

FREE FLIGHT

news

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FFn DIARY

August 9 Salisbury Plain	BMFA Experimental event. See FFn 1507 page 65. BMFA R, comb G, BMFA P, SLOP, E36. Special rules. Contact Trevor Grey 01892 539221	August 23 Kietrz, Poland	2nd Raciborz Cup. F1A F1B F1C F1P F1Q. World Cup. Contact: Marek Lysakowski, t: +48 783742244 mlysakowski@poczta.onet.pl
August 9 Near Sheffield, or Melton Mowbray	BMFA 6th F1E event (Team selection). Contact: Ian Kaynes 01252 512538 or 0794 185 2144	August 25-29 Nalchik, Russia	Elbrus Cup. F1A F1B F1C F1P. World Cup event. Contact: Nikolay Naloev, tel: +7 928 084 44 79, email: naloev@mail.ru
August 10-16 Brazov, Romania	FAI Junior European Championships F1A F1B F1P.	August 27-30 Zülrich, Germany	46th Internationaler Eifelpokal. F1A F1B F1C F1Q. World Cup event. Contact: Bernd Hönig, email: info@eifelpokal.de web: http://www.eifelpokal.de
August 16 North Luffenham	Timperley FF Gala, See FFn 1508. Comb rubber, glider, IC power, HLG/CLG, mini vint. 10.00 to 5.30pm, then normal flyoffs.. Contact: John O'Donnell. 01942 211742	September 5-6 Sculthorpe	BMFA Team Selection part 1. F1A, F1B, F1C pre-entry only. Plus on Sept 6 Vint G, Classic R/P, P30. Contact: Phil Ball 01332 665361. e-mail: phil.ball@ntlworld.com
August 22 Kietrz, Poland	World Cup Kietrz. F1A F1B F1C F1P F1Q. World Cup event.. Contact: Piotr Szymanski, tel: +48 508 28 13 41, email: modelpiotrek@poczta.onet.pl	September 5-6 Suzdal, Russia	FF Holiday of Mongolia. F1A F1B F1C. World Cup event. Contact: Ms. Bayaraa Bolormaa, PO Box 26/388, Bayangol District, Ulaanbaatar 16081, Mongolia
August 22 Bosanski Petrovac, Bosnia and Herzegovina	Memorijal Izet Kurtalic. F1A F1B F1C F1H. World Cup. Contact: Sinisa Holik, tel: +387 61531746, e: info@aeroklub-izet-kurtalic.ba web: http://www.aeroklub-izet-kurtalic.ba	September 8-9 Suzdal, Russia	Golden Autumn Cup of Moldova. F1A F1B F1C. World Cup event. Contact: Vjazov Aleksandr, tel: +7 985 764 1076 / +7 495 700 5706, email: al.vjazov@mail.ru
August 22 (Saturday) Salisbury Plain	BMFA Southern Gala. C/G (Pilcher), C/R (Flight), C/P (Short); [Club Champs], B/E, F1H (Ripmax), F1G, F1J, BMFA1/2A, E30, HLG/CLG. Contact: Dave Greaves 01285 652730.	September 11-12 Suzdal, Russia	The Cup of Moldova. F1A F1B F1C. World Cup event. Contact: Vjazov Aleksandr, tel: +7 985 764 1076, email: al.vjazov@mail.ru
August 23 Zlatibor, Serbia	Zlatibor Cup. F1E. World Cup event. Contact: Nikola Borovac / Svetlana Dragi., tel: 011/3285107, email: office@vss.rs	September 12 Tourtenay, France	11th F1E Poitou Charentes. F1E. World Cup event. Contact: André Trachez, tel: +33 608573550, e: andre.trachez@laposte.net
August 23 - 29 Zlatibor, Serbia	FAI World Championship F1E Seniors and Juniors.	September 13 St Jean de Sauves, France	Poitou Moncontour F1E. World Cup event. Contact: Benoit Jacquemin t: +33 608 002780 benoit.jacquemin@vol-libre-moncontourais.fr
		September 13 Area venues	BMFA 7th Area. Classic Glider, C/R Team, F1C, C/E, Classic R/P, HLG-CLG.

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FAI WORLD CHAMPIONSHIPS F1A F1B F1C 2015

Held at Darkan Nayonii Khudag, Ulaanbaatar, Mongolia from July 27 to August 3

Report by Ian Kaynes

It was at the 2011 World Championships that the Mongolians had first told me about their desire to host a World Championships. The learning curve started with the Asian Championships in 2012. When I attended that and saw the “best in the world” flying site I encouraged them and their bid was accepted in 2013. An Asian-Oceanic Championship was held last year and both of these small events had indicated that it would be a massive task to improve to the quality and scale of a World Championships. I am pleased to summarise that they managed that and more to make this a remarkable Championships.

It is remarkable how much has changed in three short years since I was last in Mongolia. The existing flights to Ulaanbaatar are now more frequent, via Beijing or Moscow and from Europe there is the alternative of a flight from Turkey. Arriving at the airport there is now the pleasant addition of jetties to replace the old buses, but the main surprise I found was just outside the airport. In 2012 I had reported: *“The scene was set by the road from the airport to the city, in the first 100 yards out of the airport there were potholes that needed driving round on the wrong side of the road and also cows wandering over the road. The roads in the countryside are somewhat worse with the original tarmac surface completely disappeared in places and drivers often taking to the neighbouring fields to overtake or avoid slow sections of road.”* Now the road from the airport into the city is a multi-lane highway of smooth tarmac like any other country and when leaving that main road there was a completely new road through the hills to the south of the city and going most of the way to the flying site. Along these roads there were many newly built apartment blocks, hotel, restaurants, and shopping malls. The last part of the journey was on more ordinary roads but with vastly improved surfaces and with ribbon development of new housing along the road.

There was a new road to the east of the flying field which gave one access route but that and the older routes from the north and west all entailed a few miles of driving over very rough dirt tracks. There was a similar length of rough road journey required to reach most of the hotels from the main road. The exception to this was for those who chose to stay at the camp on the field. While this was advertised to have the benefit of saving money on car hire, it was 1 mile from the usual flying position and that sort of journey with flying equipment is not really possible without transport. The quality, particularly the toilets and washing facility, were well below European standards – and the toilets at the flight line were the same.

There were two World Cup events during the week before the Championships. Several teams took the opportunity for competition practice, while others came during the week to reduce the total length of the trip. The British team arrived during the first contest, having flown from UK via Beijing on Air China with two pleasant flights for which the connection at Beijing worked well since both the arriving and departing aircraft were delayed. I arrived in time for the second glider flyoff of the second event. The contest had been stopped after 3 rounds because of wind. In the flyoff John Carter came fifth and Jama Danier (Canada, World Cup winner 2014) won from a tremendous launch. F1B and F1C were flown the next day and completed the planned five rounds. Two flyoff rounds were flown in the evening with 7 minute and 9 minute maxes. This was followed at 9.30pm by a prizegiving at the camp.

A notable feature of the World Cup events was the timekeepers. They were students without aeromodelling connection, but had obviously been well trained before the first World Cup event. There were very few timekeeping problems

during the Champs and they were always there when required, the early morning or late flyoffs included. They were housed in some large tents on the west side of the field with three-tier bunk beds and very basic facilities and no transport to the flight line. They were being paid the equivalent of \$10 a day, increased to \$12 for those with experience from last year!

On Monday the Championships started with model processing at the “Skyfriends” building near to the field. It ran smoothly except that the one rubber stamp they had for marking models was not permanent ink and very easily wiped away. The team managers meeting went through the usual discussion points. One item agreed was that F1B motors could be wound at up to 3 poles distance away from the flying pole. With teams moving 5 poles each round, this meant that stooges would have to be moved on alternate rounds. The organisers suggested that if questions arose about weather delays, etc, they would ask the team managers. Instead, I told them that the jury would keep weather under review and discuss such things with the CD.

At the end of the meeting UK team manager, Mike Woodhouse, delivered a protest against the quality of the fuel. During test flying it had been found that some bottles appeared inadequately mixed and engines ran differently on different bottles, with more or less oil. The jury looked into the process and recommended additional filtering and concentration on the stirring. A new batch was mixed under these instructions and it proved to be much better – revs up and consistent.

The opening ceremony was held in the open air at the Chinggis Khan Statue. After the teams were called to their places, there was a long unexplained wait – which was actually because they were waiting for the TV crew to arrive, but they never came – and after 20 minutes the ceremony was started. Commendably short speeches, raising the FAI, Mongolian and Championships flags were done by defending champions and Asian champions, a little folk song and dance, then a new feature – all competitors were marshalled on to the steps for a mass photo with the flags and statue behind.



Tuesday was practice day and completion of model processing, then on Wednesday the competition started with F1A. At the 7.00 start it was overcast with mist on the hills, but clear and calm on the enormous area of grass of the field. The 3.30 max was relatively easy for most, but Brian Baines dropped some time and also Peter Allnutt, in Peter's case from having found lift and taken another circle to check without realising that the model had unlatched so that it just slipped off the line with only 50m altitude. In round two one of the Mongolians had a close call: Sanjaa Tumor's model stalled down and was low when it recovered, but a mass of flappers managed to generate enough for it to hold up and DT less than a metre above ground. The morning continued with a few rather dead patches requiring long tows and there were 41 full scores by the end of round 5 when there was a 2 hour lunch break. Just before the restart time the wind was blowing along the line to the line was rotated 90 degrees. The line had been established with a tape with markers every 10m used to locate the numbered plates on posts which had to be driven into the ground. It had seemed that this would be slow and the jury had originally asked for an alternative line to be established permanently but they only had one set of numbers. In fact it was done quite quickly this time – just a 10 minute delay – and speeded up on later moves.

