

FREE FLIGHT news




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FFn DIARY

September 5-6 Sculthorpe	BMFA Team Selection part 1. F1A, F1B, F1C. Pre-entry only, now closed. Plus on 6th Sept (Sun) Vintage Glider, Classic R/P, P30. Contact: Phil Ball 01332 665361. e-mail: phil.ball@ntlworld.com	September 19 Zabokreký nad Nitrou, Slovakia	Hogo cup. F1A F1B F1C. World Cup event. Contact: Ivan Bezak, tel: +421 907 480 222, ivanbezak@hotmail.com www.hogocup.sk
September 11-13 Chernigiv, Ukraine	Victor Stamov Cup. F1A F1B F1C F1P. World Cup event.. Contact: Liudmyla Stamova, tel: +380 44 402 79 32 email: stamov@hotmail.com http://www.F1U.org	September 20 Toszek, Poland	16th Governor's Cup. F1E. World Cup event. Contact: Marek Lysakowski, tel: +48 78374 2244 mlysakowski@poczta.onet.pl
September 12 Tourtenay, France	11th F1E Poitou Charentes. F1E. World Cup event. Contact: André Trachez, tel: +33 6 08 57 35 50, email: andre.trachez@laposte.net	September 20 Salisbury Plain	Crookham Gala. See FFn 1501 and 1508. George Fuller Power, CdH comb ancient & modern, Comb G, E36, Comb HLG/CLG. Contact Roy Vaughn, tel: 01344 779071 roy.vaughn@btinternet.com .
September 13 St Jean de Sauves, France	Poitou Moncontour F1E. World Cup event. Contact: Benoit Jacquemin t:+3360800 2780 benoit.jacquemin@vol-libre-moncontourois.fr	September 26 Salonta, Romania	Arva János Memorial Contest. F1A F1B F1C F1Q. Contact: Guti József, , tel: +36 20 363 5573, email: gutijozsef74@gmail.com web: http://dobosistvanmk.lapunk.hu
September 13 Area venues	BMFA 7th Area.. Classic Glider (Plugge), C/R Team (Farrow / Plugge), F1C (Buskell), C/E, Classic R/P (Plugge), HLG-CLG.	September 26-27 Prilep, Former Yugoslav Rep. of Macedonia	26 th : Prilep Cup, 27 th Macedonia World Cup. F1A F1B F1C F1P F1Q. World Cup events. Contact: Zdravko Todoroski, tel: +389 72 247 606, zdravkot@t-home.mk www.prilepcup.info
September 18-20 Samara, Russia	Almaty Cup. F1A F1B F1C F1P F1G F1H. World Cup event. Contact: Dzhamel Bekeyev, tel: +7 927 7022071, email: old@mail.ru http://www.aviasamara.ru	September 26-27 Salisbury Plain	26 th Stonehenge Cup, 27 th Equinox Cup. F1A, F1B, F1C/P, F1Q. World Cup event. Contact: John Carter 01782 398816. carterbuild@yahoo.co.uk
September 18 Gliwice, Poland	Friendship Cup of Ukraine. F1E. World Cup event. Contact: pol. Jan Wojtak, tel: +48 32 300 40 74, email: jan.wojtak@interia.pl	September 26 Salisbury Plain	F1H at Stonehenge Cup. HEC event. Start 10.00 no rounds. Contact Gary Madelin, 07831 494378 gary.f1h@gmail.com
September 18-20 Levski, Bulgaria	Bulgaria Cup. F1A F1B F1C F1P F1H. World Cup. Contact: Valentin Savov, t +359 888 408940 valio@dir.bg www.flabc.com	September 27 Salisbury Plain	F1J at Equinox Cup. Counting towards F1J Euro challenge, 9.30 start, no rounds. Contact Simon Dixon or Dixonfamily100@yahoo.co.uk http://f1jeurochallenge.jimdo.com
September 19 Toszek, Poland	Toszek Cup. F1E. World Cup event. Contact: Stanislaw Kubit, tel: +48 601 420 383, email: qbit@digip.pl		

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WORLD CHAMPIONSHIPS IN MONGOLIA

Thoughts from a few of the Brits who were there

Edited by Michael Warren

Five of the British teams and supporters have been kind enough to send their observations. **Chris Edge**, for example, gave us a lively start with his judgement of the location...

Let's get one thing clear from the beginning – the site is the best in the world for free flight. For the UK readers, think the size of Salisbury Plain (all of it) the beauty of Newbigging, the short grass of Barkston Heath and the flatness of Church Fenton – then make everything five times bigger, better, more impressive. There are no trees, no dykes, no roads, no power lines, few buildings, but there are the odd gers two miles away (we got to them), super-herds of goats and sheep, kites, vultures, etc, etc. If you fly anywhere before you hang up your towline, go to Mongolia.

Peter Tribe was impressed both by the team's drivers and the timekeepers overall...

We had hired six 'people carriers' complete with drivers (as recommended to visitors to Mongolia – there are few if any road signs to direct you). Our driver appeared to have little knowledge of what was expected of him, but he and the rest of the drivers (who had never met before) quickly adapted and surpassed our expectations. They were on hand virtually 24 hours a day for 12 days, they were always on time (they stayed in the guest annex or in one of the gers associated with our guest house), assisted in carrying our equipment to and from the cars and all over the flying field – they were exceptionally helpful and useful.

About 70 or 80 students had been recruited from the local schools/university for time keeping. They had clearly been very well trained in their duties, and had further training sessions as the championship proceeded. I cannot imagine that they expected to be living in such a remote area, or sitting out on the flying field for about ten days, in all sorts of weather, just to time strange peoples' model flying machines, but they were all totally enthusiastic, attentive, happy, friendly and accurate timekeepers, and just about everyone was impressed with their performance. I was checking timing all of our 65 or so contest flights, and there was not a single instance of any inaccuracies. Even their F1C engine run timings were within about 0.1 to 0.2 seconds of my own.

Back to **Chris Edge**...

The weather we experienced was not consistent but, importantly, it led to worthy winners. I flew F1H with the Sky Kids first. Imagine 40 and more keen youngsters being bussed to a contest (reminds me of my days going to the Cranfield Rally) and being helped to fly by their coaches against the likes of Findahl, Parker, etc. It started calm, got calmer, then really windy after lunch – we stopped after four rounds as our old legs were struggling. Not so some of the Sky Kids who maxed in the strong, small lift and showed future promise. The next day I flew F1A and again the contest was stopped after three rounds due to wind near the limit. We flew off in the evening with practice flights of the great and glorious being to almost unfeasible heights. I snuck away to do a 5 minute max with only a few others, those hero launches not removing the need to find air (the thermal doesn't know how high the model launched to). Having said that, Jama Danier did 7 in the last FO (fly-off) with the future World Champ. Slinky black things (SBTs) do have a place in still air.

I sat down at 06:30 for F1A day and was allocated to a pole with 'Johnny'. Like Chinzo and Stig (not his real name but I

couldn't pronounce it and I was pleased to learn that he had never heard of 'Top Gear') these youngsters, all school children and some aeromodellers, were polite, conscientious, had a great sense of humour and were very well drilled by the CD in the necessary skills to time models; of course it wouldn't happen like that in England. As an old lag I was welcomed by all and enjoyed my time on the poles.

Glider day came and went without much incident. I did learn that the early morning inversion layer favoured the non-LDAs (aka 'classic' glider). Come the 10 minute flyoff the following morning I did wonder if a well-launched, long classic model flown late could have snatched it – I suspect it could. Certainly LDAs were being affected more in the small but strong lift where a good thermal model excelled. Flights did go a long way in the afternoon, with Brian Baines crossing the ridge to the east. Brian in his 70s is of course still a mere child compared to Pete Allnutt who was celebrating, along with Eugene Verbitsky, 50 years of World Championships – neither seem keen to want to stop despite not making the flyoffs.

Two hot favourites were Jama Danier (CDN) and Anton Gorsky (RUS) who both had problems with their SBTs. Jama clearly didn't enjoy the wind and was staying on the ground in the latter rounds and awaiting instructions on likely thermal activity before doing an up and off. I'm told his final FO launch was a bit right and stalled on transition. Gorsky had, er, 'software' problems; his superb launch saw the line remain attached until 5 seconds after the bunt, the stall as it finally fell off killed any hope, but he did rather enjoy himself later, at the banquet, despite the poor result.

F1B day saw similar conditions and with Chinzo I timed many close flights. At various times Germans, Swedes, Ukrainians and others ran past us uttering helpful comments to their model as they sagged on climb and glide – some had the walk of shame to deal with if it didn't go their way. The Brits were on a roll, good early extended maxes and getting in the groove as the wind picked up later. I missed the unfortunate incident on round 6 but at least the model was saved by RCDT – not uncommon on F1C day either, so an obvious benefit now it is mandatory for 'C' from 2016.

