

Free Flight News

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FFn DIARY

September 3 Mostar, Bosnia-Herzegovina	58th Mostar Cup. F1A F1B F1C F1Q World Cup event Contact: Adin Ramadanović, tel: +38761327894, aeroklubmostar@gmail.com or adin.ramadanovic00@gmail.com	September 18 Saint Jean de Sauves, France	Poitou Moncontour F1E. F1E World Cup event Contact: Benoit Jacquemin, t: +33 608 002 780 benoit.jacquemin@vol-libre-moncontourois.fr
September 3-4 Rocca di Mezzo - L'Aquila, Italy	Coppa delle Rocche. F1A F1B F1C F1Q F1G F1H F1S Contact: Fabrizio Ceccarini, tel: +393474308840, f.ceccarini@tin.it or fabri1947@gmail.com	September 18 Salisbury Plain	Crookham Gala. See FF2203. Modern & vint CdH, comb glider, mini vint, E36, Comb power including special prices for Dixielander and othe Fuller designs. Start 10am, finish 5pm Contact. Chris Redrup 01483 487273/07544533509 email chrisredrup@yahoo.com .
September 3-4 Salisbury Plain	2 World Cup events. Sept 3: Stonehenge Cup, Sept 4: Equinox Cup. F1A F1B F1C F1P F1Q. Entry by Aug 26. Contact: Richard Jack +44 776 234 6700, Peter Martin 23 Woodland Court, Dyke Road Avenue, Hove BN3 6DP, England, email: ffworldcupUK@gmail.com richard_jack@live.com	September 18 Vsechov, Czech Republic	West Bohemian World Cup. F1A F1B F1C F1Q F1P World Cup event Contact: Jan Vosejpka, tel: +420602414143, email: bvl@bvl.cz or j.vosejpka@amuletplus.cz
September 4 Mostar, Bosnia-Herzegovina	40th Izet Kurtalić Memorial. F1A F1B F1C World Cup event Contact: Sabrija Limo, tel: +38761792977, sabrija71@yahoo.com or info@aeroklub-izet-kurtalic.ba	September 24 Zabokreký nad Nitrou, Slovakia	Hogo Cup. F1A F1B F1C World Cup event Contact: Ivan Bezak, tel: +421907480222, ivanbezak@hotmail.com
September 9-10 Peak District or Melton Mowbray	BMFA F1E Team Selection 3. 1 or 2 days according to weather. Contact: Ian Kaynes 01252 512538 kaynes@btinternet.com	September 24-25 Alekov, Bulgaria	2 F1E World Cup events: Prista Cup, Bulgaria Cup. Contact: Valentin Savov, +359888408940, sk_modelist@abv.bg
September 10-11 Valchitran, Bulgaria	Prista Cup. F1A F1B F1C F1P F1Q World Cup event Contact: Valentin Savov, +359888408940, sk_modelist@abv.bg	September 24-25 Arzay - Bossieu, France	Open international vol libre Rhône-Alpes - 17ème Critérium Philippe Lepage. F1A F1B F1C F1Q World Cup event Contact: Jean-Pierre Challine, tel: +33611955711, email: mjpchalline@gmail.com
September 11 Area Venues	BMFA 6th Area - KMAA Day . CR, CP, CE, F1A (Plugge KMAA), F1Q (Plugge), F1J, Vintage RP, SLOP, Mini Vintage, P30, H/CLG, Tailless (Plugge). Contact: Area Comp Secs.	September 24-25 Sculthorpe	BMFA Team Selection Reserve 1. F1A, F1B, F1C., Contact Phil Ball 07470177947 Phil.ball@ntlworld.com
September 17 Tourtenay, France	16ème F1E Poitou Charentes. F1E World Cup event Contact: Andre Trachez, tel: +33606573550, andre.trachez@laposte.net	September 25 Zabokreký nad Nitrou, Slovakia	Zabokreký Cup. F1A F1B F1C World Cup event Contact: Ivan Bezak, tel: +421907480222, ivanbezak@hotmail.com
September 17 Vsechov, Czech Republic	36th South Bohemian Cup. F1A F1B F1C F1Q World Cup event Contact: Jan Cihak, +420604678740, jan.cihak@seznam.cz	September 30- October 2 Ankara-Golbasi, Turkey	THK Anatolian Free Flight Cup. F1A F1B F1C World Cup event Contact: Mehmet Arslan, +902225912112 arslanthk@yahoo.com ismety@banksoft.com.tr
September 17-18 Capannori (Lucca), Italy	Coppa VOLI Due 2022. F1A F1B F1C F1Q F1G F1H F1S Contact: Fabrizio Ceccarini, see details for Sept 3-4 Coppa delle Rocha	October 2 Area Venues	BMFA 7th Area - Team Rubber Day. CG, Team CR (Farrow Shield, Plugge, team), CE, F1C (Buskell), Classic RP (Plugge), Classic G (Plugge), H/CLG, 1/2A, E36. Contact: Area Comp Secs.