In round 6 Brian Baines, as usual, picked his lift while on the ground and made a quick up and off launch. This time it was a big thermal, he said picking it was just like on the grass at Sculthorpe. The wind was getting up for round 7. Jim Parker (USA) let go of his line, ran after it, picked it up, but then towed into the ground. His second attempt was a max and similarly John Williams found a big bump on a second attempt. They were both among the 31 in the flyoff, which also

included John Carter for GB. Israel and Russia were tied for the team results with all 3 flyers in the flyoff. For a long time the scoreboard (monitors in a tent) were showing GB in third place but when the French results were entered their team total was 6 sec more.

There was then a team managers meeting at which the draw for flyoff positions was made. Flyoff times were discussed.

F1A Individual results

1	Eyal Galor	ISR	1290	+300	+473	17	Anton Gorskiy	RUS	1290	+300	+273
2	Enes Pecenkovic	BIH	1290	+300	+409	18	Jama Danier	CAN	1290	+300	+264
3	Szilard Sijjarto	ROU	1290	+300	+407	19	Frederic Aberlenc	FRA	1290	+300	+256
4	Petri Kuikka	FIN	1290	+300	+372	20	Yong Il Kim	PRK	1290	+300	+240
5	Per Findahl	SWE	1290	+300	+361	21	Mitsunobu Wada	JPN	1290	+300	+233
6	Ivan Bezak	SVK	1290	+300	+354	22	Tumur Sanjaa	MGL	1290	+300	+225
7	John Carter	GBR	1290	+300	+348	23	Radoje Blagojevic	SRB	1290	+300	+210
8	Anders Persson	SWE	1290	+300	+322	24	Boris Bernard	FRA	1290	+300	+209
9	Stefan Rump	GER	1290	+300	+316	25	Thomas Weimer	GER	1290	+300	+181
10	Phil Mitchell	AUS	1290	+300	+315	26	Mikhail Kosonozhkin	RUS	1290	+300	+135
11	Mikhail Lomov	RUS	1290	+300	+313	27	Iurii Grushkovskiy	UKR	1290	+300	
12	Roland Koglot	SLO	1290	+300	+305	28	Malcolm Campbell	AUS	1290	+287	
13	Luka Biteznik	SLO	1290	+300	+289	29	Jim Parker	USA	1290	+256	
14	Slavko Savic	SRB	1290	+300	+286	30	John Williams	GBR	1290	+204	
15	Jacob Cohen	ISR	1290	+300	+279	31	Avner Studnik	ISR	1290	+193	
16	Zhi-Ping She	CHN	1290	+300	+277						
32	Brussolo Vittorio	ITA	210	180	180	180	180	174	180	1284	
33	Laszlo Klenoczki	HUN	210	180	180	180	180	180	172	1282	
34	Miroslav Mandichev	BUL	210	180	180	180	180	180	166	1276	
35	Rolandas Mackus	LTU	200	175	180	180	180	180	180	1275	
36	Peter Barron	USA	210	180	180	180	180	152	180	1262	
36	Vasyl Bezchasnyy	UKR	210	180	180	180	180	152	180	1262	
38	Anders Klemetsen	NOR	210	173	180	180	180	156	180	1259	
39	Tomas Mackus	LTU	210	180	180	180	180	180	148	1258	
40	Jasminka Pecenkovic	BIH	193	180	180	180	180	164	180	1257	
40	Michal Dvorak	CZE	210	180	180	147	180	180	180	1257	
42	Hye Song Pak	PRK	210	180	150	172	180	180	180	1252	
43	Lauri Malila	SUI	210	180	180	180	180	141	180	1251	
43	Oleg Pshenychnyy	UKR	210	180	180	151	180	180	170	1251	
45	Leslie Farkas	CAN	189	180	180	161	180	180	180	1250	
45	Shlomi Rosenweig	USA	210	180	180	180	180	140	180	1250	
45	Julien Sion	ROU	210	180	180	180	140	180	180	1250	
48	Myong Bom So	PRK	210	138	180	180	180	180	180	1248	
48	Gobbo Massimiliano	ITA	210	180	180	138	180	180	180	1248	
50	Emmanuel Ragot	FRA	210	147	180	166	180	180	180	1243	
51	Cetin Kargin	TUR	210	180	180	180	180	130	180	1240	
52	Jari Valo	FIN	183	180	156	180	180	180	180	1239	
53	Daizo Ikoma	JPN	210	127	180	180	180	180	180	1237	
53	Brian Baines	GBR	191	146	180	180	180	180	180	1237	
55	Borislav Bardarov	BUL	210	180	180	180	180	180	118	1228	
56	Hua-Qiang Wang	CHN	210	180	180	180	108	180	180	1218	
57	Czeslaw Ziober	POL	210	180	180	180	102	180	156	1188	
58	Frank Adametz	GER	104	180	180	180	180	180	180	1184	
59	Bartosz Karlowski	POL	101	180	180	180	180	180	180	1181	
60	Viktor Khokhlov	KAZ	210	180	180	104	180	141	180	1175	
61	Amartuvshin Avirmed	MGL	210	180	180	62	180	180	180	1172	
62	Roman Golubowski	POL	210	180	55	180	180	180	180	1165	
63	Sung Hwan Son	KOR	65	180	180	180	180	180	180	1145	
64	Peter Allnutt	CAN	145	180	92	180	180	180	180	1137	
65	Maurizio Tomazzoni	ITA	190	156	180	180	180	180	70	1136	
66	Robert Lesko	W/C	210	180	180	180	0	180	180	1110	
66	Milos Bordoski	SRB	82	180	128	180	180	180	180	1110	
68	Helmut Fuss	AUT	210	137	180	66	138	180	180	1091	
69	Kim Henriksson	FIN	84	88	180	180	180	180	180	1072	
70	Sergey Podiesnyy	KAZ	35	180	180	180	180	180	113	1048	
71	Kyung Ho Ha	KOR	176	180	180	121	102	180	106	1045	
72	Jan Svenungsson	SWE	210	180	73	26	180	180	180	1029	
73	Tulga Gombosuren	MGL	210	180	0	180	180	180	83	1013	
74	Albert Fathers	AUS	210	21	180	85	180	88	180	944	
75	Lu-Song Yang	CHN	22	180	180	82	140	143	180	927	
76	Jernej Jurnar	SLO	210	180	88	180	118	49	58	883	
Number of maximum in each round			61	66	68	63	68	64	65		
Number of full scores up to each round			61	55	50	45	41	35	31		

F1A team results

Country	Abbrev	Total	Round by round team places								Team member places			
1 Israel	ISR	3870	1	1	1	1	1	1	1	1	1	15	31	=47
2 Russia	RUS	3870	1	1	1	1	1	1	1	1	11	17	26	=54
3 France	FRA	3823	1	8	5	5	5	3	3	3	19	24	50	
4 Great Britain	GBR	3817	11	11	7	6	6	4	4	4	7	30	53	
5 Ukraine	UKR	3803	1	1	1	4	4	5	5	5	27	36	43	
6 USA	USA	3802	1	1	1	1	1	6	6	6	29	36	45	
7 DPR Korea	PRK	3790	1	9	8	7	7	7	7	7	20	42	48	
8 Germany	GER	3764	14	13	10	10	9	9	8	8	9	25	58	
9 Serbia	SRB	3690	16	15	14	11	11	10	9	9	14	23	66	
10 Canada	CAN	3677	13	12	13	12	12	11	10	10	18	45	64	
11 Italy	ITA	3668	12	10	6	8	8	8	11	11	32	48	65	
12 Sweden	SWE	3609	1	1	11	15	14	12	12	12	5	8	72	
13 Finland	FIN	3601	17	18	18	16	15	13	13	13	4	52	69	
14 Poland	POL	3534	15	14	17	13	17	16	14	14	57	59	62	
15 Australia	AUS	3524	1	16	12	14	13	17	15	15	10	28	74	
16 Mongolia	MGL	3475	1	1	14	18	16	15	16	16	22	61	73	
17 Slovenia	SLO	3463	1	1	9	9	10	14	17	17	12	13	76	
18 China	CHN	3435	18	17	16	17	18	18	18	18	16	56	75	
19 Bosnia-Herzegovina	BIH	2547	23	22	22	22	21	21	19	19	2	40		
20 Romania	ROU	2540	19	19	19	19	22	22	20	20	3	45		
21 Lithuania	LTU	2533	22	21	21	21	20	20	21	21	35	39		
22 Japan	JPN	2527	19	23	23	23	23	23	22	22	21	53		
23 Bulgaria	BUL	2504	19	19	19	19	19	19	23	23	34	55		
24 Kazakhstan	KAZ	2223	24	24	24	25	24	24	24	24	60	70		
25 Korea	KOR	2190	25	25	25	24	25	25	25	25	63	71		
26 Slovakia	SVK	1290	26	26	26	26	26	26	26	26	6			
27 Hungary	HUN	1282	26	26	26	26	26	26	27	27	33			
28 Norway	NOR	1259	26	31	31	30	30	28	28	28	38			
29 Czech Republic	CZE	1257	26	26	26	31	31	29	29	29	40			
30 Switzerland	SUI	1251	26	26	26	26	26	30	30	30	43			
31 Turkey	TUR	1240	26	26	26	26	26	31	31	31	51			
32 Austria	AUT	1091	26	32	32	32	32	32	32	32	68			

The organisers had already said that they would follow their proposed schedule of one hour gaps between rounds but starting from 19.00 instead of the originally published 18.00. Somebody suggested starting at 18.30 which would allow 3 flyoff rounds instead of 2 during the evening – while a good idea it was not reasonable to bring the time forward that day when everybody was already working for 19.00, but would be used on the following days. A few additional people were drafted in to make enough for 3 timekeepers at each pole.