In the preceding open international, eagle-lover and rubber twiddler, Mike Woolner and I discussed flying with 'locals', the Mongolian F1B flyers who clearly understood the air better than all others. In the 5 minute FO Mike flew just slightly late of the first group and, like many other flights at that time and day, all the wiggling that models do when close to good air didn't open the door – the thermal just said 'no'. The 'local' of course went on to win and deservedly so, his joy being recorded by the national TV station MNB who filmed all day, every day; see the following for A to C days:

http://tv.onair.mn/842671/watch_archive/mnb/2015-08-07

http://tv.onair.mn/842960/watch_archive/mnb/2015-08-08

http://tv.onair.mn/843424/watch_archive/mnb/2015-08-09

For C day I was getting weary of the long hours, especially as the forecast predicted rain. The first round delay had models covered in various plastic sheets which got so heavy that they were having to be removed and drained off! Nylon lines shortened and then broke which meant some flew late in the round including Verbitsky. His first flight stalled badly and it was seen that his tail was skewed on the fuselage. Worst was to come as Stig and I timed an overrun (no doubt, over 6 seconds) after a flat launch right at the end of round 2. I felt the need to go over and apologise for having to give him a zero and whilst he shrugged it off I could tell it hurt.

Many of the drops came in the rounds before lunch, with models dying over the line, mainly due to poor transitions. By then we already knew tails weren't working well (perhaps the only real altitude impact on models that were seen) and stall recovery was perhaps another one. The two rounds after lunch were, by now, classic small thermals with Mick Lester having a boomer whilst John Cuthbert had a real last-round scraper that ensured a British Team medal. It was interesting to note that the 'British' launching technique, two handed with one hand on the end of the boom, is becoming increasingly popular.

The 5 minute FO was a replay of the B one, with the thermal passing just before the round started and some getting away with it. The video of the low numbered poles is very instructive (see www.y.com/watch?v=3HCbcL_yhek). Summersby launches at 19, Gao at 41 and Ken Faux at 55 seconds; the first two got the air and Ken got an almost unbelievable sink rate. Then the storm hit.

The field didn't get the rain and hail but it did get the wind which trashed the beer tent at Masa Camp. The Brits drove back through a hail storm (see www.youtube.com/watch?v=nuGSrZS4ok) but within a few hours it had all drained away, albeit leaving the rivers swollen.

Of all the mass-produced models it was great to see a home-built folder with unusually a geared Fora (thrown hard!) winning in the hands of Alexandrov Viacheslav who managed the 10 minute max the following morning, Roy's stall off transition being the difference for him.

To my mind the open internationals and Champs FOs showed that being impetuous wasn't the right virtue. All of the key FOs had maxing air towards the latter stages, the most beautiful flight being Mike Roberts' towards the end of C's 5 minute one. I spoke to him as his model passed 3 minutes and he was as nervous as a kitten, the model glistening in the sun as it flew in front of the mountains. Wife Celeste came to give him a hug as the max was assured and just missed hitting the RCDT button!

We heard from few of the British competitors but had a helpful note from **John Carter**, whose seventh place in F1A was the best of the individual Brits...

It was a well-run Champs on the best terrain in the world but, surprisingly, with very English weather though even when the wind was at 20 mph, it tended to be very smooth. The team did well and we only just missed out on a Bronze in F1A.

For me things went well and as planned. A new all-carbon, long LDA was worked on in the UK and flown in Mongolia on practice days and had done well over 100 flights before its first competition flight in Round 1. I felt that I had made the right choices though there were a few ifs and buts, and in a fly-off of 27 competitors there's always some luck.

The other team members who contacted us were two members of our Bronze-winning F1C team. First, from **Ken Faux**...

Of the fifteen championships that I have competed in, this one stands out as being very special indeed. It reminded me a lot of my first Championships, forty years ago, at Plovdiv, Bulgaria. That Championships, when I was at the tender age of 22, seemed like a grand adventure into the eastern block, travelling by train on the Orient Express. Mongolia was a similar trip into the unknown. Many of my dear foreign friends that I recently met in Mongolia I first met in Plovdiv all those years ago – our sport is very special.

The Mongolian thermal conditions were very different to any that I have witnessed before. Exercising great care however I made seven good round flights. Only round seven gave me a slight sweat, but the model made it with about 10m altitude to spare. Apart from air picking, the only significant issue that F1C flyers suffered was that the fuel was not mixed properly, resulting in engine problems, particularly during testing. My engines were about 1500rpm down on normal, partly due to the site altitude of 4300ft, and partly due to poor fuel. The fuel issue particularly affected my friend Eugene Verbitsky who uncharacteristically dropped six rounds and finished last in the Championships. Eugene struggled to get his engine running at all in round one. I am sure he will be back to form next year. I was very satisfied with my five minute flyoff heave and climb, but the air was terrible resulting in not making the max. My two team mates had more than their fair share of misfortune throughout the event, but through their great perseverance we ended on the podium with team Bronze medals nonetheless. The winner of F1C, Slava Alexandrov is a truly great flyer and very worthy champion (he is also currently European Champion) and Roy Summersbee totally deserved his second place after winning last time. The third placed flyer from China flew a fixed wing geared model, great launch and fine trim. My old friend Reinhard Truppe was fourth, as he was forty years ago when we were all young in Plovdiv. Two folders, one fixed wing, one flapper, F1C is a great and varied class!

Mongolia is a magnificent country with lovely people, I will always have great memories of this Championships. As others have mentioned the drivers we had were fantastic and more like Sherpas. I never had to carry my model box while in Mongolia. They were an integral and valuable part of our team. Hiring two motorbikes made retrieval very easy on that incredible grass field. Two days of great fun for me riding pillion, retrieving F1As and F1Bs.



Ken Faux's new LiPo-powered starter made for Mongolia trip

And secondly from **John Cuthbert**...

The flying site was without doubt one of the best, if not the best I have flown at. So large, in fact, that the use of the tracker was not needed. Just watch the model down, motorcycle to it and bring it back. I suspect there are a thousand such similar sites in Mongolia. The only drawback to the site was the very extreme weather patterns that we encountered. Fortunately the three World Champs days had the best weather of the whole two weeks we were there. The World Cups and Mixmen contests were less fortunate. I must congratulate the Mongolian organisers on an excellently run Championships and particular mention the official timekeepers who were mostly young and the best I have encountered at a Champs.

Unfortunately not everything was perfect at these Championships, particularly for the F1C flyers. The official practice and contest fuel was very poor. So poor that it was almost impossible to get a clean run during the practice days. I found like many others that it was necessary to adjust the power, glide and rudder settings from what was used in Europe. The poor fuel made this task most difficult. In fact I was less prepared at the start of the F1C day than I have ever been at any major contest before. The problem with the fuel was caused by the way it was originally mixed which introduced water into the fuel and inconsistent oil distribution. This information was obtained from the Jury members. After an official protest from the UK team manager the fuel was remixed and a slight improvement was made. However the problems still persisted during the contest as witnessed by the number of competitors who had problems needling their engines to get them to run (watch the official video). Poor Eugene Verbitsky was on the next pole to the UK pole and did not get a clean engine run throughout the whole contest.

So to my observations from the event. In F1A, unless you have a flapper or LDA and can launch it to 100metres plus you "aint gonna win". In F1B the status quo is about the same with the top guys still prevailing. The Mongolian winner was helped by his local knowledge of the peculiar air late in the evening. As for my class, F1C, 40% of the entry used a folder and 90% of these were from the Babenko stable. In my opinion you cannot win without a folder and the new 4 second engine run will only exacerbate this problem.

A few words more from John Cuthbert a little later, but now some travellers' views of the area. From **Chris Edge**...

Mongolia gave much more than just the flying. The Brits. had a few days to kill and so we visited the capital (and the excellent Hazara curry house, thanks Verena), the Terelj National Park (complete with camels and yaks) and, er, an eventful walk by the river at the back of the Chinggis Khan statue. Mongolia is changing as the mineral wealth kicks in and new housing gets built. The government is trying to keep the traditional way-of-life we went to see by gifting land to young people by lottery, so you see gers surrounded by fencing in the middle of nowhere. I spoke about the mines to one young timekeeper who was genuinely upset about what was happening, but at the same time most of his compatriots were being suckered into the delights of Apple products and wanting to travel the world.

And from **Peter Tribe**...

Our lodgings were initially very impressive, but we soon realised that we were in a sort of friendly 'Fawltly Towers'. Evening meals were served at a large table that could cope with the entire team, but the hilarity started (or the anger, depending on your feelings at the time) when what you had ordered was given to someone else, or after waiting for over an hour it clearly wasn't what you ordered. However, apart from one member who wasn't well for a day or two, we all survived. The water supply sometimes failed; once for a burst pipe which John Cuthbert repaired, but at other times (we subsequently realised) because Anna, the manager, would turn it off presumably to save water and then forget to turn it back on! On the other hand, Anna didn't seem to mind the whole place being turned into a model repair centre.

Ulaanbaatar is not the picturesque city that one might have imagined. First impressions are of urban sprawl, power stations and their chimneys, and old style Russian buildings. Also there's an enormous amount of building work going on, especially housing. And although on a subsequent visit to the

city centre we found some interesting buildings and features, I for one wouldn't want to live there.

The area as a whole is an open democracy surrounded by Russia, China and those other states ending in 'stan'. It seemed to be a thriving country, and everyone we met was very open and friendly. We were surprised that even in the remote area where we were located Mobile and Internet access always seemed to be available. Most things were abundant in the supermarkets, usually cheaper than we would expect, even 'Snicker' bars!