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Compiled and produced by Ian Kaynes

FAI F1E EUROPEAN CHAMPIONSHIPS, TURDA, ROMANIA, AUGUST 8 TO 11

Ian Kaynes

Following the Junior FIABP World Championships in Bulgaria last month, this was the second free flight championships in a year seeing the restart of championships after a 2 year pause. The F1E event had been originally proposed for 2020, then morphed into the 2021 World Championships and finally happened as the 2022 Euro Champs.

British participation consisted of myself and Barry Lumb. Nobody else had agreed to join the team. For Barry this was his first championship and he has some knee problems so Steve Hunt was to come along to help retrieve for Barry. However, Steve had intended to go to Romania with a plan for a cheap late booking but this fell through because of the Heathrow cap on number of passengers so that he could not come.

The sequence of events started with the Memorial Popa Cringu World Cup event on August 7th, which attracted a large entry of junior and senior champs competitors plus helpers having a chance to fly – a total of 62 flying including 20 juniors.. Conditions were difficult with the wind direction varying considerably.

The contest director was Constantin Brinzoi, the current F1A World Champion, and although not an F1E flyer he made some good decisions on when to change from one slope to the other and this included leading the starting place queue from one slope to the other to preserve the original order. There was a flyoff between three, with some confusion about the starting time.

The next day was scheduled to have registration in the morning at the organiser's hotel, model processing in the afternoon, opening ceremony on the field and team managers meeting in the hotel. However this was completely changed, with some team managers told but this one was not and I was staying at the same hotel as the organisers. Registration was found to be on the field and model processing had started in the morning. The opening "ceremony" was below minimum – just gather round for one minute speech and play the anthem. Without announcement the team managers meeting was held after it on the field, which I missed because I left quickly to be ready for meeting at the hotel – but it did not seem to matter, at least they had not changed anything else for the week.

Tuesday was the day for the Junior Championships there were 21 competitors from 7 countries. A 4 minute maximum was set for the first round and this was continued as the max for all rounds. The conditions were generally pleasant for F1E with wind about 3 m/s. Both slopes were used during the day as the wind changed, then the last round had rain as an added feature. This made the conditions harder as teams struggled to try to keep models dry. There were only 5 maxes in the round, with the dropped flights including David Mesaros (Romania) within 9 seconds of completing a full score, but finishing third to the two people in the flyoff. Stanislaw Rajca (Poland) and Omar Al Saloum (France) had a flyoff at the bottom of the hill when the rain had stopped. Omar went first with a poor launch which landed on the ground in front. Stanislaw made a good launch and the model glided across the harvested field. Omar's second attempt got away at a similar height but drifting a little more to the right and landed while Stanislaw's model was still in the air. In the junior team event Romania took the gold medal with a lead of 80 seconds over France who were less than 8 seconds above Poland.



Stanislaw Rajca launching in the flyoff

Wednesday had been forecast to have rain and thunderstorms likely all day but in the event all flights were completed before any arrived. By necessity my report is totally from the British standpoint. The day started with a gentle wind from the north and I went to fly the models I planned to use. As I carried out the only one of my large curved wing models which had been processed, I realised that there was movement between the front of the pylon and the fuselage – a known risk of bonding a 3D printed plastic pylon to the fuselage tube, but after trimming flights and flying it in the World Cup event this was the worst moment for it to arise. I then tested model 192, the newest and most reliable regular model. Launch and glide were exactly as expected so I DTed it after 45 seconds, but it landed beside a steep bank which caught and broke one wing tip.

No more time for test flights so I just got out the 8-year old backup model 146. First flight into the gentle breeze found some lift on the slope but was soon out over the flat fields, when it just kept gliding low down to DT a few feet up at the 5-minute max. Barry then flew and found more solid lift and also maxed. We drove down to collect both models from the maize fields (very wet maize after the previous evening's rain). Mine was about 200 metres and I got it easily (soaking wet after the first 20m...) but here was a problem for Barry's model – he did not know the number of the GPS he had used other than it had 4 digits. There were 3 or 4 in the vicinity of the maize field that fitted the description and I was not going through the maize to possibly four models to see which one it was. Thus we went back to the line, I flew my second flight early in the round, (another nice flight into the maize) and we returned to get both, with Barry's model now identifiable as the only one still there.

Back to the line with about 15 minutes left for Barry's second flight. Again it was a comfortable max and we repeated the routine of flying my third round flight (more positive lift this time and quite high at DT) and fetching both models. They were reasonably placed 80m either side from the track down the middle of the maize field. It still took time for me to get both of them and again we were back in the last 15 minutes of the round. Barry was on the line with only a few minutes left and now it

had become slightly windier. The model glided out from launch for a short while but then turned right and landed lower down the slope for 35 seconds. Possibly some ballast would have helped it further out from the hill. Barry decided that he would stop flying after this very short flight, partly because of his knee problems and also to give me more time to compete.

Although round 3 had finished with a stronger wind from the north, within minutes it had changed to south-easterly. Constantin handled it efficiently and only a few minutes were lost moving the 80m to the south slope. There were complaints from the French that they wanted time to practise on the different slope – not a view I shared since some of the Junior day and practise days had wind on that slope and it was also better to start flying before it changes direction again.. I set a direction to fly down the valley and the wind was sufficient for the model to more or less hold position level with the starting line and soar into wind, as it climbed it drifted slightly south and backwards so by 4 minutes I was worrying if it would go back over the top of the hill. It stayed in position and was in fact in front of the top of the hill even after drifting back on DT.