John Carter preparing for flyoff

For the first flyoff the wind was quite strong from the same easterly direction as the final two rounds. Most people started towing immediately and most of those moved downwind of the line. Danier was waiting on the ground and when he chose his

moment he went straight into a spectacular high launch from a single circle. John Williams launched later in the round gaining good height but not being in good air and he was among the five who didn't max.

Preparations were made for the next round but with a big doubt about the wind direction which was straight into the sun which, of course, was now be much lower than in the last round. This would make it impossible to safely time the flights. The wind didn't change significantly and so the flyoff was postponed to 6.30 the following morning.

At that time on Thursday morning there was slight drift in the opposite direction. There would be the obstruction of the F1B equipment being set up at the poles for flyers to contend with. John Carter was near one end of the line and towed off to the side. Others were upwind and one model launched, not followed by anyone, then Per Findahl made his usual great launch, some followed him and others were still towing. Stefan Rump was accelerating his model to launch when it collided with a gliding model, which then crashed with a wing tip broken. This was Enes Pecenkovic's model and he hurriedly flew his reserve, which was a classic model, in contrast to the broken LDA. Soon after this the round ended and for sometime afterwards the timekeepers were still timing Eyal Galor's model. The Israeli was found to have made the winning flight, while Pecenkovic's classic floated on for a long time on an inversion layer to claim second place for the US-based Bosnian. Flying late in the round seemed to have been beneficial. Szilard Sijjart of Romania completed the variety of countries on the podium – with no flappers there.

Several team managers who had been involved in the F1A flyoff were flying F1B and so to give them some time to get ready the F1B start was delayed 15 minutes to 7.15. It was overcast and very little wind, as shown by Mike Woolner's flight landing only 50ft from the pole. About two-thirds of the entry made the four minute max. The following three-minute rounds were rather easier and as the morning continued the sun

came out and so did the flying ants. On dry days these were a real nuisance from about 10.00 until midday and then they disappeared not to bother us again until the next day. For the jury the morning was interrupted when Paul Rossiter's motor was found to be overweight when checked after round 4. Paul checked some of his other motors on the scales and satisfied himself that the scales agreed very closely with the weights he had for those motors. His only suggestion was that there had been a stray piece of rubber in the fuselage from a previous motor. Whatever the reason, the motor was overweight and the only result was disqualification. Paul accepted this graciously, a particular blow since the whole Australian team had been clean at that time.



The winning F1A

There were 43 full scores at lunch time and the earlier 15 minute delay was absorbed in the break, so round 6 started on schedule at 14.00. The wind was about 5 m/s at an angle of 45° to the start line. I had contemplated moving the start line but the organisers seemed reluctant to change it by any angle except 90°, which would have been pointless. At the British pole Mike Woolner maxed to keep up the 100% record, then Mike Woodhouse started climbing, promising another good flight, but then it started to dive in for a disastrous 38 sec. The post mortem found that the start button had trapped a line to keep the model in VIT mode. Later in the round the Poles had somebody taken ill on the line and requested permission to take their car to the line to take him to hospital. The organisers said the ambulance would do it, but although parked there the crew could not be found. Didn't give any confidence that the first aid presence really helped safety.

Wind was a little stronger at 6 m/s for the last round, and a few more people dropped flights at the final hurdle, reducing the number in the flyoff to 31. Coincidentally, this was exactly the same as F1A from the same number of flyers. Ukraine and Czech Republic has a full set of flyers and there were 2 each from some countries, including GBR, Canada, and USA

The team managers meeting confirmed the 18.30 start time and there was discussion about retrieving models from the airbase. They were told that it was arranged for the guard at the gate to help recover models from any area, but it seems there had been problems with models that had gone beyond the second, higher-security, fence. To reduce this risk the start line was moved 1 km upwind. There was probably about another 1 km upwind from this line before the hills started. On slightly undulating ground, the line was (as always) a compromise, higher at one end but with a slight ridge downwind in middle distance and the other end lower but a clearer downwind view.

The new line was set up and the timekeepers had walked there by 18.20 but competitors were still setting up, so I delayed the start to 18.40. The wind had dropped to about 4 m/s. Most climbs looked good but the glides showed varied air and more than half were eliminated. This left 14 to try for 7 minutes at 19.30, when the wind was down to 3 m/s. Bernd Silz stalled on the climb to give him a time which would be the lowest. By contrast Blake Jensen had a superb climb and for at least the first minute looked set for a long flight, but then it was sucked down for only just over 4 minutes. Kulakovsky and Mathews

launched a little after Jensen with similar good climbs, but they were to stay up longer. When the times were collected it was found that there was just one max and that was flown by local Gongor Mijiddorj. I hadn't seen his flight, apparently it was timed to landing at 7.05. But there was no missing the celebrating crowd and particularly the TV crew making the most of this national success. The next places were taken by the major Ukrainian pair Stefanchuk and Kulakovsky, 40 or more seconds below the max.



Mike Woodhouse launching his ill-fated flight

There was then some delay from the only poor part of the organisation – the model processing was by control line stunt flyers who were not familiar with either dihedral or area calculation. Fellow jury member Shigeru Kanagawa had tried to brief them on how to measure models and calculate area. However, they used a spreadsheet that just gave the final answer and no assurance that the area of each panel and the tail were reasonable. Having got a “wrong answer” several times they measured the wings taken off the model – pointless since it removed the inner panel dihedral. Then Stefan, whose model was being measured, produced his sheet of area data and showed them how to measure the model and calculate it (under our cross-checking, so that he did not actually process his own model!). The team then used this as a template for the other two 6-panel models and completed these quickly.

Without an early morning flyoff, F1C could start unhindered at 7.00. Well, it could have done if the weather had been better, but it was raining and very misty. At 7.40 the mist had gone and visibility was OK for a start at 8.00. It was still raining gently. A few people questioned starting, but wind and visibility were acceptable and there is no rule requiring us not to fly in the rain. In particular, I was aware of the forecast of storms in the afternoon and evening, so it would be good to complete at least the seven rounds as soon as possible. Despite the British feel to the weather, both John Cuthbert and Mick Lester dropped time in the first round, with stalls following transition eventually settling out at low altitude. Meanwhile Ken Faux was having trouble with lines in his models, having had one break in his flapper and then having to repair a line on

a fixed wing model. He got away at a time when it appeared breezy but the model was still overhead after two minutes before maxing. About 20 minutes into the round the rain got heavier for a few minutes and then subsided to stop eventually by the end of the round. Eugene Verbitsky was having engine problems and made repeated visits to the start position but

failed to get it running well. After some more work he came out with 2 minutes left in the round and eventually launched with a mediocre run. The round finish flare went up during his climb and the flight was down in less than two minutes. Japanese flyer Atae Yamasaki fared worse and didn't get away in the round. Then Eugene didn't get in a flight in round 2.

F1B Individual results

1	Gongor Mijiddorj	MGL	1320	+300	+420	17	Yu-Sheng Wu	CHN	1320	+241
2	Stepan Stefanchuk	UKR	1320	+300	+380	18	William Booth	USA	1320	+240
3	Oleg Kulakovskyy	UKR	1320	+300	+376	19	Michael Woolner	GBR	1320	+236
4	Svetozar Gostojic	SRB	1320	+300	+364	20	Igor Vivchar	UKR	1320	+228
5	Tony Mathews	CAN	1320	+300	+341	21	Craig Hemsworth	AUS	1320	+223
6	Alexey Burdov	RUS	1320	+300	+337	22	Mitsuhiro Kogano	JPN	1320	+222
7	Ondrej Parpel	CZE	1320	+300	+322	23	Bojan Gostojic	SRB	1320	+221
8	Tomas Mackus	LTU	1320	+300	+291	24	Janne Isotalo	FIN	1320	+217
8	Vladislav Urban	CZE	1320	+300	+291	25	Luka Hribar	SLO	1320	+201
10	Ladislav Horak	CAN	1320	+300	+265	26	Albert Bulatov	W/C	1320	+200
11	Martin Hartl	CZE	1320	+300	+264	27	Yun Pan	CHN	1320	+185
12	Blake Jensen	USA	1320	+300	+255	28	Adam Krawiec	POL	1320	+168
13	Stanislaw Skibicki	POL	1320	+300	+242	29	Bror Eimar	SWE	1320	+136
14	Bernd Silz	GER	1320	+300	+163	30	Peter Brown	GBR	1320	+130
15	Roger Morrell	NZL	1320	+285		31	Matti Lihtamo	FIN	1320	+96
16	Ohad Weisfelner	ISR	1320	+283						