And finally, a few more words from **John Cuthbert**...

Finally I would like to thank all my fellow team members and supporters for a memorable trip, particularly the Team and assistant Managers for a job well done, and to Ken Faux and Mike Lester for their contribution to our winning the Team Bronze medal.

Which makes this a fitting opportunity to announce my retirement from free flight competition, due mainly to a physical condition that does not allow me to participate as I would like to. Thank you and the very best of health and continued success to all the very many friends I have encountered in my long and sometimes successful free flight career. It has been a real pleasure and I will miss you all.

JUNIOR EUROPEAN CHAMPIONSHIP, SALONTA, ROMANIA, AUG 10-17

By Alan Jack

A few years back we had a few cycles of Junior Championships where the UK sent a team. This was during the junior years of Mathew Cuthbert, Brindley Taylor, Richard Jack and Dan Billam during which Dan became Junior World F1B Champion. All but Brindley (who got heavily into bicycle racing) made the Senior Team afterwards. Sadly we let that impetus drop. The UK does not have many junior flyers but there are invariably some and I can definitely say that every junior who has taken part in a Championship has in my experience definitely enjoyed it. Maybe any reader of this will also agree that competitive Free Flight is an excellent learning experience for life in its widest sense. So I was very glad when first the FFTC and then the BMFA agreed that we should make an effort to have a Junior FF Team again. So it was off to Salonta in Romania with Joe Gibbs to fly F1A along with Mark his dad as coach, driver and alarm clock and moi as TM.

Salonta is easy to reach via cheap airline to Budapest from quite a few UK airports but quite how the bag-loosing Ryanair with their sweaty rugby scrum at Stanstead can be called a friendly airline is beyond me.

The field at Salonta is nice short grass but it does have some hazards; a canal and high voltage lines along one side, groups of buffaloes behind large steel fences and a grim looking abandoned collective farm complex at one end. This latter we dubbed the "Gulag" and we were later to learn that the inmate's traits of these institutions have not been entirely forgotten. In fact the wind was so slight throughout that the canal was never crossed and the buffaloes were left in peace except for half of one round after which the line was shifted a bit.

I arrived already washed out after 5 days at Poitou but fortunately we lodged in the Slavia Hotel in Salonta itself which has air-con – bliss! It also has adequate lighting so my bad memories of fixing models in a dark sauna were not to be repeated.

The contest days were arranged as 7 straight rounds from 7am on a 1hr cycle. The temperature was typically 20C at the start and 38C at the end of round 7 i.e. hot! Flyoffs were from 7pm onwards by which time it had cooled back into the high twenties. There was lift at 7pm which gradually weakened though even as it got dark there was some assistance.

The F1A fliers split in two sections – those that circled and found their own air and those waiting on the ground to use the air shown by the circlers. Generally the split related mostly to the experience and age of the competitors. The best of the juniors are truly world class in any age group with aggressive towing and huge launches using the latest LDA technology. Seeing them zoom about is very impressive and evocative of a lost youth, gosh if only I had their knees! The eventual fly off competitors all came from the circle tow group with the exception of Babenko who “upped and off” throughout though he still launched very hard and got high. He seemed mostly to fly in the rounds on the say so of his thermister expert who had a radio linked system of combined wind and temperature which emitted an audio signal on a wide band receiver. We were not sure what the code was; perhaps it was dit dit dit da da dit dit dit when the air was really bad? Sadly one of the best fliers, a Romanian, was dq’d when his model was found to be 5g underweight around round 3.

The air was the traditional thick stuff in round 1, unfortunately Joe was hampered in this round when the wing wiggler servo became intermittent in his big model and he was forced to use a model set up for thermals hence he dropped 46 secs. Round 2 saw the start of thermals and Joe maxed nicely in this round and the next two. His model landed towards but short of the Gulag in round 4 but when we tracked it we found that we had to go past the Gulag, on the way passing three boys, the eldest of whom, looked decidedly shifty. We eventually tracked it to a small milk parlour and with the assistance of the contest director’s father we retrieved it from the roof. I explained to the boys in the best body English that this sort of behaviour was not the best way to go! This excitement made us a bit late for round 5 and maybe as a result Joe did not quite centre in the thermal and he dropped another 11 secs. It was encouraging to see Joe gain in confidence and start to launch his model harder and harder on each flight. A side effect of this was that the extra speed and perhaps the effect of the sun on the tail bands resulted in the tail being forced down on launch to give a very flat or slightly downwards cruise in round 6 and therefore the bunt pitched model sharply downwards. From that low position the model would not quite go in the lift and as is usual if the model does not go with the lift it soon finds itself in sinking air. That was a shame because the 1.36 flight dropped Joe from well into the top half of the results. His last flight though was a very nice max to leave a rosy picture of the contest in our minds. Thankfully the last round only eliminated 1 further flier and we were left with 5 to fly off.

The flyoff started with a 5 min max and it eliminated 2 both of whom were amongst the most capable group. Babenko’s flight was again an up an off some way after the air had been marked by Mikail Lomov. The team had been working on his launch settings and he executed a strange “fish like” cruise though mostly in an upwards direction. The decisive flyoff was for 7 mins and only Mikail Lomov made it. He flew late in the round and found definite assistance. He was late because on his first attempted launch he planted it when it would not come round at the bottom of the acceleration phase. He was very cool in preparing his 2nd model – certainly a class act. Babenko seemed to follow the Israeli Amit Kidron but scored a little less for third though both did good flights a little short of 7 mins. A fitting end to a good contest.

My reporting of B will be a little less thorough as I flaked out after round 2 to get a little relief from fatigue and sun. Before that though I was very impressed to see that Mikail Lomov was also flying B along with his B specialist brother Pavel. They both maxed out. Mikail had as one of his models the very latest flapper with the servo driving the rear functions (via triggers) hidden in the boom connector. As a quick look at the results will amply demonstrate the Russians dominated the whole contest but I guess the third Russian B flier was not feeling too pleased being the only flier from that country who had really poor scores. Meanwhile one could not but be struck by the way that the Polish team were flying. The oldest of the threesome Dawid Lipski was totally self contained and completely in charge of his flying. The other two were certainly very much under the control of the team manager. The lad, Bartolomiej Bilewicz, looked, to me at least, to be resenting this control but the third member, a very young looking girl, Zofia Zdanciewicz, looked so deferential. She wound the model up using an electric winder which had an LCD display of turns but not as far as I could see torque. She was then assisted in removing the half tube, then she put a few hand turns on and gave the model to the team manager and stood oh so meekly beside him until he gave the model to her to launch when he decided the air was right. She made a very appealing study and I was very glad to see that she along with the rest of her team mates made the flyoff.



Pavel Lomov

There were 9 who maxed out, including both of the Lomov brothers. For the one and only time of the contest the wind was quite strong at the initial flyoff time. A decision was made to delay the first flyoff till 8pm and to go for 7mins. This finished it with Pavel Lomov a clear winner and the only one to make 7 mins. The independent Pole was second and delighted with his result whilst Mikail Lomov showed his class with third place. Of course with all three in the flyoff the Poles won the team prize – the only one not won by the Russians. It was hard not to think the level of control over two of his fliers by the Polish TM was going too far but never the less his two “automata” did all of the active bits well and who could begrudge Zofia her team prize?

The junior power class is problematic, not many fliers and very little engine tuning capability was shown by either the competitors or their helpers. The exception of course was les Russe who flew very well, solid engine runs, nose up straightish climbs, a very good thermal picking crew (mostly by the TM) and a flapping crew who jumped into instant action from more normal teenage behaviour – flaked out under the

sun awning - on TM command. I can't imagine UK equivalents running about waving T shirts in 38C heat without a good deal of harping! The conditions during the rounds were identical to the other days i.e. calm throughout with rising heat and no cloud cover. Only two made it to the flyoff despite the benign conditions and the height that a well trimmed F1P should get to. A few flew well and were victims of bad air choice for instance Michal Ferlak of Poland and Oliver Meissner were in that category but many others had flattening trim or off-song motors or maybe both. It's hard not to think that P needs a rethink – perhaps even to electric – though I can't quite believe I am writing that!

The two Russians in the flyoff, Sosfan Kupeev and Maxim Polyakov were both very competent and in ideal conditions in the first flyoff for 7 mins they flew together with excellent climbs into lift. They had both locked their tails down because the clockwork timers would not run for 7 mins and they both proceeded to glide for more than 16 mins never more than a few hundred metres from the launch point. They looked simply magnificent in the evening sun. Sadly the 2nd flyoff was nothing like so good. Maksim clearly thought that Soslan had a slight edge on him as evidenced by the fact that he launched first in both flyoffs and by the fatal tweaking of the tail incidence which led to him stalling down and an easy win for Soslan. I think there is no truth in the thought that Maksim had been taking flyoff trimming lessons from one of our great senior B team.

So ended a very good contest, well run in excellent weather. Good decisions from the contest team, a clear and timely information stream, excellent timekeepers and a good feeling amongst the competitors.