The pressure was now on for the final max. The wind was slightly more from the south and as the last flight had been drifting to the south I left it on the same setting. However, after launch it turned slightly left and was drifting east along the top of the hill. It continued on that direction for quite a while, being very close to going back over the hill. As the ridge was higher in that direction I feared it would drift back more at the higher altitude, but when it got there it turned and settled on to the heading that was set, soaring the ridge and progressing forwards, getting high and then slowly coming down across the valley to DT from some height. It was now a question of waiting to see how the other flyoff contenders managed. The Bulgarian Velizar Vladev maxed comfortably while Marian Popescu landed an agonising 4 seconds short. Eugeny Gorban took an attempt when he flew back from the line straight into the organiser's tent. His electronic steering was better set for the second attempt and he cruised along the hill quite low but comfortably maxing. Konrad Zurowski left his flight until late in the round and, after a few scares, he maxed.

The flyoff line was set up lower down the valley and we expected the wind to continue blowing up the valley. However, when I put my streamer up everyone was surprised to see the wind had switched 180 degrees and was blowing down the valley at about 2m/s. The starting position was rearranged to be approximately along the wind from where we would be flying downwind down the valley. Velizar went first, launching into wind, gaining decent height and turning downwind and taking a good line down the valley. I flew next, launch not as high as I would have liked and more height lost during the downwind turn - I had contemplated RDT but didn't – and the model cruised down the valley very low. Konrad launched next with a spectacularly good downwind launch, cruising at a good height and placed to the side of the valley and benefiting from gentle slope lift. At the far end of the valley the flasher was very helpful for seeing the model in the evening light. Eugeny flew while Konrad was in the air, with a firm launch downwind not gaining much height, but his model glides well. It disappeared behind one ridge of the valley for a few seconds but reappeared and landed on the side of the valley. Konrad was a very clear winner, Velizar was second and Eugeny beat me by 5 seconds. It then started raining so the models were wet when we reached them.



Flyoff looking upwind – Kaynes, Gorban, Zurowski, Vladev



*Flyoff looking down wind, down the valley
From nearest: Vladev, Zurowski, Gorban
(Flyoff photos from Valentin Savov)*

The team scores showed Germany winning ahead of Romania and Czech Republic, notable that all of these countries did not have any full scores. The prize-giving was held in the banquet restaurant in Turda. This included the presentation to female competitors in both junior and senior because there were competitors from enough countries to earn the titles of Female European Champion. In Junior Slovakia had all three top places, a pity that only one of them stayed for the prize-giving.



Places 2, Place 1, Place 3, photo by Place 4

The week concluded with the Turda World Cup event. This had variable wind directions like the first World Cup but also had new inexperienced contest director. His first idea was to walk

down the line and give flight cards to the Romanians he knew, After that there seemed little thought of sorting through for specific foreign competitors. Furthermore, quite a number of us found that, despite having paid both events, there were no flight cards for us. These were done hurriedly and when I came to fly I was refused because my model did not have the right FAI ID, because it had been entered wrongly on the card! At the start of the round there had been a good breeze on to the north slope. By the time I got to the line it was flat calm, so I decided I would risk going to the back of the queue. I got to the line again 5

minutes before the end there was indeed some wind, but it was southerly and blowing down the hill. The line was moved to the south slope. After retrieving my late flight it was near the end of the second round when I got to the line it was now blowing from the north and down the south slope! Like before the line was then changed back to the north slope. This continued for most of the day and would have been much better to have stayed on one slope. I didn't stay for the flyoff in which Anatolie Guduma (ROU) flew for 90 seconds beating Czeslaw Ziober (POL) with his nominal 2 seconds.

Individual results

1	Konrad Zurowski	POL	300	300	300	300	300	500.00	134
2	Velizar Vladev	BUL	300	300	300	300	300	500.00	90
3	Gorban Evgeny	UKR	300	300	300	300	300	500.00	74
4	Ian Kaynes	GBR	300	300	300	300	300	500.00	69
5	Marian Popescu	ROU	300	300	300	300	296	498.67	
6	Mara Straffelini (F)	ITA	300	300	300	230	300	476.67	
7	Florian Winker	GER	300	300	300	300	179	459.67	
8	Sabine Trachez (F)	FRA	300	300	300	250	216	455.33	
9	Ondrej Vysoky	CZE	274	263	300	300	179	438.67	
9	Alexander Winker	GER	300	300	300	161	255	438.67	
11	Zima Vojtech	CZE	296	300	300	112	294	434.00	
12	Giuseppe Berto	E/C	300	300	300	74	300	424.67	
13	Antonio Borchia	ITA	300	300	197	300	166	421.00	
14	Florian Draghici	ROU	300	300	193	283	183	419.66	
15	Werner Ackermann	GER	300	300	269	133	244	415.33	
16	Pavel Prochazka	CZE	280	300	300	131	192	401.00	
17	Eleonora Pavlova (F)	BUL	300	300	2	298	300	400.00	
18	Andre Trachez	FRA	44	300	300	247	300	397.00	
19	Jean Luc Drapeau	FRA	300	300	178	300	84	387.33	
20	Daniel Bildea	ROU	300	300	263	158	119	380.01	
21	Piotr Jarkiewicz	POL	158	300	300	71	300	376.34	
22	Miroslav Polonec	SVK	300	300	213	280	15	369.33	
23	Eligio Bau	ITA	295	300	212	160	140	369.00	
24	Alexandre Trachez	FRA	300	300	300	52	139	363.66	
25	Kristin Winker (F)	GER	300	300	120	171	169	353.33	
26	Marta Vysoka (F)	CZE	300	201	275	53	221	350.01	
27	Iga Gozdek (F)	POL	281	300	259	184	24	349.33	
28	Miroslav Drmla	SVK	300	300	57	135	251	347.67	
29	Romeo Sartori	ITA	147	300	300	37	250	344.66	
30	Franciszek Kanczok	POL	300	300	300	43	81	341.33	
31	Ivan Treger	SVK	300	300	300	54	21	325.00	
32	Genco Petrov	BUL	253	171	286	82	77	289.66	
33	Barry Lumb	GBR	300	300	35	0	0	211.67	
Number of maximum in each round			24	30	19	9	9		
Number of full scores up to each round			24	23	13	6	4		