32	Shmuel Kuflik	ISR	235	180	180	180	180	180	180	1315
33	Andrzej Poczubut	POL	231	180	180	180	180	180	180	1311
34	Or Shabat	ISR	240	180	180	180	180	169	180	1309
34	Taimas Nurtayev	KAZ	240	180	180	180	180	180	169	1309
36	Kun-Jiang Dong	CHN	240	180	180	167	180	180	180	1307
37	Aleksandr Shelepov	MNE	225	180	180	180	180	180	180	1305
37	Bernhard Schwendemann	GER	240	180	180	165	180	180	180	1305
39	Radoje Blagojevic	SRB	221	180	180	180	180	180	180	1301
39	Masaru Koike	JPN	221	180	180	180	180	180	180	1301
41	Andrey Burdov	RUS	240	180	180	180	158	180	180	1298
42	Timur Useynov	RUS	240	180	180	180	180	180	157	1297
43	Kusterle Mario	ITA	240	180	180	180	154	180	180	1294
44	Tomaz Hribar	SLO	212	180	180	180	180	180	180	1292
45	Hakan Broberg	SWE	240	180	180	180	180	180	149	1289
46	Michael Seifert	GER	240	180	180	180	180	180	146	1286
47	Vin Morgan	AUS	240	180	180	180	180	143	180	1283
48	Dag Edvard Larsen	NOR	240	180	180	180	180	180	135	1275
49	Fritz Gnass	CAN	240	180	180	180	133	180	180	1273
50	Bela Suranyi	ROU	236	180	180	180	171	180	142	1269
51	Sukhbat Batsuuri	MGL	240	180	180	180	180	126	180	1266
52	Hyong Jin Pak	PRK	240	180	180	180	125	180	180	1265
53	Solongo Sodnombaljir	MGL	240	180	180	123	180	180	180	1263
54	Rolandas Mackus	LTU	240	180	180	180	180	119	180	1259
55	Dietmar Piber	AUT	240	180	180	180	180	134	156	1250
56	Ismet Yurtseven	TUR	175	180	180	161	180	180	180	1236
57	Mickael Rigault	FRA	240	180	180	180	138	180	133	1231
58	Jun Yoshida	JPN	147	180	180	180	180	180	180	1227
59	Juhani Isotalo	FIN	178	180	180	159	168	180	180	1225
60	Julien Laty	FRA	240	180	180	180	180	180	83	1223
61	Dragan Stankovic	SLO	206	180	180	157	138	180	180	1221
61	Sandor Geza Vincze	ROU	141	180	180	180	180	180	180	1221
63	Jean-Claude Cheneau	FRA	191	180	152	180	180	157	180	1220
64	Datti Alfonso	ITA	240	180	150	141	180	180	143	1214
65	Paul Lagan	NZL	201	180	180	180	180	180	103	1204
66	Thae Chol Song	PRK	190	180	180	180	108	180	180	1198
67	Marian Popescu	ROU	143	180	172	180	180	159	180	1194
68	Michael Woodhouse	GBR	240	180	180	180	180	38	180	1178
69	Greg Simon	USA	163	180	180	180	180	180	108	1171
70	Harald Meusburger	AUT	112	180	180	180	180	116	180	1128
71	Yong Su Hong	PRK	234	180	110	180	180	32	180	1096
72	Thorvald Christensen	SWE	240	180	180	102	101	95	180	1078
73	Young Gil Park	KOR	202	180	180	180	44	97	180	1063
74	Sang Wook Ko	KOR	123	50	124	180	180	180	180	1017
75	Ismail Sarioglu	TUR	236	180	80	180	130	0	180	986
76	Verena Greimel	AUT	108	137	99	124	120	103	180	871

Number of maximum in each round	53	74	69	67	63	62	64
Number of full scores up to each round	53	53	52	48	43	37	31

F1B team results

	Country	Abbrev	Total	Round by round team places								Team member places			
1	Ukraine	UKR	3960	1	1	1	1	1	1	1	1	2	3	20	=25
2	Czech Republic	CZE	3960	1	1	1	1	1	1	1	1	7	8	11	=26
3	Poland	POL	3951	11	11	11	7	5	3	3	3	13	28	33	
4	China	CHN	3947	1	1	1	8	6	4	4	4	17	27	36	
5	Israel	ISR	3944	10	10	10	6	4	6	5	5	16	32	34	
6	Serbia	SRB	3941	12	12	12	10	8	7	6	6	4	23	39	
7	Russia	RUS	3915	1	1	1	1	9	8	7	7	6	41	42	
8	Canada	CAN	3913	1	1	1	1	10	9	8	8	5	10	49	
9	Germany	GER	3911	1	1	1	9	7	5	9	9	14	37	46	
10	Finland	FIN	3865	15	15	13	15	13	11	10	10	24	31	59	
11	Mongolia	MGL	3849	1	1	1	11	11	12	11	11	1	51	53	
12	Japan	JPN	3848	18	18	17	17	14	13	12	12	22	39	58	
13	Slovenia	SLO	3833	16	16	14	16	16	14	13	13	25	44	61	
14	Great Britain	GBR	3818	1	1	1	1	1	15	14	14	19	30	68	
15	USA	USA	3811	17	17	15	12	12	10	15	15	12	18	69	
16	Sweden	SWE	3687	1	1	1	14	17	18	16	16	29	45	72	
17	Romania	ROU	3684	19	19	19	19	18	17	17	17	50	61	67	
18	France	FRA	3674	13	13	15	12	15	16	18	18	57	60	63	
19	DPR Korea	PRK	3559	14	14	18	18	19	19	19	19	52	66	71	
20	Austria	AUT	3249	23	20	20	20	20	20	20	20	55	70	76	
21	Australia	AUS	2603	20	21	21	21	21	21	21	21	21	47		
22	Lithuania	LTU	2579	20	21	21	21	21	23	22	22	8	54		
23	New Zealand	NZL	2524	24	24	24	23	23	22	23	23	15	65		
24	Italy	ITA	2508	20	21	23	24	24	24	24	24	43	64		
25	Turkey	TUR	2222	25	25	25	25	25	25	25	25	56	75		
26	Korea	KOR	2080	26	26	26	26	26	26	26	26	73	74		
27	Kazakhstan	KAZ	1309	27	27	27	27	27	27	27	27	34			
28	Montenegro	MNE	1305	29	29	29	29	29	29	28	28	37			
29	Norway	NOR	1275	27	27	27	27	27	27	29	29	48			

F1C Individual results

1	Alexandrov Viacheslav	UKR	1320	+300	+600	11	Avraham Elyakim	ISR	1320	+246
2	Roy Summersby	W/C	1320	+300	+567	12	Jari Valo	FIN	1320	+232
3	Yuan Gao	CHN	1320	+300	+457	13	Aleksey Talanov	RUS	1320	+224
4	Reinhard Truppe	AUT	1320	+300	+448	14	Akio Ezure	JPN	1320	+208
5	Chun-Lai Dong	CHN	1320	+300	+406	15	Yury Perchuk	RUS	1320	+206
6	Erdenebat Batzorigt	MGL	1320	+300	+334	16	Kenneth Faux	GBR	1320	+195
7	Michael Roberts	USA	1320	+300	+218	17	Michael Sondhauss	GER	1320	+176
8	Artem Babenko	UKR	1320	+295		18	Edward Burek	POL	1320	+173
8	Terry Bond	AUS	1320	+295		19	Claus Gretter	GER	1320	+169
10	Gradi Franco	ITA	1320	+255						

20	Rostislav Pecherskiy	CAN	234	180	180	180	180	180	180	1314
21	Jiong-Yu Zou	CHN	240	180	171	180	180	180	180	1311
22	Gauthier Briere	FRA	240	180	180	164	180	180	180	1304
23	Namduu Erdenebat	MGL	240	180	180	180	180	180	160	1300
24	Yaakov Itzhakov	ISR	231	180	180	180	180	168	180	1299
25	Yury Shvedenkov	CAN	240	180	180	180	180	180	153	1293
25	Sergey Podiesnyy	KAZ	240	180	180	180	180	153	180	1293
27	John Cuthbert	GBR	206	180	180	180	180	180	180	1286
28	Damjan Zulic	SLO	240	137	180	180	180	180	180	1277
29	Michael Lester	GBR	225	180	180	180	141	180	180	1266
30	Volodymyr Sychov	SLO	240	180	116	180	180	180	180	1256
30	Mariusz Gasiorowski	POL	230	176	180	180	130	180	180	1256
32	Khishigbat Terbish	MGL	240	180	180	180	180	180	113	1253
33	Shlomo Nagari	ISR	240	180	180	138	136	180	180	1234
34	Nikolay Rekhin	RUS	240	180	180	180	180	83	180	1223
35	Ron Mcburnett	USA	240	180	180	161	180	180	85	1206
36	Guadagno Poberto	ITA	240	180	180	57	180	180	180	1197
37	Charlie Stiles	USA	240	180	180	101	180	126	180	1187
38	Venuti Giorgio	ITA	240	180	180	180	180	95	114	1169
38	Claus-Peter Waechtler	GER	240	180	180	180	180	180	29	1169
40	Marek Roman	POL	240	157	180	180	67	112	180	1116
41	Niel Pollock	AUS	192	180	29	145	180	180	180	1086
42	Gary Pope	AUS	84	180	132	180	180	180	138	1074
43	Kazumasa Sekizawa	JPN	240	180	180	180	83	22	158	1043
44	Atae Yamasaki	JPN	0	180	180	180	180	7	0	727
45	Yevhen Verbitskyy	UKR	103	0	80	176	38	81	180	658

Number of maximum in each round

Number of full scores up to each round

F1C team results

1	China	CHN	3951	1	1	6	4	4	3	1	3	5	21
2	Mongolia	MGL	3873	1	1	1	1	1	1	2	6	23	32
3	Great Britain	GBR	3872	9	9	9	6	5	4	3	16	27	29
4	Russia	RUS	3863	1	1	1	1	1	5	4	13	15	34
5	Israel	ISR	3853	7	7	6	7	6	6	5	11	24	33
6	Germany	GER	3809	1	1	1	1	1	1	6	17	19	38
7	USA	USA	3713	1	1	1	8	7	7	7	7	35	37
8	Poland	POL	3692	8	8	8	5	9	9	8	18	30	40
9	Italy	ITA	3686	1	1	1	9	8	8	9	10	36	38
10	Australia	AUS	3480	11	10	11	12	11	10	10	8	41	42
11	Ukraine	UKR	3298	10	12	12	11	12	11	11	1	8	45
12	Japan	JPN	3090	13	11	10	10	10	12	12	14	43	44
13	Canada	CAN	2607	14	13	13	13	13	13	13	20	25	
14	Slovenia	SLO	2533	12	14	14	14	14	14	14	28	30	
15	Austria	AUT	1320	15	15	15	15	15	15	15	4		
16	Finland	FIN	1320	15	15	15	15	15	15	15	12		
17	France	FRA	1304	15	15	15	18	18	17	17	22		
18	Kazakhstan	KAZ	1293	15	15	15	15	15	18	18	25		

The day brightened up and by the third round the sun was shining. A US folder cut at 30ft and dived back to the start line, but the timekeepers were alert and got out of the way. At least this was one of the very few crashes on the line during the Champs. In round 5 Mick Lester dropped a bit more time and John Cuthbert had a tight turn to low altitude then recovered and went away in lift. By the end of the morning there were 26 full scores. The lunch break was reduced to one hour to accommodate the start delay and return to schedule by starting round 6 at 14.00. It was now sunny and quite hot, to the extent of having a few jokes about the contrast to the forecast of afternoon and evening storms.