It was amusing to find that all participants in the closing banquet for a *Junior* Championship were given a very high alcohol content local eau de vie as the opening drink! They start them young in Romania.

F1 Challenge 2015

Country	Total	F1A	F1B	F1P
1 Russia	11050	3834	3480	3736
2 Poland	10305	3382	3960	2963
3 Ukraine	9980	3514	3608	2858
4 Germany	8358	3487	3759	1112
5 Romania	7694	2307	3152	2235
6 Czech Republic	7289	3821	3468	
7 Estonia	7087	3434	3653	
8 Israel	5096	3776	1320	
9 France	4768	2298	2470	
10 Hungary	3629	3629		
11 Slovenia	3469	3469		
12 Slovakia	3373	3373		
13 Latvia	3358	2329	1029	
14 Serbia	2610	1290	1320	
15 Great Britain	1149	1149		

F1A Individual results

1	Mikhail Lomov	RUS	1290	300	420					
2	Amit Kidron	ISR	1290	300	370					
3	Maksim Babenko	UKR	1290	300	324					
4	Vitek Rossler	CZE	1290	300	308					
5	Alexey Khoroshev	RUS	1290	281						
6	Andrija Pesic	SRB	1290	242						
7	Ron Shnaider	ISR	210	180	180	166	180	180	180	1276
8	Sandor Lipcsei	HUN	210	180	164	180	180	180	180	1274
9	Samuel Zachara	SVK	210	180	180	180	180	160	180	1270
10	Daniel Rossler	CZE	210	180	180	180	158	180	180	1268
11	Frantisek Zajic	CZE	210	180	180	180	180	153	180	1263
12	Emile Godet	FRA	210	180	180	180	180	158	166	1254
12	Viacheslav Komushenko	RUS	210	180	180	180	180	180	144	1254
14	Jipa Vlad	ROU	210	180	141	180	180	180	180	1251
15	Julian Seifert	GER	210	180	180	180	173	180	135	1238
16	Vladislavs Dreijers	LAT	210	180	180	180	109	180	180	1219
17	Tomer Rosin	ISR	210	180	180	100	180	180	180	1210
18	Anej Murkovic	SLO	210	180	180	180	180	135	125	1190
19	Daniel Morar	HUN	115	180	180	180	173	180	180	1188
20	Martin Liiva	EST	210	180	180	180	180	103	145	1178
21	Jernej Jurhar	SLO	210	180	156	109	160	180	180	1175
22	Zoltan Szanto	HUN	210	180	82	180	155	180	180	1167
23	Stefan Richter	GER	210	180	128	180	102	180	180	1160
24	Karl Mannik	EST	138	180	180	141	180	159	180	1158
25	Iwona Olewnik	POL	183	71	180	180	180	180	180	1154
26	Joseph Gibbs	GBR	164	180	180	180	169	96	180	1149
27	Seweryn Nowaczyk	POL	210	180	126	180	75	180	180	1131
28	Samuel Slavka	SVK	191	180	135	180	79	180	180	1125
29	Smyrnov Anatolii	UKR	210	166	180	180	180	180	22	1118
30	Alekseis Zaharovs	LAT	210	180	180	180	180	180	0	1110
31	Merzliakov Dmytro	UKR	210	180	180	180	180	31	145	1106
32	Matic Pirih	SLO	152	180	180	85	147	180	180	1104
33	Riho-Ats Saatvali	EST	103	150	160	180	171	180	154	1098
34	Filip Badylak	POL	210	172	130	180	45	180	180	1097
35	Sabrina Schoenburg	GER	190	180	134	180	45	180	180	1089
36	Kiss Tamara	ROU	210	180	180	126	180	180	0	1056
37	Mathis Mongai	FRA	197	180	19	180	180	180	108	1044
38	Michal Jezik	SVK	210	94	180	81	137	96	180	978
Number of maximum in each round			29	33	27	31	23	29	27	
Number of full scores up to each round			29	26	20	17	14	8	6	

F1B Individual results

1	Pavel Lomov	RUS	1320	420						
2	Dawid Lipski	POL	1320	366						
3	Mikhail Lomov	RUS	1320	352						
4	Bojan Gostojic	SRB	1320	344						
5	Bartolomiej Bilewicz	POL	1320	320						
6	Merzliakov Dmytro	UKR	1320	316						
7	Bar Bechor	ISR	1320	286						
8	Zofia Zdancewicz	POL	1320	263						
9	Tabea Wiesiolek	GER	204	180	180	180	180	173	180	1277
10	Ondrej Dvorak	CZE	240	180	151	170	165	180	180	1266
11	Aleks Moistus	EST	240	180	180	180	180	180	118	1258
12	Riho - Ats Saatvali	EST	240	180	180	180	180	115	180	1255
13	Anna Wiesiolek	GER	240	180	171	180	155	148	180	1254
14	Maxime Tisserond	FRA	240	180	180	180	180	180	111	1251
15	Senastian Jaeckel	GER	240	137	180	180	138	180	173	1228
16	Clement David	FRA	240	180	180	180	180	79	180	1219
17	Katerina Fiserova	CZE	199	180	180	180	180	171	68	1158
18	Saman Roman	UKR	162	180	180	180	146	120	180	1148
19	Karl Kreis	EST	240	180	180	180	180	0	180	1140
19	Goncharenko Vadyma	UKR	240	180	180	180	0	180	180	1140
21	Vlad Jipa	ROU	153	175	107	140	180	180	180	1115
22	Laurentiu Anca	ROU	200	180	180	102	180	159	73	1074
23	Martin Fisera	CZE	215	180	173	180	107	180	9	1044
24	Vladislavs Dreuers	LAT	209	180	135	180	145	180	0	1029
25	Luca Fition	ROU	80	180	179	180	150	93	101	963
26	Grigory Pakulin	RUS	32	168	180	180	80	180	20	840
Number of maximum in each round			17	23	20	23	17	17	17	
Number of full scores up to each round			17	16	14	14	13	10	8	

F1P Individual results

1	Soslan Kupeev	RUS	1260	420	344					
2	Maksim Poliakov	RUS	1260	420	173					
3	Michal Ferlak	POL	180	180	180	180	180	160	180	1240
4	Daniel Bogomaz	POL	180	180	147	180	180	180	180	1227
4	Anatolii Smyrnov	UKR	180	180	180	180	180	147	180	1227
6	Dimitryi Safronov	RUS	180	180	180	136	180	180	180	1216
7	Andrei Ghita	ROU	180	180	114	154	138	180	180	1126
8	Oliver Meissnest	GER	180	180	180	180	180	109	103	1112
9	Artur Moisiadia	UKR	180	180	127	180	61	161	77	966
10	Vlad Jipa	ROU	100	180	178	180	180	93	41	952
11	Anton Veselkova	UKR	136	180	59	79	0	31	180	665
12	Dawid Lipski	POL	177	156	10	82	13	52	6	496
13	Teodor Ionica	ROU	145	12	0	0	0	0	0	157
Number of maximum in each round			9	11	6	8	8	5	8	
Number of full scores up to each round			9	9	6	5	5	2	2	

F1A team results

	country	abbrev	total
1	Russia	RUS	3834
2	Czech Republic	CZE	3821
3	Israel	ISR	3776
4	Hungary	HUN	3629
5	Ukraine	UKR	3514
6	Germany	GER	3487
7	Slovenia	SLO	3469
8	Estonia	EST	3434
9	Poland	POL	3382
10	Slovakia	SVK	3373
11	Latvia	LAT	2329
12	Romania	ROU	2307
13	France	FRA	2298
14	Serbia	SRB	1290
15	Great Britain	GBR	1149

F1B team results

	country	abbrev	total
1	Poland	POL	3960
2	Germany	GER	3759
3	Estonia	EST	3653
4	Ukraine	UKR	3608
5	Russia	RUS	3480
6	Czech Republic	CZE	3468
7	Romania	ROU	3152
8	France	FRA	2470
9	Serbia	SRB	1320
10	Israel	ISR	1320
11	Latvia	LAT	1029

F1P team results

	country	abbrev	total
1	Russia	RUS	3736
2	Poland	POL	2963
3	Ukraine	UKR	2858
4	Romania	ROU	2235
5	Germany	GER	1112

F1E WORLD CHAMPIONSHIP, ZLATIBOR, SERBIA, AUG 23-29

Report by Ian Kaynes

The previous championships at Zlatibor had been in 2011, when we found it was a rough site with rocks in long grass, steep slopes and few tracks. Thus we knew what to expect when the CIAM Plenary meeting in 2013 awarded the event to Serbia. There had been a majority for Serbia rather than the much better site in Romania, but that had resulted from a sympathy vote for Serbia after their bid for the FIA B C Championships had been soundly defeated by Mongolia.

A few people stayed away – for example there was not a full Swiss team – but otherwise there was the regular attendance. UK had a full team of Doug Bartle, Paul Fynn and myself, with no additional help. We flew on Air Serbia to Belgrade, which worked well and on the outward journey they charged less for carrying the boxes than had been quoted previously. My drive to Zlatibor was notable for an incident on a road with 2 lanes uphill and one lane downhill. I was overtaking a truck and car when an oncoming downhill car 100m ahead decided to pull out to overtake – rapid avoidance clipped the car I was overtaking, but better than the oncoming car...