Junior Individual results

1	Stanislaw Rajca	POL	240	240	240	240	240	500.00	+125
2	Omar Al Saloum	FRA	240	240	240	240	240	500.00	+65
3	David Mesaros	ROU	240	240	240	240	231	496.25	
4	Eduard Bouleanu	ROU	200	200	240	240	240	466.66	
5	Enrico Polin	ITA	172	240	235	167	240	439.17	
6	Laura Kozuchova (F)	SVK	208	240	240	240	75	417.92	
7	Viktoria Drmlova (F)	SVK	177	164	240	240	163	410.00	
8	Johan Laura	FRA	213	112	240	240	149	397.50	
9	Carlos Lammersmann Gonzales	GER	240	114	240	240	114	395.00	
10	Piotr Bryja	POL	190	158	240	146	177	379.58	
11	Ema Kozuchova (F)	SVK	235	191	166	174	117	367.92	
12	Elisa Vanzo (F)	ITA	240	148	240	33	221	367.50	
13	Mihnea Prodanel	ROU	52	149	240	200	240	367.08	
14	Zofia Jarkiewicz (F)	POL	234	240	201	117	76	361.67	
15	Yevgen Kandybolotsky	BUL	100	240	240	188	87	356.24	
16	Theo Laura	FRA	240	240	186	154	23	351.25	
17	Leon Rink	GER	128	240	55	240	145	336.67	
18	Viktoriya Peycova (F)	BUL	240	159	228	98	39	318.33	
19	Daniel Peycov	BUL	109	205	196	168	47	302.09	
20	Franciszek Krakowczyk	POL	45	240	102	83	141	254.58	
21	Bozhidar Dochev	BUL	37	47	240	61	98	201.25	
Number of maximum in each round			7	10	13	9	5		
Number of full scores up to each round			7	4	3	3	2		

Female Individual results

1	Mara Straffellini	ITA	300	300	300	230	300	476.67
2	Sabine Trachez	FRA	300	300	300	250	216	455.33
3	Eleonora Pavlova	BUL	300	300	2	298	300	400.00
4	Kristin Winker	GER	300	300	120	171	169	353.33
5	Marta Vysoka	CZE	300	201	275	53	221	350.01
6	Iga Gozdek	POL	281	300	259	184	24	349.33

Female Junior Individual results

1	Laura Kozuchova	SVK	208	240	240	240	75	417.92
2	Viktoria Drmlova	SVK	177	164	240	240	163	410.00
3	Ema Kozuchova	SVK	235	191	166	174	117	367.92
4	Elisa Vanzo	ITA	240	148	240	33	221	367.50
5	Zofia Jarkiewicz	POL	234	240	201	117	76	361.67
6	Viktoriya Peycova	BUL	240	159	228	98	39	318.33

F1E team results

1	Germany	GER	1313.67
2	Romania	ROU	1298.34
3	Czech Republic	CZE	1273.67
4	Italy	ITA	1266.67
5	France	FRA	1239.66
6	Poland	POL	1225.67
7	Bulgaria	BUL	1189.66
8	Slovakia	SVK	1042.00
9	United Kingdom	GBR	711.67
10	Ukraine	UKR	500.00

F1E Junior team results

1	Romania	ROU	1329.99
2	France	FRA	1248.75
3	Poland	POL	1241.25
4	Slovakia	SVK	1195.84
5	Bulgaria	BUL	976.67
6	Italy	ITA	806.67
7	Germany	GER	731.67

TURDA CUP, TURDA, ROMANIA, AUG 12

F1E 51 flew

1	A Gudumac	ROU	500.00	+90
2	C Ziober	POL	500.00	+2
3	R Vasilescu	ROU	492.08	
4	W Ackermann	GER	485.41	
5	D Vasilescu	ROU	475.42	
6	J Drapeau	FRA	474.17	
7	V Vladev	BUL	473.33	
8	E Pavlova	BUL	457.50	
9	T Furjes	ROU	450.00	
10	F Draghici	ROU	449.17	
11	A Winker	GER	448.33	
12	M Prodanel (J)	ROU	441.25	
12	M Vysoka	CZE	441.25	

