SC15=40 AC15=0-1   |
| 6    | Dmitriy Stakhanov     | UKR     | 232 | -4     | 0              |  |
| 8    | Alexandr Vyazov       | RUS     | 220 | +37    | 6              | NL15=55+1  |
| 9    | Alexey Talanov        | RUS     | 208 | -20    | -1             | NL15=0-4   |
| 10   | Alan Jack             | GBR     | 206 | -17    | -1             | reduced points from 2013 and early 2014 results          |
| F1E  |                       |         |     |        |                |  |
| 1    | Frantisek Kanczok     | POL     | 247 | -22    | 0              | HA15=0-6   |
| 2    | Peter Brocks          | USA     | 217 | -22    | 0              |  |
| 3    | Florian Winker        | GER     | 208 | +13    | 0              | FB15=24-1 OB15=13-4                                      |
| 4    | Stanislaw Kubit       | POL     | 206 | +34    | 1              | OB15=54 HB15=26  |
| 5    | Jaromir Orel          | CZE     | 163 | -13    | -1             | OB15=0-7   |
| 6    | Vojtech Zima          | CZE     | 156 | -5     | 0              | FB15=34 HA15=0-3 OB15=0-10                               |
| 7    | Wieslaw Dziuba        | POL     | 153 | +13    | 5              | HB15=31+1 OB15=23 FB15=0-9                               |
| 8    | Ian Kaynes            | GBR     | 146 | +3     | 1              | HA15=0-2 HB15=0-3  |
| 9    | Nathan Laura          | FRA     | 134 | -7     | 2              | reduced effect of poor results in 2013                   |
| 10   | Jacek Zurowski        | POL     | 132 | +43    | 16             | reduced points from 2013 result                          |

## NOTICEBOARD

PLANBOOKS FOR SALE. Malcolm Wood, had donated some NFFS Sympo Reports and various Planbooks to be sold for the UK team travel fund. I'll retain details of the Reports till the BMFA's heritage library has decided which ones it still needs, but the others are: 1979 International International Planbook from the Taft World Champs (190 pages of plans and competitor details); the 1983 Plans Handbook from the Goulburn World Champs (160 pages of plans and competitor details); the NFFS 1979 World Championships Report (100 pages of plans and articles). Suggested donation is 5.00 each. Contact [martindilly20@gmail.com](mailto:martindilly20@gmail.com) for mail costs.

## UK COMPETITION NEWS

LE GRAND COUPE PART DEUX... The Birmingham club once again plans to run the winter Coupe d'Hiver event at North Luffenham for FIG (Aeromodeller Trophy) and Vintage Coupe (Boutillier Trophy) on Sunday December 6th., pending confirmation of the field booking. Format is planned as last year, including prizegiving and social at the Golf Club. Full details to follow. Contact Gavin Manion [gavin.manion84@gmail.com](mailto:gavin.manion84@gmail.com) or [stuartdarmonfla@yahoo.com](mailto:stuartdarmonfla@yahoo.com)