We arrived with a spare day before the World Cup event, but the extra day was of no use for test flying since the hill stayed in low cloud for almost all of the drizzling day.

There were no such problems for the World Cup event which was in dry sunny weather with a light wind. With the large entry a working time of 3 minutes was set between receiving timekeepers and launching, otherwise go to the back of the queue. The first max was set at only 3 minutes and almost two thirds of the entry maxed, the next three rounds had a 4 minute max and the final round, in a stronger wind, was to a 5 minute max. Some flights went a long distance and the hazards of the trees and 2 roads became apparent. About 20 to 25 maxed in each of the later rounds but by almost the end there were no full scores and the last flyer with 4 maxes – Fritz Mang of Austria – was waiting to fly. He launched close to the end of the round and after 2 minutes the model was down to just a few feet altitude, then it reached another slope and worked its way up to be extremely high by the time it maxed.

The following day the Championships preparations began with registration, practice flying and the opening ceremony outside in the pedestrian area beside the lake in the town centre. At the end of the flying Doug Bartle made a test flight of his large lightweight model. It didn't have the short DT he had planned and continued to soar along the ridge for quite a few minutes. It was seen to go below the end of the hill but still with some height before it would have landed. An to compound the problem there was no tracker in it (had only brought 2 batteries and was keeping those for the contest...). A search on Tuesday morning yielded nothing and we had to return to the hotel for processing the British models. The afternoon was quite breezy and gave time to try windy weather models. The highlight of the team managers meeting in the evening was Pierre Chaussebourg playing the piano before the meeting started.

Wednesday was the day of the Junior Championships. It dawned sunny but when we reached the hill it was once more in cloud. This time it cleared quite quickly and the first round started one hour late. It started with a gentle 3 minute maximum and all except Nils Fjinke of Germany made the max. The next two rounds were to 4 minute maxes but still more than half the entry had full scores. The jury then discussed whether to increase to five minutes. My suggestion was to move down the hill and keep the max at 4 minutes,

which would reduce the risk of the trees and roads from the long distance of a 5 minute max. I went down the hill with the jury and made a test flight at a lower position, which was a lovely soaring flight and showed it could still be easy from there. Probably this was part of the reason that when the round started it was both down the slope and had a 5 minute max. This certainly made it harder for the final two rounds and the number of full scores finished at three: Viktoria Drmlova from Slovakia, Mikolaj Stryja of Poland and Romanian Laurentiu Anca.

For the flyoff they were taken right to the bottom of the hill. The wind had now dropped since the last round and was about 4 m/sec on top of the hill, but much less in the valley. Stryja launched first, gained a fair height and headed back and along the ridge, gently climbing in lift on the slope. The Romanian made a more gentle launch and had set a course straight out from the hill into the wind. It climbed well at first. Viktoria launched last and it went rather violently to the left and soon landed. After about two minutes Anca had flown forward of the slope lift and started to come down while Stryja continued to soar the ridge, now quite high. He was still up when Anca's model landed, so he was the clear winner by launching first and landing last. The team prize had been settled before the flyoff, with Italy winning ahead of Slovakia and Poland.

One bonus of the Junior Champs day was that a Czech retriever had come across Doug Bartle's lost model. However, he then offset by losing another model on a short flight, but again without DT or tracker.

Next day was the Senior Championships day. The forecast was for lighter winds and possibly more of a southerly direction. This was certainly the case at the start and a new south facing launch area was established. At the start the wind was 3 or 4 m/sec straight on to the slope and maxes were relatively easy. For GB, Kaynes maxed then Fynn was in good air but the model started stalling and continued until landing after just 2 min 18. The round was flown to a 5 minute max and indeed all rounds were to be on that max. Near the end of the round the wind dropped and there was a rather dead period. Bartle flew his retrieved lightweight model and it glided nicely for a clear max.

Next round started with a gentle wind on the slope and some strong lift. My model was incredibly high in a thermal after 2 minutes, then it flew into the down beyond it and came down faster than a DT to land at just 3 min 52. Later in the round the wind turned to come more from the east – straight across the launch area and with very little windward slope to provide lift from that wind direction. Many who flew in later in the round suffered poor flights – Fynn for GB, Brocks and Sifleet from USA, defending champion Alain Roux and Werner Ackermann of Germany. The last two dropped less than 10 sec in what was to prove to be the most difficult round of the championships. Worse still, Doug Bartle had not made it back in time to record any flight. He had been at the bottom of the last part of the hill a few minutes before the end of the round, but made slow progress up hill having hurt his back during the retrieve.

For round three the contest was relocated to the east facing slope in the regular position used on other days, starting at the top of the hill. This gave an easier round, but not without some upsets: for France both Drapeau and Chaussebourg lost their clean record. I misjudged the wind direction and steered much too far right, where the road was much nearer and finished with the model caught in a tree overhanging the road. Although only 10m up recovery would have to wait with the busy road underneath. Better for the other Brits, both maxing.

For the final two rounds the start position was moved down the hill, to the same position used at the end of the Junior Champs. Tom Iorger had had a bad day up to that point and stopped flying then because of his difficulty getting down the hill to the starting area. He and Bob Sifleet had an electronic steering system which was meant to use gyros or magnetometers to steer according to the attitude and movement of the aircraft. However he had dropped all three flights, one with the steering system working initially and then putting the model into a steady turn. Doug Bartle missed the fourth round, apparently having gone back to the hotel for some drink! He was back to max in the final round, the model not being recovered until the following day during which time it had the attention of some cows.

Four had survived the five rounds: Italian Mara Straffellini, Jaromir Orel of Czech Republic, Romanian Marian Popescu, and Pole Konrad Zurowski. Konrad was flying to "defend" his Junior World Champion title, now being too old to have flown in the Junior Championships. Again the flyoff was held at the foot of the hill and today the wind was quite strong at the top of the hill, making for an interesting decision of how much ballast to carry – without any the model would drift back quickly if it climbed, too much and it might never climb up to the higher slope lift. In the distance smoke from a small grass fire was visible, started when Stanislav Kubit's model hit the power lines and was incinerated. Mara flew a short flight. It could be noted; without being sexist, that her time was coincidentally very similar to Viktoria's on the previous day. Marian flew next, the model drifting back and up the ridge, followed a little later by Jaromir doing the same but with slightly more altitude. Konrad flew last, a good launch followed by the model, which was carrying come ballast, holding forwards more than the others had. While gliding well in the valley it never gained height like the previous two flights to give him the bronze medal. The watches showed that Jaromir was the new World Champion by a margin of just 8 seconds. The team prize went, like the junior event, to Italy followed by France and Germany.

I had enlisted Werner Ackermann's help to retrieve my number one model from the tree, his expertise with poles going to be required in its tricky position. Werner had finished the day in fifth place with just the 3 seconds dropped in round 2 between him and the flyoff. Along with a large party of other German flyers we assembled at the roadside opposite the model. A very impressive operation then began. High visibility jackets distributed to everyone, warning triangles posted either side of the area with people in attendance to wave them or flag down traffic as required. When Werner first had contact with the model it would not move at first but a tug disconnected the magnet assembly and fin, which fell down, and then the model was free to be hoisted clear. The traffic was stopped (I feared some mad Serbian driver would overtake and continue past, but that didn't happen), the model fluttered down into the middle of the road, quickly gathered up completely undamaged, and the traffic could resume. My thanks to Werner for again helping me in this way at a Championship.

The reserve day was not required for any flying, so we were free until prize-giving and banquet in the evening. The prize-giving was held on the same stage as had been used for the opening ceremony. The podium was set up at the back of the stage and one side was filled with the people who would receive awards. The front was then occupied by people keen to photograph the podium during the awards, particularly a group of Italians, so that nobody in the normal viewing area in front of and lower than the stage could see anything. The only thing that was visible was a disagreement between the French and the organisers, later found to be a result of having put the name of Alain Roux (defending World Champion and not in French team) on the French team diploma, missing out Jean Marie Chabot, hopefully to be rectified later.

The banquet was held in the adjacent restaurant. The first two courses of the meal and the wine and beer were pleasant, but most people dispersed outside at that stage because of the inappropriate loud music and singing that was inflicted on the room. After good organisation on the field, it was a pity the final two functions could not have been done better.