F1E-Junior 13 flew

1	M Prodanel	ROU	441.25
2	D Mesaros	ROU	420.00
3	E Bouleanu	ROU	397.08
4	O Furjes	ROU	394.17

MEM. POPA CRINGU, Turda, Romania, Aug 7

F1E 62 flew

1	J Drapeau	FRA	500.00	+184
2	V Vladev	BUL	500.00	+118
3	F Winker	GER	500.00	+69
4	T Laura (J)	FRA	481.67	
5	M Popescu	ROU	475.42	
6	P Bryja (J)	POL	474.58	
7	R Vasilescu (J)	ROU	474.17	
8	G Berto	ITA	462.42	
9	F Draghici	ROU	460.83	
10	E Gorban	UKR	457.50	
11	A Roux	FRA	450.42	
12	E Vanzo (J)	ITA	450.00	
13	M Prodanel (J)	ROU	447.92	
14	J Zurowski	POL	447.08	
15	M Tomazzoni	ITA	442.34	
16	M Drmla	SVK	437.08	

F1E-Junior 20 flew

1	T Laura	FRA	481.67
2	P Bryja	POL	474.58
3	R Vasilescu	ROU	474.17
4	E Vanzo	ITA	450.00
5	M Prodanel	ROU	447.92

FAI F1ABC EUROPEAN CHAMPIONSHIPS, PRILEP, NORTH MACEDONIA, AUGUST 15 TO 20

Ian Kaynes

The last European Championships was held in August 2018 in Hungary. This Macedonian event was scheduled for 2020 but the pandemic forced its delay to this year. In 2019 the Junior European Champs had been held at Prilep using the rather small sports airfield. This time a larger site was used but it was rather further from the town. There had been two locations at which any scrub or long grass had been cleared – it was adequate for towing in F1A. The second site, half a mile away, had been cleared of weeds but not enough for F1A.

Earlier in the summer most of the British team had booked flights to Macedonia but then as the dates approached some flights were cancelled or changed, and so 4 people had driven to Prilep – a long way but the drives generally appeared to have

gone quite smoothly. The champs was preceded by a World Cup event which was useful practise for the champs but the weather was exceptional with wind and rain. Flying was truncated and flyoffs showed a problem with models going out of sight beyond nearby hill.

Championship formalities started the next day with registration and a team manager's meeting. I arrived in time for that having had 30 hours at home between flying in from Romania and then flying to North Macedonia via Vienna. The next day was model processing, for which the organiser had chosen to use a non-standard model marking system with 4 tiny stickers applied to each model, instead of the specified process of just marking the FAI with a sticker or simple pen mark. Dravko Todoroski, who had previously run the much smaller Junior European Championship in 2019 was the main organiser. However, he had

not delegated tasks any more than in 2019, taking on everything such as getting more stickers when they ran out, signalling the start and end of rounds, and typing in the flight times and generating the results. The day concluded with the opening ceremony in the town centre, with the teams marshalled on the other side of the road and, after a 15 minute delay then followed their flag across the main street. Everyone caught in the ensuing traffic jam would have known something was happening but I am not sure if they would have had a positive opinion of it! Anyway, the mayor was the visiting dignitary and he then came out to the field next day to see something of the action (and he also brought breakfast items for the jury!).

The F1A day started with gentle drift and a lot of towing action on the short grass surface. At the British pole John Carter had a poor launch and the model was gliding down close to a max when it hit a small bush and was 6 seconds short. Bill Colledge, a late substitution for John Williams, also failed to max. The max was set at 4 minutes for both the first and second rounds, with 50 maxing the first and 55 the second. The temperature was rapidly rising towards the day max of about 32C, with the consequent strong lift and dead periods in between. At this stage, I must admit that my record of interesting events is rather lacking because I lost my notebook later in the week. Anyway Richard Jack continued to max and was one of 19 to reach the flyoff.



Richard Jack preparing for flyoff

The flyoffs were scheduled to be held after 18.00. With the latest time to fly about 19.15 this could give the possibility of two flyoffs. I thought it would not be reasonable to hold a 6 minute flyoff at 18.00 because there would still be lots of lift at time. Invoking this as being meteorologically unsuitable suggested the option of going straight to 8 minutes at 19.00. I put this to a team managers meeting but some insisted on starting at 6 minutes. If this was done as a sole late flyoff there would still be a lot likely to fly the max. So it was agreed 6 minutes at 18.00 and 8 minutes at 19.00. While preparing for the first flyoff the Slovenians objected because they had been told by the organiser in their shared language that there would be a team managers meeting at 18.30, so they did not come to the earlier meeting and had not had notice of the impending flyoff. To accommodate them the start was put back to 18.15 with the second one at 19.10. As expected one model soon launched into lift and most of the others followed it. A few others independently found lift and all 19 maxed, so it had proved futile. At 19.10 it was significantly harder but 11 maxed. The drops included Richard Jack, trying too hard and getting a poor launch to one side.