Unbelievably and sadly Eugene Verbitsky finished last

Round 7 opened quickly with flights by some of those with full scores, Babenko followed by Faux. Ken's climb was good but the air was not. Soon the model was quite low but it eventually sought out enough lift to max and DT quite low. Later at the GB pole John Cuthbert had a poor run and after the motor cut the model ended up diving vertically. It was saved at a remarkably low height by RDT. Later he did his second

attempt and maxed, as did Mick Lester to complete a good afternoon for GB. There was also an RDT incident at the German pole, with a less happy outcome: Claus-Peter Waechter, with all 3 of the team on a full score, had his model off pattern and recover quite low. Team manager Michael Seifert suggested RDT to bring it down, but it was too high and took some time to come down under DT for a 29 sec score. As Michael said, hero if it had come off, villain as it did not. The young Mongolian flyer Namduu Erdenebat also had a poor climb pattern but a mass of Mongolian supporters did their national duty to flap. It seemed to be holding up well very low down, but eventually glided in 20 sec short of the max. This came on top of a last round drop by fellow team member Khishigbat Terbish.



Ken Faux watching the air

There were 19 going through to the flyoff. The team places were settled: China had won, having dropped just 9 seconds, ahead of Mongolia as a result of dropping two of their last round flights. Germany had dropped out of contention with that 28 sec flight, leaving the surprised British team to take third place just one second behind Mongolia.

At 18.00 the wind was blowing down the line so the line was rotated 90° in preparation for the first flyoff. Notable at that time were the very dark clouds over the hills to the north and some team managers questioned if we would continue with the flyoff. They were not approaching us rapidly at that time so the

flyoff went ahead. Most flew soon after the start of the round and appeared to be comfortably away against the background of the dark clouds. However, it was similar to the F1B flyoff in that initial promise did not lead to a certain max. Ken Faux only just cleared three minutes and even the master of the folders Babenko failed to max (on the subject of folders, Fuzeyev is not flying now after this house burnt down earlier this year). Just seven had maxed, the draw was held for the next round and for a time we worked towards a second flight at 19.30. The dark clouds were now drawing nearer, so we allowed teams to bring their cars nearer to the line in case the rain came, but, before there was any rain, an extremely strong wind developed very suddenly and the flyoff was called off. When we went back to base we found the organisation tents had some roof panels torn by the wind and people were holding down the frame. The other jury members then joined me in helping. With cars and buses parked upwind of the tent it survived the next 10 minutes until the wind subsided to just a gale. There had been very little rain at the field but obviously it had rained heavily nearby. On the way back to the hotel there were torrents of water flowing down hills alongside the road. At least my hotel was still accessible – the Aussies had to leave it last year when the river flooded it.

On the line at 6.15 next morning it was damp, overcast and quite dark. The start was delayed until 6.50. The folder of Chinese Yuan Gao was first in the air with a good climb followed by Mike Roberts who lost height on his transition. Erdenebat Batzorig's off pattern climb did not give the Mongolians much encouragement. Truppe made a good climb, and then finally defending champion Roy Summersby and Alexandrov Viacheslav (Ukraine) both climbed very high. When the scores came in Viacheslav had maxed, Summersby only half a minute behind and Yuan Gao almost 2 minutes behind him, all flying folders. It had been a very close call for the decision not to raise the max above 10 minutes to be sure of not needing another flyoff.

Later in the day the non-FAI event the Mixman was flown. This has F1A F1B F1C all flown together with €3000 prize money split between the top three. F1C was being flown to the 2016 motor run of 4 seconds, but it was not this that penalised the F1C models - it was the poor launching and climb in the strong winds that developed in the morning. The Championships had shown a lot of models, particularly folders, to have deficient trim so they often made poor transitions and lost height through stalls or turning tightly, but the wind had models all over the sky and crashing under power. The competition was stopped after three rounds and a flyoff held the next morning, won by Bill Booth (F1B) ahead of F1As of Szilard, Parker and Findahl.

The afternoon was given over to a demonstration of Mongolian activities on the field. These included the start and finish of a cross-country horse race, wrestling, folk singing and an archery competition with a traditional Mongolian bow – this was won by Roy Summersby as the only person to hit the target from all those who tried it.

Sunday had the award ceremony which, like the opening ceremony, was held in the open air at the Chinggis Khan Statue. Again, they were lucky with the sunny but windy weather. It went smoothly, albeit with a few oddities by the “professional” announcer. The F1B individual award was taken over by presentations to the winner by his family in traditional Mongolian clothes. The ceremony concluded with dancing by the timekeepers and then we went to the “banquet”. This was held in the hangar beside the Skyfriends building, initially with far too few tables and chairs set up. There was a long queue for food which had been prepared by the camp kitchen and was more or less the same as that served there at a cost of €7, with the banquet tickets costing €40! The meal was followed by dancing to a local group.

To summarise the event: There were a few problems of communication, such as being told what was happening and when, the banquet was poor value, and the camp site and toilets were of low standard. The varied weather produced a good spread of winners rather than the usual names. The outstanding features were the flying field – I had described it as the best in the world and nobody has proposed an alternative contender – and the keen and very good timekeepers, plus a capable and effective contest director. These, combined with a country new to most people, made it a truly memorable event.

F1ABC Challenge

Place		Total time	F1A time	F1B time	F1C time
1	Israel	11667	3870	3944	3853
2	Russia	11648	3870	3915	3863
3	Great Britain	11507	3817	818	3872
4	Germany	11484	3764	3911	3809
5	China	11333	3435	3947	3951
6	USA	11326	3802	3811	3713
7	Mongolia	11197	3475	3849	3873
8	Poland	11177	3534	3951	3692
9	Ukraine	11061	3803	3960	3298
10	Canada	10197	3677	3913	2607
11	Italy	9862	3668	2508	3686
12	Slovenia	9829	3463	3833	2533
13	Australia	9607	3524	2603	3480
14	Japan	9465	2527	3848	3090
15	France	8801	3823	3674	1304
16	Finland	8786	3601	3865	1320
17	Serbia	7631	3690	3941	
18	DPR Korea	7349	3790	3559	
19	Sweden	7296	3609	3687	
20	Romania	6224	2540	3684	
21	Austria	5660	1091	3249	1320
22	Czech Republic	5217	1257	3960	
23	Lithuania	5112	2533	2579	
24	Kazakhstan	4825	2223	1309	1293
25	Korea	4270	2190	2080	
26	Turkey	3462	1240	2222	
27	Bosnia-Herzegovina	2547	2547		
28	Norway	2534	1259	1275	
29	New Zealand	2524		2524	
30	Bulgaria	2504	2504		
31	Montenegro	1305		1305	
32	Slovakia	1290	1290		
33	Hungary	1282	1282		
34	Switzerland	1251	1251		

TUVSHIN MEMORIAL CUP, ULAANBAATAR, MONGOLIA, JULY 21-23

F1A 44 flew

1	E Ragot	FRA	930	+300
2	J Danier	CAN	930	+275
3	T Sanjaa	MGL	930	+238
4	P Findahl	SWE	930	+228
5	G Chimid	MGL	930	+198
6	M Campbell	AUS	930	+186
7	M Dvorak	CZE	930	+159
8	P Filatov	RUS	930	+112
9	A Persson	SWE	930	+95
10	B Bernard	FRA	930	+86
11	P Barron	USA	930	+76
12	B Van Nest	USA	930	+35
13	A Studnik	ISR	930	+25
14	P Mitchell	AUS	930	+21
15	J Parker	USA	916	
15	H Wang	CHN	916	
17	T Gombosuren	MGL	890	
18	F Aberlenc	FRA	889	
19	B Ganzorig (J)	MGL	888	
19	J Carter	GBR	888	

F1A-Junior 13 flew

1	B Ganzorig	MGL	888
2	G Bayar	MGL	761
3	O Batsaikhan	MGL	738

F1B 28 flew 13 full scores

1	G Mijiddorj	MGL	960	+417
2	S Batsuuri	MGL	960	+404
3	W Booth	USA	960	+398
4	B Erdenedavaa	MGL	960	+378
5	K Dong	CHN	960	+365
5	V Morgan	AUS	960	+365
7	O Pospel	CZE	960	+333
8	M Rigault	FRA	960	+332
9	T Mathews	CAN	960	+305
10	C Hemsworth	AUS	960	+300

F1C 22 flew 12 full scores

1	A Babenko	UKR	960	+600
2	A Kaitechuk	RUS	960	+509
3	Y Perchuk	RUS	960	+476
4	A Vyazov	RUS	960	+459
5	L Yakovenko	RUS	960	+445
6	U Erdenebayar	MGL	960	+434
7	K Terbish	MGL	960	+430