Junior Individual results

Maximum in each round:-			180	240	240	300	300		
1	Mikolaj Stryja	POL	180	240	240	300	300	500.00	+342
2	Laurentiu Anca	ROU	180	240	240	300	300	500.00	+271
3	Viktoria Drmlova	SVK	180	240	240	300	300	500.00	+28
4	Davide Gasparoni	ITA	180	238	220	300	300	490.84	
5	Nathan Laura	FRA	180	240	240	250	300	483.33	
6	Ondrej Holubec	CZE	180	240	240	225	300	475.00	
7	Jan Kabacinski	POL	180	240	200	300	235	461.66	
8	Fabio Costalunga	ITA	180	240	240	219	252	457.00	
9	Jaroslav Pour	CZE	180	240	240	300	167	455.67	
10	Nils Finke	GER	153	240	169	300	300	455.42	
11	Angelo Sartori	ITA	180	240	240	300	140	446.67	
12	Felix Primau	FRA	180	240	204	281	190	442.00	
13	Florian Winker	GER	180	234	240	90	300	427.50	
14	Laura Kozuchova	SVK	180	240	240	193	182	425.00	
15	Ema Kozuchova	SVK	180	240	240	172	200	424.00	
16	Stancevic Dejan	SRB	180	32	240	300	300	413.33	
17	Joel Yori	USA	180	240	240	155	183	412.67	
18	Teodor Ionca	ROU	180	240	218	300	61	411.16	
19	Nick Finke	GER	180	240	180	300	89	404.67	
20	Hugo Desloges-Bazile	FRA	180	240	178	172	173	389.17	
21	Szymon Morcinek	POL	180	240	240	26	193	373.00	
22	Robert-Jeno Kovacs	ROU	180	240	240	147	67	371.33	
23	Jiri Blazek	CZE	180	150	240	186	100	357.83	
Number of maximum in each round			22	19	16	11	9		
Number of full scores up to each round			22	18	13	5	3		

Senior Individual results

Maximum in each round:-			300	300	300	300	300		
1	Jaromir Orel	CZE	300	300	300	300	300	500.00	+202
2	Marian Popescu	ROU	300	300	300	300	300	500.00	+194
3	Konrad Zurowski	J/W	300	300	300	300	300	500.00	+123
4	Mara Straffellini	ITA	300	300	300	300	300	500.00	+24
5	Werner Ackermann	GER	300	297	300	300	300	499.00	
6	Alain Roux	W/C	300	291	300	300	300	497.00	
7	Eligio Bau	ITA	290	293	300	300	300	494.34	
8	Guiseppe Berto	ITA	300	276	300	300	300	492.00	
9	Jean Luc Drapeau	FRA	300	300	233	300	300	477.67	
10	Pierre Chaussebourg	FRA	300	300	243	284	300	475.67	
11	Ivan Treger	SVK	300	300	300	300	226	475.33	
12	Franciszek Kanczok	POL	300	232	273	300	300	468.33	
13	Peter Brocks	USA	300	197	300	300	300	465.67	
14	Stanislaw Kubit	POL	300	180	300	300	300	460.00	
15	Stevan Janovic	SRB	300	172	300	300	300	457.33	
16	Edith Mang	AUT	300	300	272	181	300	451.00	
17	Alexander Winker	GER	300	300	238	211	300	449.66	
18	Milan Valastiak	SVK	300	223	300	224	300	449.00	
19	Jean Marie Chabot	FRA	246	180	300	300	300	442.00	
20	Uwe Sondhauss	GER	300	122	300	300	300	440.67	
21	Jacek Zurowski	POL	248	135	300	300	300	427.67	
22	Florian Draghici	ROU	300	300	300	300	71	423.67	
23	Pfister Rene	SUI	300	300	300	153	144	399.00	
23	Stevan Mutic	SRB	242	222	264	199	270	399.00	
25	Jan Smeringai	SVK	291	143	297	155	300	395.34	
26	Andrei Anca	ROU	229	121	300	279	244	390.99	
27	Ian Kaynes	GBR	300	232	230	203	202	389.00	
28	Fritz Mang	AUT	300	139	300	300	121	386.66	
29	Frantisek Doupovec	CZE	241	262	221	300	132	385.33	
30	Bosko Lacimic	SRB	269	300	300	185	80	378.01	
31	Reinhard Wolf	AUT	300	135	300	300	54	363.00	
32	Marta Vysoka	CZE	147	120	300	198	300	355.00	
33	Robert Sifleet	USA	300	132	138	127	300	332.33	
34	Paul Fynn	GBR	138	142	300	300	88	322.66	
35	Doug Bartle	GBR	300		300		300	300.00	
36	Tom Ioerger	USA	98	75	243			138.67	
Number of maximum in each round			25	12	25	22	24		
Number of full scores up to each round			25	11	7	6	4		

Senior team results

Country	Abbrev	Total
1 Italy	ITA	1486.34
2 France	FRA	1395.34
3 Germany	GER	1389.33
4 Poland	POL	1356.00
5 Slovakia	SVK	1319.67
6 Romania	ROU	1314.66
7 Czech Republic	CZE	1240.33
8 Serbia	SRB	1234.34
9 Austria	AUT	1200.66
10 United Kingdom	GBR	1011.66
11 USA	USA	936.67
12 Switzerland	SUI	399.00

Junior team results

Country	Abbrev	Total
1 Italy	ITA	1394.51
2 Slovakia	SVK	1349.00
3 Poland	POL	1334.66
4 France	FRA	1314.50
5 Czech Republic	CZE	1288.50
6 Germany	GER	1287.59
7 Romania	ROU	1282.49
8 Serbia	SRB	413.33
9 USA	USA	412.67

ZLATIBOR CUP, ZLATIBOR, SERBIA, AUG 23

F1E 64 flew

1	F Mang	AUT	500.00
2	L Kozuchova (J)	SVK	489.33
3	A Anca	ROU	474.17
4	A Trachez	FRA	473.67
5	J Smeringai	SVK	473.33
6	M Drmla	SVK	471.42
7	R Mang	AUT	471.03
8	E Bau'	ITA	467.86
9	A Winker	GER	467.50
10	N Heiss	AUT	465.00
11	F Primau (J)	FRA	460.41
12	N Finke (J)	GER	459.58
13	R Masson	FRA	458.00
14	I Kaynes	GBR	457.08
15	C Trachez (J)	FRA	456.75
16	T Ionica (J)	ROU	455.83
16	I Treger	SVK	455.83
18	F Winker (J)	GER	452.92
19	U Sondhass	GER	452.45
20	S Kubit	POL	450.58
21	R Wolf	AUT	449.91
22	B Sifleet	USA	447.08

F1E-Junior 17 flew

1	L Kozuchova	SVK	489.33
2	F Primau	FRA	460.41
3	N Finke	GER	459.58
4	C Trachez	FRA	456.75
5	T Ionica	ROU	455.83
6	F Winker	GER	452.92
7	S Morcinek	POL	445.34
8	N Laura	FRA	418.25
9	V Drmla	SVK	411.24

POITOU, NOIZÉ, FRANCE, AUGUST 7-8**F1A 67 flew**

1	L Aringer (J)	AUT	1290	+420	+424
2	M Van Dijk	NED	1290	+420	+370
3	J Nyhegn	DEN	1290	+420	+367
4	G Bernard	FRA	1290	+420	+279
5	H Fuss	AUT	1290	+420	+268
6	E Ragot	FRA	1290	+420	+265
7	B Mueller	GER	1290	+420	+249
8	V Croguennec	FRA	1290	+420	+218
9	B Pouzet	FRA	1290	+420	+209
10	E Godet (J)	FRA	1290	+420	+181
11	A Van Eldik	NED	1290	+420	+95
12	C Andrist	SUI	1290	+410	
13	C Breeman	BEL	1290	+335	
14	B Trachez	FRA	1290	+233	
15	G Aringer	AUT	1286		
16	D Andrist	SUI	1285		
17	J Cooper	GBR	1279		
17	S Jensen	DEN	1279		
19	M Grueneis	AUT	1277		
20	K Van De Ven	NED	1274		
21	D Seren	GER	1256		
22	A Gildas (J)	FRA	1254		
23	P Drapeau	FRA	1241		
24	M Caillaud	FRA	1239		

F1A-Junior 9 flew

1	L Aringer	AUT	1290	+420	+424
2	E Godet	FRA	1290	+420	+181
3	A Gildas	FRA	1254		
4	L Chene	FRA	1209		
5	C Ragot	FRA	1172		

F1B 37 flew

1	B Jacquemin	FRA	1320	+300	+420	+274
2	G Chauveau	FRA	1320	+300	+420	+264
3	M Tisserond (J)	FRA	1320	+271		
4	D Barberis	FRA	1320	+266		
5	P Lagan	NZL	1320	+225		
6	G Willemsen	NED	1310			
7	B Marquois	FRA	1307			
8	E Gorban	UKR	1299			
9	E Rigault	FRA	1295			
10	L Marquois	FRA	1282			
11	J Cheneau	FRA	1281			
12	M Rigault	FRA	1279			
13	S Tedeschi	FRA	1278			
14	R Nevers	FRA	1274			
15	P Ball	GBR	1264			
16	R Nouvian	FRA	1257			
17	P Ruyter	NED	1252			
18	J Drapeau	FRA	1247			
19	R Trumpf	SUI	1244			

F1B-Junior 4 flew

1	M Tisserond	FRA	1320	+271
2	C David	FRA	1225	

F1C 10 flew

1	S Seydel	GER	1320	+300
2	M Reverault	FRA	1320	+227
3	N Allen	GBR	1303	
4	S Dixon	GBR	1273	
5	F Ducassou	FRA	1261	
5	A Jack	GBR	1261	