The final flyoff was at 6.00 the following morning with a 10 minute max.. There was very little drift and unlikely to have significant lift. Per Findahl had one of the highest launches, despite going somewhat back beyond vertical. All launches

were possibly limited by having it so calm. Per had the highest time and so retained his European Champion title, with his altimeter showing just under 100m climb and two slight periods of slight lift soon after launch and again half way down. Bostan Bagari of Slovenia had 40 seconds less while Emmanuel Ragot of France was over a minute behind him and leading a close pack of flight times. The top three models were checked in a rather rudimentary fashion, using rough approximations to the area of curved surfaces and the results confirmed before F1B started at 7.00. The F1A team placings were still not confirmed because of the number of errors in the Serbian-supplied software they were using. It counted defending champions as part of the national team and counted all the scores for 4-person teams instead of taking the best 3 scores, and they appeared to have no way to correct it. In the end I supplied them with correct team listings for each event and also the Challenge combined results.



As well as winning F1A, Per Findahl also flew F1B

Conditions for F1B were very similar to the previous day with light winds. For the 4 minute rounds, the second round proved to be harder than the first as lift began to appear but not easy to detect. As the temperature rose to the mid-30s the lift became strong and the potential for mistakes cost a few in each round. The British team were one of five teams with a full score up to round 4, but in round 5 Phil Ball had a prop blade problem and did not max, a pity since this was the easiest round. The final round finished the previous full scores for Marian Popsecu (ROU), Renato Nicosia (ITA), Bernhard Schwendemann (GER) and Pawel Pietrzak (GBR) and this left 21 for the flyoff.

Today the team managers agreed that a 6 minute flyoff at 18.00 would be a waste of effort and rubber without reducing the numbers, so the single flyoff of 8 minutes at 19.00 was confirmed. The wind dropped as the flyoff approached by which time it was less than 2 m/s to the south. The models were clearly visible in the sky but flashers were invaluable against the background of the hill side. A rather surprising 12 had maxed. Adam Krawiec attempted to use his altimeter trace to prove that he maxed, but in fact it proved the timekeepers were correct and it had landed 10 seconds short.

The following morning at 6.00 the conditions were the same as for F1A - gentle drift and very little lift. Bojan Gostojic of Serbia cleared 7 minutes with a 6-anel Stephanchuck wing. Jan Cihak (CZE) and Or Shabat (ISR) took the next two places.

Once again the early morning flyoff did not delay the start of round 1 for today's flying of F1C. The large majority of models were folders, with most of the non-folding models contributed by Ken Faux and Simon Dixon on the British team plus some of the Italians. Ken's flight was to a good height but it then stalled and lost half its height before settling to glide for the max. By contrast Simon's flight had a lower climb and then a straight glide clocking only 201.

In the next round Ken's stalls settled quicker and Giorgio Venuti had similar initial stalls on the glide, but both maxed OK. There was depression at the Slovenian pole when Sychoy dropped time; it had been a harder round than the first round. The day followed the normal pattern of warming and keeping light winds, except that this became the hottest day (at least 39C during the afternoon. Generally flights were finished quite quickly within the 65 minute round but near the end of round 5 Svitlana Sychova asked that Ukraine be allowed to use timekeepers from an adjacent pole because they had 2 people to fly in the last 10 minutes – the request was, of course, refused. At the start of round 6 there was a dead period of almost 20 minutes until strong lift appeared and one from each pole flew immediately. This had been the hardest of the afternoon rounds, although the air was not a factor in Alan Jack spoiling his score. The motor had sounded hesitant during the run and the next I saw was that the model was coming down on DT. There was a similar wait at the start of round 7 but then lift was plentiful. There was even a time when 3 storks flew over the line circling in a thermal and nobody on the line flew on that marker. Ken changed models for this flight and, in contrast to his stalls, he had a smooth but tight turning glide circle. At the end of the rounds we had 15 in the flyoff. It had not been able to tell that earlier because Zdravko was having printer problems and the only score display had been printed sheets posted on the noticeboard.

The team managers readily agreed to follow the F1B procedure of having a single 8 minute flyoff at 19.00. The flyoff included all 4 team members for Ukraine and all 3 of Israel's flyers, so they would be fighting out the team result. From the streamer direction it appeared that the models might be going towards the hill that had created problems in the World Cup. However, when the models were in the air they were gliding in more of a southerly direction over clear flat ground. Ken Faux again had a good climb but some stalls before settling into the glide. There was a flurry of activity at one pole and that was because Svitlana had fainted after launching her flyoff flight. The ambulance had left the field by flyoff time, but it had been useful one day when a German woman was stung by a bee or wasp and was allergic to it. Svitlana appeared to have recovered later, but would not have seen much of her flight which gave her 7th place. It was not clear if anyone had maxed but when the cards were collected there were two flights of 8 minutes – Ezra Shemesh of Israel and Gauthier Briere from France.