MONGOLIA CUP, ULAANBAATAR, July 24-27**F1A 67 flew**

1	J Danier	CAN	570	+300	+420
2	A Studnik	ISR	570	+300	+409
3	J Parker	USA	570	+300	+342
4	F Aberlenc	FRA	570	+300	+308
5	J Carter	GBR	570	+300	+294
6	A Barron	USA	570	+300	+201
7	C Edge	GBR	570	+300	+191
8	O Findahl	SWE	570	+260	
9	G Chimid	MGL	570	+241	
10	R Koglot	SLO	570	+235	
11	T Weimer	GER	570	+223	
12	T Gombosuren	MGL	570	+191	
13	L Farkas	CAN	570	+180	
14	F Adametz	GER	570	+169	
15	M Mandichev	BUL	570	+162	
16	E Ragot	FRA	570	+154	
17	T Sanjaa	MGL	570	+151	
18	M Wada	JPN	570	+130	
19	D Ikoma	JPN	570		
20	B Baines	GBR	568		
20	S Rosenweig	USA	568		

F1A-Junior 13 flew

1	M Lomov	RUS	548
2	N Gerel-Erdene	MGL	503
3	D Chinzorigt	MGL	419

F1B 49 flew 30 full scores

1	B Davaa	MGL	960	+420	+401
2	O Pospel	CZE	960	+420	+358
3	S Batsuuri	MGL	960	+420	+340
4	B Chimed	MGL	960	+420	+321
5	M Seifert	GER	960	+420	+290
6	O Shabat	ISR	960	+420	+283
7	A Burdov	RUS	960	+420	+278
8	Y Wu	CHN	960	+420	+271
9	T Usenov	RUS	960	+420	+263
10	I Vivchar	UKR	960	+420	+255
11	G Simon	USA	960	+420	+249
12	F Gnass	CAN	960	+420	+248
13	C Hemsworth	AUS	960	+420	+241
14	P Rossiter	AUS	960	+420	+238
15	M Woolner	GBR	960	+420	+204
16	G Mijiddorj	MGL	960	+420	+193
17	O Abramov	RUS	960	+420	+180
18	J Cheneau	FRA	960	+420	+148
19	L Horak	CAN	960	+420	+4
20	T Mathews	CAN	960	+413	

F1B-Junior 2 flew

1	P Lomov	RUS	948
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F1C 24 flew 15 full scores

1	A Vyazov	RUS	960	+420	+379
2	A Elyakim	ISR	960	+420	+275
3	E Batzorigt	MGL	960	+420	+246
4	A Ezure	JPN	960	+420	+240
5	M Sondhauss	GER	960	+348	
6	Y Perchuk	RUS	960	+337	
7	K Terbish	MGL	960	+259	
8	A Babenko	UKR	960	+243	
9	Y Shvedenkov	CAN	960	+236	
10	C Waechtler	GER	960	+226	
11	B Jamiyan	MGL	960	+211	
12	E Ulzii	MGL	960	+190	

F1P-Junior 2 flew

1	P Ganbaatar	MGL	719
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Mixman Aug 1 47 flew 240+180+180

1	W Booth	USA	+274	F1B
2	S Sijjarto	ROU	+267	F1A
3	J Parker	USA	+265	F1A
4	P Findahl	SWE	+254	F1A
5	F Adametz	GER	+237	F1A
6	A Studnik	ISR	+221	F1A

HURON CUP, TOTTENHAM, CANADA, JULY 11**F1A 7 flew 4 full scores**

1	J Danier	CAN	930	+296	+400
2	S Rosenzweig	USA	930	+296	+243
3	L Farkas	CAN	930	+244	
4	I Fradkin	USA	930	+181	

F1B 10 flew 9 full scores

1	T Mathews	CAN	960	+408
2	A Schlosberg	USA	960	+364
3	T Vaccaro	USA	960	+362
4	O Weisflener	ISR	960	+361
5	F Gnass	CAN	960	+349

F1C 1 flew

1	Y Shvedenkov	CAN	960
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CANADA CUP, BORDEN, ON, CANADA, JULY 12**F1A 7 flew**

1	J Danier	CAN	1260
2	T Boyadzhiev	CAN	1241
3	C Lenartowicz	CAN	1211
4	V Nikolajevs	CAN	1190

F1B 8 flew

1	T Mathews	CAN	1508
2	T Vaccaro	USA	1462
3	O Weisfalner	ISR	1422
4	F Gnass	CAN	1419

F1C 1 flew

1	Y Shvedenkov	CAN	1187
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DENVER WORLD CUP EVENTS JULY 10-12

Ian Kaynes: The two events in Denver were very poorly supported this year, doubtless because many of the American FAI flyers were just about to leave for Mongolia. Remarkably the best supported event was F1E, and that was followed by F1Q. The two F1E events were both flown on July 10 with four flights each to a 180 max. All flights were made from the same position, with an adjustment of line needed near the end of the second competition. MMM members again ferried competitors to the hill and did almost all the retrieving. Mike and Cade Fedor were also flying with Matt Gewain F1As without any steering. Their performance included one max, but their numbers were not counted in the World Cup results since they

did not have FAI licences. As often happens in F1E in USA, Peter Brocks won both events, despite having a couple of attempts when his wing came loose during launch. Peter also won both F1A events as the only flyer in that class,

Centennial Cup

F1A 1 flew July 11

1 P Brocks USA 779

F1B 1 flew July 11

1 J Pivonka USA 753

F1Q 2 flew July 11

1 J Murphy USA 989

F1E 4 flew July 10

1 P Brocks USA 368.24

2 I Kaynes GBR 288.53

Tui Cup of New Zealand

F1A 1 flew July 12

1 P Brocks USA 1160

F1B 1 flew July 12

1 J Pivonka USA 1248

F1C 1 flew July 12

1 C Etherington USA 1226

F1Q 2 flew July 12

1 J Murphy USA 1114

F1E 4 flew July 10

1 P Brocks USA 327.78

2 T Ioerger USA 289.45

FAI FREE FLIGHT WORLD CUP

F1A

1 P Findahl SWE 214
2 J Danier CAN 201
3 I Bezak SVK 196
4 R Koglot SLO 196
5 M Kosonozhkin RUS 146
6 K Huber SWE 130
7 L Malila SUI 129
8 F Aberlenc FRA 127
9 J Carter GBR 115
10 A Studnik ISR 113

F1B

1 A Andriukov USA 214
2 B Eimar SWE 184
3 B Silz GER 179
4 E Gorban UKR 168
5 A Krawiec POL 154
6 O Kulakovsky UKR 154
7 I Vivchar UKR 153
8 D Larsen NOR 150
9 B Gostojic (J) SRB 134
10 E Gorban-jr UKR 133

F1A-Junior

1 A Kidron ISR 191
2 G Yair ISR 171
3 K Mannik EST 140
4 M Lomov RUS 134
5 S Zachara SVK 133
6 S Lipcsei HUN 122

F1B-Junior

1 B Gostojic SRB 201
2 R-Ats Saatvali EST 200
3 P Lomov RUS 192
4 S Malkhasyan USA 150
5 V Dreier LAT 120
6 B Bilewicz POL 100

F1C

1 A Vyazov RUS 210
2 V Sychov SLO 205
3 L Patocs HUN 181
4 R Truppe AUT 165
5 A Babenko UKR 151
6 J Roots EST 142
7 Y Shvedenkov CAN 119
8 B Bauer HUN 110
9 J Cuthbert GBR 91
10 B Erdenebat MGL 81

F1E

1 S Kubit POL 151
2 P Brocks USA 150
3 J Blazek CZE 146
4 F Doupovec CZE 128
5 M Popescu ROU 127
6 A Roux FRA 118
7 I Kaynes GBR 117
8 A Draghici ROU 110
9 M Drmla SVK 108
10 W Dziuba POL 97

F1P-Junior

1 S Malkhasyan USA 100
2 M Poliakov RUS 51
3 P Ganbaatar MGL 50

F1Q

1 G Milak HUN 191
2 J Murphy USA 141
3 A Milak HUN 130
4 A Lindner GER 120
5 I Kaynes GBR 110
6 M Amthor GER 92
7 V Racz HUN 90

F1E-Junior

1 L Anca ROU 172
2 V Drmla SVK 153
3 J Kabacinski POL 142

BMFA 5TH AREA MEETING, JUNE 28

F1H 24 flew

1 C Parry Biggles 9.25
2 A Cameron Crawley 8.59
3 P Tribe Bristol & West 8.28
4 D Thompson Croydon 8.25
5 M Gibbs Bristol & West 8.09
6 D Cox Crookham 7.52
7 R Heap Biggles 7.47
8 P Seeley Bristol & West 7.41
9 S Church C.V.A 7.27
10 S Heap (J) Biggles 7.26
11 P Wodhouse Morley 7.10
12 T White Bristol & West 6.48

E36 14 flew

1 P Watson MIDFFC 6.00 +1.23
2 J Patton Crookham 6.00 +1.08
3 P Tolhurst Crookham 6.00 +1.03
4 J Thompson SAM1066 6.00 +0.53
5 R Elliott Croydon 6.00 +0.24
6 P Hall Crookham 6.00
7 C Redrup Crookham 5.57

CO2 7 flew

1 T Grey Crookham 6.00 +3.21
2 J Northrop Morley 6.00 +1.04
3 D Powis C.V.A 5.54

F1G 11 flew

1 A Brocklehurst Bristol & West 9.35
1 T Tyson Crookham 9.35
3 A Moorhouse Vikings 9.29
4 M Stagg Bristol & West 9.06
5 P Seeley Bristol & West 8.49