F1Q 7 flew

1	P Buchwald	DEN	1260	+300	+420
2	T Oxager	DEN	1260	+300	+322
3	T Shepherd	GBR	1260	+300	+205
4	P Tolhurst	GBR	1206		

MONCONTOUR 2 MINUTES, AUGUST 6**F1G 29 flew**

1	N Allen	GBR	600	+240	+360
2	A Manoni	ITA	600	+240	+352
3	Rboucher	FRA	600	+234	
4	P Lagan	FRA	600	+90	
5	M Djian	FRA	600	+86	
6	G Chauveau	FRA	598		
7	P Ball	GBR	597		
8	G Manion	GBR	596		
9	D Thomson	GBR	589		
10	E Gorban	UKR	586		
11	M Marshall	GBR	575		
12	R Nevers	FRA	574		

E36 9 flew

1	R Elliot	GBR	591
2	P Ceres	FRA	564
3	P Buchwald	DEN	546
4	A Shepherd	GBR	533

F1H 7 flew

1	G Madelin	GBR	600	+240
2	D Echivard	FRA	600	+155
3	J Cooper	GBR	585	
4	R Jack	GBR	565	

F1J 3flew

1	T Oxager	DEN	600
2	P Buchwald	DEN	533

IZET KURTALIC, BOSANSKI P, BOSNIA-HERZEGOVINA, AUG 22**F1A 28 flew**

1	M Hrast	SLO	1260	+463
2	R Blagojevic	SRB	1260	+455
3	I Bombek	CRO	1260	+444
4	B Bagari	SLO	1260	+425
5	L Biteznik	SLO	1260	+366
6	A Vrtovec	SLO	1260	+285
7	S Dandara	NED	1260	+166
8	Z Maric	BIH	1260	
9	M Mandichev	BUL	1251	
10	M Borkovic	BIH	1245	
11	A Barron	USA	1228	
12	E Sahinovic	BIH	1215	
13	S Karic	CRO	1206	
14	D Vranjes	BIH	1188	

F1A-Junior 6 flew

1	A Pesic	BIH	1184
2	M Sahinovic	BIH	1057
3	M Pavichievaz	CRO	931

F1B-Junior 1 flew

1	M Pavichievaz	CRO	137
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F1B 10 flew

1	E Hajdarevic	BIH	1260	+300
2	R Blagojevic	SRB	1260	+181
3	B Markusic	CRO	1233	
4	M Cabaravdic	BIH	1231	
5	M Kapetanovic	BIH	1228	

F1C 4 flew

1	D Jermol	CRO	1260	
2	A Vidensek	SLO	738	

**BMFA EAST ANGLIAN GALA
SCULTHORPE, AUGUST 1-2**

By Michael Marshall.

There was the best ever turn out for this year's gala despite several alterations to the date. Even better news was that the birds had flown, not one stone curlew was seen and there were very few cows. The weather was good on the Saturday and even better on the Sunday when the temperature was in excess of 23 degrees. Wind speeds were almost as forecast with the wind blowing from the south on Saturday straight down the two mile main run way. On Sunday the wind veered to come from the South East across the main runway which still allowed plenty of field. The maximum was set for two and a half minutes on both days and two minutes for the mini classes.

On Saturday the most entries were for Classic Glider and near equal support for Vintage R/P, E36, P30 and CLG/HLG. There were fewer entries for BMFA Rubber and Tailless. There were fly offs in all classes except CLG with the longest flight of the day scored by Phil Ball in BMFA Rubber, 8 minutes 30 seconds, and Colin Foster who scored 6 minutes 7 seconds in Vintage R/P.

The Sunday though warmer, was just a little more windy, perhaps 12 – 15 miles per hour and more typical for Sculthorpe but on neither day was it necessary to change the line. Best supported class, inevitably was Mini Vintage with 14 entries. The entries for the remaining classes were similar but for BMFA Power attracting only two entries. Fly offs were required in all classes except BMFA Power and Vintage Glider. Longest flight of the day was made by Phil Ball in Mini Vintage at six minutes 59 seconds followed by Trevor Grey who made a flight of six minutes 31 seconds in Combined Electric and Chris Parry with six minutes 25 seconds in BMFA Glider.

There was good support from clubs both far and wide; East Anglia is not so far away. There were two junior competitors, Jamie Mosley who maxed in Mini Vintage and Sam Heap who managed to max in BMFA Glider however both had disappointing fly offs. Vikings club flyers had successes when Gil Hart won both Classic and Vintage Glider and Andrew Moorhouse won the Classic R/P with a little known model the Cloud Pin.

David Leeding from the Peterborough Club ran the Bowden competition which was won by Brian Waterland who received the magnificent trophy made especially for this event by the late Tony Wilson.

Sculthorpe really is a magnificent flying site with lots of space to fly. However, if you expect to obtain long flights then bring a fetcher mite or bicycle.

Saturday**BMFA Rubber 5 flew**

1	P Ball	Grantham	7.30	+8.30
2	I Davitt	Morley	7.30	+4.34
3	D May	Timperley	7.30	+2.59

Vintage R/P 7 flew

1	C Foster	Morley	7.30	+6.07
2	S Willis	Croydon	7.30	+5.00
3	D Cox	Crookham	7.30	+4.50
4	F Rushby	Cleemac	7.30	+3.47

P30 6 flew

1	S Fielding	Morley	6.00	+4.18
2	D Davitt	Morley	6.00	+2.54
3	P Adams	Peterborough	5.40	

Classic Glider 9 flew

1	G Hart	Vikings	7.30	+4.51
2	C Foster	Morley	7.30	+3.04
3	R Heap	Biggles	7.30	+2.33
4	D Truluck	Vikings	7.30	+1.56
5	D Cox	Crookham	6.32	

E36 7 flew

1	D Davitt	Morley	6.00	+1.35
2	T Grey	Crookham	6.00	+1.30
3	P Watson	MFFC	6.00	+0.49
4	A Beales	Croydon	6.00	

Tailless 4 flew

1	S Willis	Croydon	7.30	+2.44
2	C Strachan	Biggles	7.30	+2.23

HLG/CLG 8 flew

1	I Clark	C/M	6.22	
2	M Page	Peterboro	6.15	
3	P Ball	Grantham	6.12	
4	S Heap	Biggles	4.14	

Sunday**BMFA Glider 8 flew**

1	C Parry	Biggles	7.30	+6.25
2	D Brawn	Biggles	7.30	+3.18
3	D Oldfield	Vikings	7.30	+2.37
4	S Heap	Biggles	7.30	+1.15

BMFA Power 2 flew

1	F Rushby	Cleemac	7.05	
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Combined Electric 5 flew, 4 F/O

1	T Grey	Crookham	7.30	+6.31
2	P Watson	MFFC	7.30	+5.05
3	T Shepherd	Crookham	7.30	+3.55

Vintage Glider 5 flew

1	G Hart	Vikings	7.03	
2	G Percival	Grantham	6.58	
3	C Foster	Morley	6.32	

Classic R/P 6 flew

1	A Moorhouse	Vikings	7.30	+3.12
2	S Willis	Croydon	7.30	+2.51
3	A Beales	Croydon	7.30	

Mini Vintage 14 flew 8 full scores, 5 F/O

1	P Ball	Grantham	6.00	+6.59
2	T Shepherd	Crookham	6.00	+4.21
3	F Rushby	Cleemac	6.00	+3.45
4	I Davitt	Morley	6.00	+3.04
5	J Mosley	Morley	6.00	+1.51
6	C Foster	Morley	6.00	
6	S Fielding	Morley	6.00	
6	A Rushby	Cleemac	6.00	

CO2 7 flew

1	C Strachan	Biggles	6.00	+3.36
2	I Davitt	Morley	6.00	+2.49
3	G Warburton	Morley	6.00	

Bowden 3 flew

1	B Waterland	Peterborough		
2	D Clark	Peterborough		

TIMPERLEY FF GALA, LUFFENHAM, AUG 16

Glider 3x3 14 flew 7 FO

1	J Carter	9.00+14.23
2	R Jack	9.00 + 4.31
3	C Foster	9.00 + 3.45

Rubber 3x3 8 flew 3 FO

1	I Taylor	9.00+12.57
2	A Moorhouse	9.00+6.51
3	D May	9.00+3.30

Power 3x3 12 flew 6 FO

1	A Brown	9.00 +28.59
2	S Barnes	9.00 +9.06
2	P Watson	9.00 +9.06

HLG/CLG 7x1 7 flew

1	M Page	6.35
2	I Clark	6.18
3	C Parry	5.13

Mini Vintage 3x2 13 flew 1 dq. 5 FO

1	F Rushby	6.00 +6.02
2	R Wykes	6.00 +3.07
3	T Rushby	6.00 +1.52

BIGGLES LEAGUE

Southern Gala had breeze up to about 7-10mph, sometimes a little gusty with a shower at about 17:00. Gary Madelin returned to top form in F1H and was the only one to max out. With only three entries in F1J, Simon Dixon took the win with only four flights and two maxes.

I didn't spot that after the Odiham round, Chris Parry could not be overtaken in the Biggles League. Well done!

In F1J, the top four are still in with a mathematical chance....