Thus at 6.00 next morning we were on the field for this final flight with few spectators apart from the two teams involved. Gauthier launched and was followed a few seconds later by Ezra. The French model was in a more westerly circle and they could only be compared when on close parts of their circles. At first there was little between them and they were both high and gliding well. As they came nearer to the ground in looked as though Gauthier had the edge and indeed the Israeli model landed first, so a decisive result whatever the clocks showed – Gauthier launched first and landed last. In fact the margin was 30 seconds. The third place model of Virginijus Furmaniauskas had been processed the previous evening and the top two models were now checked in the same approximate way – processing outside with varying the weight value, measuring everything with a tape measure, making an estimate of span and mean chord for curved-edge panels, and not checking motor capacity. This

was one task which Zdravko had delegated, so it could have been pursued with more determination by those charged with doing it. Ukraine had won the F1C team event, but Israel had won the Jack North Challenge Trophy. The next day at the airport when I was checking in with Austrian Airlines it was good to see that at the next desk the Israelis had the trophy accepted as a carry-on item.



Launching for the final flyoff – Shemesh left, Briere right

Saturday evening was the time for the outdoor prize-giving. There was some doubt about this during the afternoon when there was a big thunderstorm and torrential rain. It stopped and cleared before the prize-giving but everyone was waiting past the scheduled start time – and Zdravko had not yet arrived with the FAI medals and diploma. It was then heard that somebody had drunk some fuel and had been taken to hospital and, in true fashion, Dravko was involved with going to the hospital with them. This was an accident that they invited to happen – the fuel was distributed in small drinks bottles – the same bottles that were supplied containing the original fizzy drink with the field lunch packs. There was not even any marking on the fuel bottles to indicate it was fuel. Eventually Dravko arrived and the medals were sorted out and the awards could begin about 55 minutes late and with no natural light remaining, just the spotlights on the stage. A further delay appeared possible when smoke drifted across the area and a fire engine arrived. However it was obviously not serious and was soon dealt with.

The trophies for individual winners in F1B and F1C were not available – still in Russia – but the other trophies were awarded and augmented by large cups from the organisers. Like in the F1E Champs, there was a full championship-acceptable number flying F1E in the female category so a full 1-2-3 award was made in that class. In the other two classes a single lady flyer was hardly a competition but they still got a gold medal under the current rules. The banquet followed in a restaurant across the road from the prize-giving, but as usual with conversation hampered by music.

F1A team results

Final column shows total of best 3 team member places which is used to determine ties on total time

1	Slovenia	SLO	4140	17
2	Czech Republic	CZE	4140	29
3	Israel	ISR	4122	46
4	Germany	GER	4062	50
5	Slovakia	SVK	4044	76
6	United Kingdom	GBR	3999	88
7	Switzerland	SUI	3947	91

8	Poland	POL	3923	94
9	Hungary	HUN	3923	100
10	Sweden	SWE	3854	120
11	Serbia	SRB	3850	117
12	Macedonia	MKD	3818	115
13	Romania	ROU	3732	131
14	Ukraine	UKR	3721	141
15	Finland	FIN	3691	145
16	France	FRA	3682	126
17	Italy	ITA	3545	171
18	Latvia	LAT	3516	171
19	Turkey	TUR	3475	161
20	Austria	AUT	3432	183
21	Croatia	CRO	3358	164
22	Lithuania	LTU	3242	166
23	Estonia	EST	2799	139
24	Bulgaria	BUL	2527	83
25	Portugal	POR	1144	62
26	Norway	NOR	887	75

F1B team results

1	Poland	POL	4140	28
2	Ukraine	UKR	4073	76
3	Germany	GER	4032	75
4	Czech Republic	CZE	4022	70
5	United Kingdom	GBR	4006	91
6	Israel	ISR	3990	82
7	Romania	ROU	3982	93
8	Italy	ITA	3978	94
9	Switzerland	SUI	3969	99
10	Lithuania	LTU	3964	103
11	Finland	FIN	3964	105
12	Sweden	SWE	3923	120
13	Serbia	SRB	3922	65
14	Norway	NOR	3885	107
15	France	FRA	3866	111
16	Latvia	LAT	3778	96
17	Estonia	EST	3754	120
18	Macedonia	MKD	3710	145
19	Croatia	CRO	3618	115
20	Turkey	TUR	3596	140
21	Slovakia	SVK	3507	166
22	Slovenia	SLO	2476	111
23	Austria	AUT	1282	47
24	Bulgaria	BUL	1113	62

F1A Individual results

1	Per Findahl	E/C	1380	360	480	490
2	Bostjan Bagari	SLO	1380	360	480	450
3	Emmanuel Ragot	FRA	1380	360	480	388
4	Volker Bajorat	GER	1380	360	480	383
5	Vitek Rossler	CZE	1380	360	480	375
6	Matija Hrast	SLO	1380	360	480	320
7	Eyal Galor	ISR	1380	360	480	306
8	Dominik Andrist	SUI	1380	360	480	298
9	Anze Gaberscek	SLO	1380	360	480	290
10	Dusan Fric	CZE	1380	360	480	260
11	Goce Josifovski	MKD	1380	360	480	107
12	Michal Sliwinski	POL	1380	360	450	
13	Jorg Schellhase	GER	1380	360	439	
14	Jan Vosejpka	CZE	1380	360	424	
15	Yuval Bichet	ISR	1380	360	394	
16	Modestas Snukiskis	LTU	1380	360	368	
17	Csaba Nagy	HUN	1380	360	360	
18	Miroslav Polonec	SVK	1380	360	305	
19	Richard Jack	GBR	1380	360	163	