F1J 5 flew, 4 F/O

1 P Watson MIDFFC 10.00 +4.54
2 S Dixon Birmingham 10.00 +3.57

1/2 A Power 7 flew

1 A Chilton Crookham 4.33
2 M Wills Bristol & West 4.20
3 J Deeming Bristol & West 3.13

BMFA 6TH AREA MEETING, JULY 12

Area

Weather

Midland Heavy rain earlier then bright and Breezy
Western
London Cloudy light rain 12 to 20 +
South East Overcast, light rain 15+
Southern 15+ rain all day

F1A KMAA Trophy 16 flew

1 S Darmon Birmingham 12.30 +2.06
2 J Cooper Biggles 11.43
3 P Williams Richmond 10.38
4 M Gibbs Bristol & West 10.16
5 P Tribe Bristol & West 10.10
6 P Rovensky Bristol & West 8.38
7 B Bow Bristol & West 8.19
8 N Parry Biggles 8.05

P30 8 flew

1 C Redrup Crookham 6.00 +2.15
2 D Davitt Morley 5.56
3 W Dennis Grantham 5.50
4 D Taylor Grantham 5.11

Vintage Rubber/Power 8 flew

1 S Willis Croydon 7.26
2 P Ball Grantham 6.59
3 J Patton Crookham 6.50
3 P Seeley Bristol & West 6.50

F1Q 3 flew

1	T Grey	Crookham	12.3	+3.40
2	C Strachan	Biggles	11.32	

SLOP 9 flew

1	S Barnes	Morley	7.30
2	P Ball	Grantham	7.02
3	S Dixon	Birmingham	6.53
4	F A Rushby	Cleemac	6.28

Tailless 9 flew

1	S Willis	Croydon	6.59
2	E Stevens	Bristol & West	6.18
3	M Marshall	IVCMAC	5.33
4	D Taylor	Grantham	5.06

Plugge

		4th Area		5th Area			6th Area			Total
		CP	E30	CP	FIH	CO2	1/2A	F1A	F1Q	TL
1	Bristol & W	116	91	123	175	43	157	156		89
2	Crookham	177	175	172	79	114	100	44	100	55
3	CVA	8	33	122	105	71	100	31	33	100
4	Biggles	77	42	94	175	57		150	67	11
5	Morley		175	61	104	115		13		
6	Grantham							13		67
7	Croydon			178	113					100
8	East Grinstead									
9	Birmingham		67					131		
10	Vikings	31								
11	N Luffenham	169								
12	Crawley				113			19		
13	Cleemac	23								
14	Impington									78

BMFA FREE FLIGHT CHAMPIONSHIPS

					L Gala		Nationals						Total
		Area 1	Area 2	Area 3	NGala	Day 1	Day 2	Day 1	Day 2	Day 3	Area 4	Area 5	Area 6
1	P Ball	12	15	15	9	11	13	10	5.5	5	4		12
2	A Shepherd	9	3	4			12	9	2	12	8		59
3	T Grey	9	2	6	2	3	4	10	2	7		9	3
4	S Willis		8		10				7.5		11		18
5	C Redrup	6	9			5	5	10		4	3		9
6	C Parry		7		3	6	9			6		9	
7	D Davitt	3			12			1	5	2	9		6
8	P Watson						6		5.5		9	15	
9	S Dixon	4		6	3		4		5.5			4	4
10	P Tolhurst					3	8	3	1	4	6	4.5	
11	C Strachan	4		9	1				2	1	6	3	2
12	S Barnes	6			2			2		7			9
13	C Foster	3			10					12			
15	M Marshall				2	3	2	5		9			4
16	A Jack			9	1			3	6.5	3	2		

OXFORD FREE FLIGHT RALLY, PORT MEADOW, JUNE 20-12

By Andrew Crisp

The afternoon before the Champagne flyoffs saw a torrential downpour. Six inches of water in the car park. By six o'clock it had stopped, leading to a beautiful evening for our sort of flying. Sunday was a typical English summer's day, quite breezy and as turbulent as the very devil. At least it did not rain, and the cattle kept a respectable distance from the activities.

Entries were modest this year – not up to our heyday in the '90s when there were upwards of 200 across the board. Still, we're getting older, the competition calendar is rather crowded

at this time of year, and, although it is sad to say, quite a few erstwhile flyers have fallen off life's diving board.

The wind off the river from the NW was never that strong, but models got thrown around a bit. Hit lift and you could DT after 1.30 (the max) at several hundred feet. Miss the lift and you'd be lucky to make a minute. Thus there were only two flyoffs of the land-in-the-field variety in events E30/P30/CO2 combined and mini vintage rubber for the Ian MacDonald Trophy. The former was won by Trevor Grey, flying electric, beating Chris Redrup's smart little P30. The latter was won by Andrew Longhurst flying the rarely modelled Chad 30, free-wheeling prop and all. Redrup also had to be content with second here with his Marcus Dinahmite, although he did become overall Gala Champ by a handsome margin.

Hi-Start glider was included for the first time. Although not overly subscribed, it was convincingly won by Simon Milan with what can only be described as a Woodhouse Wichita scaled down to the obligatory 36" span. Simon has recently returned to competition free flight after a 40 year break and was justifiably pleased with his first ever win.

This year we were honoured to have Paul Lagan with us, en route, as it were, to Mongolia. New Zealander Paul of course has had several F1A and B top five placings over the years in world championships and continued the run at Oxford with a second to Bill Colledge in the HLG/Catapult glider on the Saturday evening, and second to Peter Tolhurst in the same class on the Sunday. A contest trend in catapult gliders is the use of rather extreme multi-panel dihedral on the wing. One of Paul's gliders bucked this trend by having simple V dihedral in the manner of a vintage job. The launch pattern was superb, and the pull-out into the glide very smooth.

Saturday**HLG/Cat 5x1.00**

1	W Colledge	4.26
2	P Lagan	4.06
3	P Tolhurst	3.08

F1G 1.00+1.30+2.30

1	J Paton	4.32
2	D Greaves	4.08

Sunday**F1H 8 entries 5x1.30**

1	P Tribe	6.53
2	R Heap	6.09
3	J Cooper	5.42

F1G 12 entries 5x1.30

1	R Vaughn	7.30
2	P Lagan	7.29
3	C Redrup	6.45

3x1.30**Hi-Start Glider 5 entries**

1	S Milan	3.36
2	R Kimber	3.07
3	A Longhurst	1.36

E30/P30/CO2 9 entries

1	T Grey	4.30+2.17
2	C Redrup	4.30+1.23
3	R Briginshaw	4.30

Tailless R/G 6 entries

1	C Strachan	4.30
2	M Marshall	4.22
3	D Taylor	3.55

HLG/Cat 7 entries 7x1.00

1	P Tolhurst	5.39
2	P Lagan	4.57
3	R Fryer	3.43

Vintage & Classic Glider 7 entries

1	A Longhurst	4.15	Nord
2	C Parry	4.02	Caprice
3	R Heap	2.46	Caprice

Vintage Rubber 8 entries

1	A Longhurst	4.30 +1.59	Chad 30
2	C Redrup	4.30 +1.38	Dinamite
3	R Fryer	4.30	Senator

Junior

1	Sam Heap	4.52	F1H
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Gala Champion

1	C Redrup	15.45
2	P Lagan	12.26
3	P Tolhurst	11.47

ODIHAM 67TH FF RALLY, JULY 18

By John Thompson

It turned out a grand sunny day, a trifle windy though, but much better than was forecast.

There was much violent turbulence and big boomers that carried quite few models on DT well out of the airfield generally to the north east thus necessitating long car retrievals, as the only way out of the airfield is via the main gate

Because of security arrangements all modellers and their cars are preregistered and individual passes both for people and cars are issued and must be carried at all times. Some 63 people registered with arrivals totalling 60 on the day.

Total costs including MOD Licence fees and prizes amounted to £688, with income from preregistration and comp entry fees together with donations (notably Croydon) totalled £948, permitting us to send a cheque for £260 to the Station Commander made out to the RAF Benevolent Fund. A very happy outcome.

The event could not be run without acknowledging assistance of the RAF with the administration and the Liaison Officer of the Day Fl Lt Sparks, together with the very helpful local farmer Mr Benford. Sally and Ted Challis would like to take this opportunity of thanking Dave Cox and Dave Etherton (especially the latter who is an "E type" climbing trees) for their help in recovering Ted's model.

The max was set at 90 seconds with penalty type DT fly offs to keep models within the airfield.

A couple of highlights of the day, Pete Cameron in his first contest since reaching 90 years of age last November, maxed out in A1. Beat that if you can!

During the afternoon the farmer shepherded a flock of sheep that did not want to cooperate across the field near to our control, to a field within the confines of the airfield.

E36	V Glider	A1
1 R Elliott	1 B Taylor	1 C Parry
2 T Grey	2 K Taylor	2 P Cameron
3 P Jellis	3 D Cox	3 G Madelin
CLG	V Wake	Tailless
1 N Peppiatt	1 P Jackson	1 T Challis
2 T Horsey	2 J Andrews	2 A Longhurst
3 S Brewer	3 B Owston	
CdH	L/W Rubber	
1 P Hall	1 T Tyson	
2 R Vaughn	2 A Longhurst	
3 J Paton	3 J Thatcher	

SOUTHERN COUPE LEAGUE

Fourth Round of Southern Coupe League - Southern Area BMFA Rally

By Peter Hall

Cricket has Lord's, golf St. Andrews, tennis Wimbledon, free flight has Odiham. The Rally was the sixty-seventh annual event at Odiham. Many of the models on view were no doubt replicas of those flown at that first event in nineteen forty-eight. No doubt several of the participants were originals.