Latest update.. www.bigglesleague.hightsociety.org/results.html

F1H

		pts	A5	S.Area	S.Gala
1	C Parry	34	9	9	3
2	G Madelin	21.5		4	9
3	R Heap	20			2
4	P Tribe	18.5	4		5
5	J Cooper	15			
6	C Edge	9			
6	A Cameron	9	6	3	
6	B. Lavis	9			5

F1J

		pts	A5	S.Gala
1	S Dixon	14	4	6
2	P Watson	12	6	
3	P Tribe	11	1	1
4	M Lester	6		
5	T Payne	5	2	
5	R Vaughn	5	3	
7	A Jack	4		
7	P Rowledge	4		4

SOUTHERN COUPE LEAGUE

Round 5: Southern Gala, Salisbury Plain, August 22

By Peter J Hall

There was a depressingly poor turnout for the coupe event, only four flew and only one maxed out. Paul Seeley only just fell short. Flying an Etienne he dropped nine seconds of his first flight with a swoop on launch but maxed thereafter. He also flew two other classes, an impressive display of stamina given the retrieval conditions, but then, he has youth on his side. For the rest of us they were challenging. A hot sun and a south-easterly taking the models over the deepest part of death valley. Andy Crisp's new locked down model, low aspect ratio, boom and box fuselage, was not fully trimmed so his scores reflect his progress. Peter Tolhurst multi-tasking as usual, tried to squeeze his five rounds into the afternoon. Unfortunately a stop-watch malfunction nullified his third flight. He maxed his second attempt but then ran out of time. The only systems

models were flown by Peter Hall. As the result of the successful application of his now celebrated 'No Mistakes Policy' only three minor lapses were recorded, a prop. fold failure which very nearly dropped him and two shallow launches which fortunately found good air.

I draw two conclusions from Saturday's experience. The first is the importance of hydration in the heat and on that terrain. The second is that the five round requirement for F1G is now seriously affecting participation. The competitor age profile and the wish of most to fly more than one class in the day means that increasingly the choice is for 2x3 round classes. We should adopt the three round format before F1G flying peters out.

The next round in the league is at the Crookham Gala, Sunday September 20th on Salisbury Plain. Both vintage and modern coupes can be flown and there is a prize for the highest-placed vintage coupe. The Crookham F1G trophy will be awarded.

	maxes	score		maxes	score
1	P Hall	5 17	3	A Crisp	0 8
2	P Seeley	4 13	4	P Tolhurst	1 8

League

		S Gala	total
1	P Hall	17	43
2	P Tolhurst	8	38
3	A Brocklehurst		34
4	R Vaughn		29
5	J Paton		26
6	M Stagg		19
7	P Seeley	13	18
8	D Thomson		14
9	P Lagan		13
10	D Greaves		12
11	C Redrup		11
12	D Neil		8
12	A Moorhouse		8
12	A Crisp	8	8
15	C Chapman		6
15	M Marshall		6

BMFA F1E, BURROUGH HILL, AUGUST 9

1	P Fynn	418.61%
2	I Kaynes	384.44%

STONEHENGE CUP / EQUINOX CUP

To be held on Salisbury Plain on September 26-27. Entries for these two World Cup events must be received by John Carter by not later than 18th September 2015. Entry Forms and further details are available from Peter Tribe petertribe46@talktalk.net

F1J EURO CHALLENGE

A reminder from Simon Dixon that F1J will be flown at the Equinox UK World Cup event on September 27. 9.30am start, F1J will be flown with no rounds. Trophy and prizes for the top 3 and scores will count towards the F1J Euro Challenge.

F1H EURO CHALLENGE

Gary Madelin: Due to an administrative error between myself and the HEC organising team, the date for the GBR1 event, which was originally planned to be held alongside the Stonehenge Cup in May had not been re-scheduled. The new date, obviously now that the SC has been confirmed again at Salisbury Plain in September, is **Saturday September 26th.**

Start 10 am, no rounds for F1H, in order to give the F1A flyers a chance to compete with the smaller models in a more leisurely fashion over the same F1A timescale on the day.

Anyone interested, or requires details, please contact me at gary.flh@gmail.com 07831 494378

The series as always is gaining huge support, and currently three flyers, Kosma Huber, Per Findahl and Tamas Szteblak have full 300% scores and are looking for the fourth one before the exciting Finale at Euro - Fly in Bern at the end of October. Had Richard Jack not dropped the final Round in France a couple of weeks ago, he too would be on a full score.

More reason to support us on September 26th and pick up some points.

As always, full details, schedule and results at: www.creasus.de/ikarus

NEWS FROM BMFA FF TECH COMMITTEE

The FFTC met at the Leicester office on 13 August 2015.

2015 Contest Calendar

The only changes on version 6 of the calendar concern F1E. It is confirmed that on the weekend of October 10-11, one F1E event will be flown one each day. A new F1E date is added on November 15, replacing one of the events lost earlier in the year.

Experimental Contest 8 November – North Luffenham

Phil Ball will CD the Experimental meeting to be held at North Luffenham on the 8th November. The format of the event will be similar to the event that Phil ran last year, including a buffet in the club room at the end of the day. Phil will notify the classes to be held and the rules to apply in the next newsletter.

Team Selection For 2016 European Championships

The Team Selection events will be run to the existing FAI rules, NOT the new FAI rules that will come into place after January 2016.

FREE FLIGHT FORUM

The thirty-first BMFA Free-Flight Forum will start at 10 a.m. on Nov. 22nd, the day after the AGM, at the Hinckley Island Hotel, A5 Watling Street, Hinckley, LE10 3JA. Once more we have found speakers to make it an interesting day so you can catch up on the developments, techniques and aerodynamics of today's free-flight.

Among the topics and speakers will be:

Andy Sephton on Indoor Scale Free Flight Gliders and on Basic Propeller Theory,

Mick Lester on New Ideas for Carbon F1C Wing Structures,

Stuart Darmon on Making Textreme Wing Skins in Foam/Composite Female Moulds,

Mark Gibbs on Juniors in Free Flight,

Alan Brocklehurst on Computations at Low Reynolds Number and a New Aerofoil for F1G models, as well as A Quick-Look at LDA Performance,

Phil Ball on Simple Tooling for Moulded Propellers.

Lunch will be available and the finish will be at around 5 p.m. The cost for the session will be just £9, with proceeds going towards the expenses of the teams that represent us at World and European F/F Championships. Pre-booking will ensure that you get a seat, so send your cheque, payable to 'BMFA F/F Team Support', to the BMFA office at 31, St. Andrews Road, Leicester LE2 8RE.

NFFS SYMPOSIUM REPORTS

As noted last month the 2015 NFFS Symposium Report is now available via FFn. The cost including postage in the UK is £25.60 and the costs of overseas copies have been reduced to £29.60 to Europe and £33.40 worldwide. Send orders with payment to FFn, or order via the web site

www.freeflightnews.org.uk/ffnbuy.htm

FFn subscriptions can be paid at the same time, costs remaining the same as last year (paper copies £21 UK, £24 Europe, £29 worldwide (or £40/£46/£56 for 2 years) , or by email £10 one year, or £18 for 2 years

The contents of this year's Sympo do not include reprinted articles like last year, but do cover a wider range of free flight, including scale and sport. The contents are as follows:

Mike Schwartz	Bob Hunter's Other Designs
Heinrich Eder	Electric Double Layer Capacitors (EDL's) - An energy source for indoor duration flights
R Ray, C Stoddart	The Low Down of downthrust -the how & why
Bob Stalick & others	The E-20 Story: One of FF's newest events.
Joshua Finn.	An Analysis of Stability Trends in High Performance Indoor Aircraft - Interesting concepts in indoor performance
Roger Willis	Some Thoughts On Growth In The Builder and Flyer Ranks - Where can we encourage new people to participate?
Herman Andresen	L-Tail - Unique approach to controlling glide
Bill Hannan	Looking Aft - lifetime of modeling in perspective
Marcel Lavole	Building Stick Fuselages -creating perfect joints
Tom Hallman	Louvers for Scale Models - A pictorial "how- to"
H.G. Frautschy	Sport Flying - Keeping the free-flight juices flowing
Stew Meyers	A Recording Torque Meter - Looking deeper at winding a rubber motor
H.G. Frautschy	Using Paper Clay - How to create lightweight details for scale models
D Mitchell,H Frautschy	Using a Box Crutch - Dave Mitchell's novel use of a box to build fuselages with formers
Models of the Year:	Yuan Kanh Lee's New Boy F1D Bill Gowen's Carbon Pennyplane Dan Berry's 1/2A Marval CB Boomer Mk III P-30 Hanford Satellite 450 GLH Dave Mitchell's 1932 Waco QDC The E-36 event
Hall of Fame recognition for:	Ken Bauer, Jim Bradley, Lew Giltlow, Roger Morrell, Jim Parker, Victor Stamov

INDOOR WORLD RECORDS

FAI has received two F1D World record claims for record 125a duration (ceiling less than 8 m). The first was a time of 20 min 35 sec by Akihiro Danjo (Japan) on July 24 2015 at Tokyo. The second was 22 min 50 sec by Yuan Kang Lee (USA) on August 15 2015 at Dunwoody (GA) USA

There is no current record in this category, the previous F1D records having been retired with the recent specification changes. The details shown above are provisional. When all the evidence required has been received and checked, the records will be ratified if appropriate.