Out of the sixty who registered, only eight flew combined CdH/Vintage coupe. I can only assume that all the other coupe flyers are resting up in Greek villas, doing their bit for the economy. It was a lovely midsummer day, breezy and blue with cumulus. The ninety second max. guaranteed a field recovery; five of the six CdH flyers voted for a three rounds instead of five allowing a leisurely lunch and conversation, and a sixty-second DT fly-off ensured that no-one would be late for

dinner. Sun loungers and picnic tables were deployed and everyone settled down for a relaxed adrenalin-free day.

The average CdH motor run is around forty-five seconds so you could only fail to max. if your model came down faster than it went up. How could you lose? Yet five out of the eight flyers dropped flights demonstrating yet again that a reduced max. doesn't seem to help as much as you would expect. It may be that one's competitive ardour diminishes in less challenging circumstances, and air-picking sensitivity is less acute. There was plenty of lift about, Jim Paton's second flight was out of the field for over six minutes o.o.s., and of course plenty of sink. Promising climbs starting in good air were let down after flying out of it on the glide. Flying coupes in this weather is very chancy, they will climb out of sight at an alarming rate fully DT'd in a boomer, so straining your antenna to launch in lift is a good way to lose the model; you need to pick neutral air which is like predicting that the coin will fall on its edge rather than on head or tail. P. Hall had the answer, flying two rounds with a tip-up wing and tail thermal -beating special which is guaranteed to come down, reverting to a standard model for the DT fly-off.

By fly-off at four-thirty alto stratus had replaced the cumulus and the breeze was cool with fewer lulls. Jim Paton (clockwork timer with scroll, not easy to set) flew first and was looking good but DT'd five seconds early. Roy Vaughn and Peter Hall waited to the last minute for the next lull. Roy (electronic timer, foolproof, deadly accurate) climbed well but DT'd four seconds late. Apparently the DT was difficult to see. Peter (Tomy timer, with wire peg releases. Heath Robinson) got a more shallow climb but glided into good air and DT'd one second over. The DT over-run penalties were applied - minus two seconds for each extra second of DT time, giving the results as per the table. With three rounds to go the league table looks interesting. Leader Allan Brocklehurst, is threatened by four Crookhamites, but three Bristol and Westers, are hovering near. The next round is The Southern Gala on Salisbury Plain August 22nd.

		maxes	score			maxes	score
1	P Hall	3	15	5	A Brocklehurst	2	8
2	R Vaughn	3	12	6	D Thomson	1	6
3	J Paton	3	11	7	P Jackson	1	5
4	P Tolhurst	2	9	8	B Stichbury	0	3

League

			Odiham	total
1	A Brocklehurst	Bristol & West	8	34
2	P Tolhurst	Crookham	9	30
3	R Vaughn	Crookham	12	29
4	P Hall	Crookham	15	26
4	J Paton	Crookham	11	26
6	M Stagg	Bristol & West		19
7	D Thomson	Croydon	6	14
8	P Lagan	N Zealand		13
9	D Greaves	Bristol & West		12
10	C Redrup	Crookham		11
11	D Neil	Bristol & West		8
11	A Moorhouse			8
13	C Chapman	Bristol & West		6
13	M Marshall	Impington		6
15	P Seeley	Bristol & West		5
15	N Allen	East Grinstead		5
15	J White	Croydon		5
15	P Jackson	Croydon	5	5

SALISBURY PLAIN AREA 8

Trimming and Sport Flying at Salisbury Plain Area 8 will return to the original programmed dates from 1 August 2015. All BMFA members that held a permit at the time that the restrictions were introduced will automatically have a new permit application form issued to them by the BMFA office. The permit application includes new rules that must be adhered by to satisfy the licence issued to the BMFA by the Army. The

main change is that adequate Red Card holders must be present at all times that flying is taking place and that they inform the Army control room before flying starts and after flying has finished for the day.

If you didn't have a permit earlier in the year but would like to apply for one now please write to the BMFA at: BMFA, Chacksfield House, 31 St. Andrews Road, Leicester LE2 8RE.

Ask for a Salisbury Plain Permit application form and mark your envelope SPTA

JOE FLYNN'S MODELS

My late dad who was a well known FF enthusiast, competitor and contributor to all things Free Flight passed away in April 2014, he suffered from Dementia for a few years before his death so had not been involved for a while. I have 2 large model boxes used for transporting his models and the models themselves contained in them obviously these are from a few years back but appear complete and useable. The following is a list of what is contained in the boxes.

BOX 1 : 2 Fuselage with electric motors , 1 large fuselage with same , 2 two piece [rubber] fuselages with timers , 1 rubber motor winding att [metal pipe] , 4 pairs of front wings , 9 foil covered small wings , 1 towing line / winder for gliders , 2 small fuselage with timers and 1 small fuselage without timer .

BOX 2 : 1 large glider fuselage with timer , 1 small glider fuselage with timer , 3 box shaped large fuselages with timers removed and one is slightly damaged , 3 large one piece front wings , 1 large 2 piece front wing , 1 smaller two piece front wing [damaged] , propellers for rubber model , front and back wings for small models and some polystyrene blocks for wing templates .

Any money that can be raised would be donated to support Blind Footballers which was a cause very dear to his heart. I would fully understand if you could not help but I will thank you anyway not least for the kindness and help shown to my mum by all in the free flight world. Contact Peter Flynn, tel 01925 820469.

FAI FREE FLIGHT RANKING

Ranking for July 1. Full details at www.freeflightnews.org.uk/ranking/latest.htm

Rank	country	points	pts	places	recent results	comments on changes
F1A						
1	Per Findahl	SWE	285	+5 +37	SZ15=54+1 SE15=54 DK15=53	3 wins at Rinkaby
2	Jama Danier	CAN	278	-1 -9		
3	Anton Gorsky	RUS	263	-1 -12	DK15=43 SE15=0-13	
4	Mikhail Kosonozhkin	RUS	252	+1 0	NO15=55 DK15=33 SZ15=0-14	
5	Roland Koglot	SLO	240	-2 -15	SM15=0-11 SZ15=0-14	poor results in Srem cup and Szabo Miklos
6	Szilard Szijarto	ROU	239	1 +27	SL15=47+1 DZ15=32	
F1B						
1	Alexander Andriukov	USA	318	0 +11	DK15=53 NO15=53	2 wins at Rinkaby
2	Bernd Silz	GER	269	+1 +29	SZ15=52 DK15=43	wind and second at Rinkaby
3	Anatoli Ribchenkov	RUS	259	+4 +29	SF15=51 IC15=41	win in Sofia, 2ns Istanbul
4	Evgeny Gorban	UKR	258	-2		
5	Timur Useynov	RUS	257	0 +20	KA15=50 NK15=30	first and third in Kazakhstan
6	Adam Krawiec	POL	248	0 +13	HE15=50	win at Herend Cup
F1C						
1	Volodymyr Sychov	SLO	307	0 +7	SL15=52 HE15=52 SZ15=0-1	
2	Juri Roots	EST	287	+14+112	SE15=50 DK15=50 SL15=42	good results at Rinkaby
3	Alexandr Vyazov	RUS	280	+5 +60	KA15=50 NK15=50	2 wins in Kazakhstan
4	Nikolay Rekhin	RUS	278	-2 -16		
5	Reinhard Truppe	AUT	276	-2 -3	SL15=0-2	
6	Viacheslav Aleksandrov	UKR	264	-2 -3		
F1E						
1	Frantisek Kanczok	POL	227	0 -20		
2	Stanislaw Kubit	POL	220	+2 +14	NM15=51 RW15=0-8 PC15=0-12	win in Slovakia, poor results in Romania
3	Florian Winker	GER	199	0 -9		
4	Peter Brocks	USA	195	-2 -2		reduced score from 2014 contests
5	Jiri Blazek	CZE	188	+13 +77	VL15=54+2 CP15=23 NM15=0-2	
6	Adrian Draghici	ROU	171	+22 +89	PC15=23+1 NM15=21+1 RW15=22 VL15=20+1	

UK COMPETITION NEWS

TIMPERLEY FREE FLIGHT GALA – CONFIRMATION.
On Sunday August 16 at North Luffenham. Thanks to the MoD granting a Licence for use of the airfield, the Gala will be held just as hoped. Details remain as:- Traditional club organised Gala - Trophies, prizes, magazine report, etc.

Events: Combined rubber, glider, i.c.power, HLG/CLG, mini vintage.

Contests 10.00 till 5.30, normal flyoffs thereafter.

Contact: John O'Donnell. 01942 211742

CROOKHAM GALA. A reminder that the Gala will be held on Sunday September 20 on Salisbury Plain. The following classes will be flown:

- George Fuller power for the George Fuller trophy. Any George Fuller design, 12 sec run without functions, 7 sec with.
- Coupe d'Hiver, combined ancient and modern for the Crookham F1G trophy. Prize for highest placed vintage Coupe.

- Combined glider to BMFA rules

- E36 to BMFA rules

- Combined chuck/catapult glider

Contact Roy Vaughn roy.vaughn@btinternet.com 01344 779071

NFFS SYMPOSIUM REPORTS

The 2015 NFFS Symposium Reports are now available from FFN. More details of contents in FFN next month. The prices have increased slightly this year, reflecting the dollar exchange rate. Prices including postage are:

£25.60 in the UK, £30.70 in Europe, £35 worldwide outside Europe. Note that for those outside Europe it may be cheaper to buy direct from NFFS. Order by sending a cheque payable to Free Flight News to FFN or buy via the website at www.freeflightnews.org.uk/ffnbuy.htm