F1C team results

1	Ukraine	UKR	4140	18
2	Israel	ISR	4140	27
3	Serbia	SRB	4017	47
4	Estonia	EST	4012	55
5	Poland	POL	3913	53
6	Germany	GER	3853	66
7	Lithuania	LTU	3799	57
8	United Kingdom	GBR	3796	67
9	Croatia	CRO	2656	33
10	France	FRA	1380	1
11	Finland	FIN	1380	12
12	Slovenia	SLO	1334	19
13	Italy	ITA	1276	24
14	Macedonia	MKD	1126	32
15	Hungary	HUN	322	33

F1 Challenge 2022

		Total time	F1A time	F1B time	F1C time
1	Israel	12252	4122	3990	4140
2	Poland	11976	3923	4140	3913
3	Germany	11947	4062	4032	3853
4	Ukraine	11934	3721	4073	4140
5	United Kingdom	11801	3999	4006	3796
6	Serbia	11789	3850	3922	4017
7	Lithuania	11005	3242	3964	3799
8	Estonia	10565	2799	3754	4012
9	Croatia	9632	3358	3618	2656
10	Finland	9035	3691	3964	1380
11	France	8928	3682	3866	1380
12	Italy	8799	3545	3978	1276
13	Macedonia	8654	3818	3710	1126
14	Czech Republic	8162	4140	4022	
15	Slovenia	7950	4140	2476	1334
16	Switzerland	7916	3947	3969	
17	Sweden	7777	3854	3923	
18	Romania	7714	3732	3982	
19	Slovakia	7551	4044	3507	
20	Latvia	7294	3516	3778	
21	Turkey	7071	3475	3596	
22	Norway	4772	887	3885	
23	Austria	4714	3432	1282	
24	Hungary	4245	3923		322
25	Bulgaria	3640	2527	1113	
26	Portugal	1144	1144		

20	Janar Sell	EST	238	240	180	180	180	180	180	1378
21	Andrija Pesic	SRB	240	240	180	175	180	180	180	1375
22	Miroslav I. Mandichev	BUL	240	240	173	180	180	180	180	1373
22	John Carter	GBR	234	240	180	179	180	180	180	1373
24	Aviad Levy	ISR	240	240	180	180	180	162	180	1362
25	Robert Lesko	CRO	240	240	160	180	180	180	180	1360
26	Tereza Vosejkova (F)	CZE	240	240	145	180	180	180	180	1345
27	Filip Klobusicky	SVK	200	240	180	180	180	180	180	1340
28	Tamara Kiss (F)	ROU	240	240	180	180	130	180	180	1330
29	Kosma Huber	SWE	240	240	180	180	180	128	180	1328
30	Henryk Krupa	POL	240	186	180	180	180	180	180	1326
31	Ivan Bezak	SVK	184	240	180	180	180	180	180	1324
32	Constantin Brinzoi	ROU	240	211	180	180	180	152	180	1323
33	Tapio Hanhiammi	FIN	240	240	180	180	180	180	102	1302
33	Imre Moric Csikar	HUN	214	188	180	180	180	180	180	1302
33	Gerhard Aringer	GER	240	174	168	180	180	180	180	1302
36	Viesturs Berzins	LAT	240	240	180	180	180	180	100	1300
36	Feliks Kusaiev	UKR	207	240	180	180	180	133	180	1300
38	Christian Andrist	SUI	240	240	180	180	97	180	180	1297
38	Slavko Savic	SRB	240	240	180	180	180	150	127	1297
40	Ular Vihul	EST	240	240	180	180	95	180	180	1295
41	Hasan Yalcin Olgun	TUR	240	240	180	180	90	180	180	1290
42	Vittorio Brussolo	ITA	202	240	180	125	180	180	180	1287
43	Robert Hellgren	SWE	240	142	180	180	180	180	180	1282
44	Marko Bierbauer	AUT	240	240	180	130	180	124	180	1274
45	Alfred Andrist	SUI	240	240	180	180	180	180	70	1270
46	Cetin Kargin	TUR	223	240	180	95	180	180	157	1255
47	Bill Colledge	GBR	159	240	165	142	180	180	180	1246
48	Anders Persson	SWE	129	215	180	180	180	180	180	1244
49	Nebojsa Stosik	MKD	240	188	180	180	95	180	180	1243
50	Reka Guti (F)	HUN	172	184	180	180	180	180	165	1241
51	Vasyl Bezchasnyy	UKR	202	121	177	180	180	180	180	1220
52	Jakub Jaraczewski	POL	128	240	180	180	180	129	180	1217
53	Pekka Ronkanen	FIN	190	190	180	180	180	180	116	1216
54	Yuri Grushkovskiy	UKR	240	240	180	144	180	37	180	1201
55	Simona Tosheska (F)	MKD	184	165	180	126	180	180	180	1195
56	Jozsef Guti	HUN	155	240	72	180	180	180	180	1187
57	Frederic Aberlenc	FRA	139	236	100	164	180	180	180	1179
58	Nenad Batocanin	SRB	240	38	180	180	180	180	180	1178
59	Heli Stormi (F)	FIN	240	90	123	180	180	180	180	1173
60	Federico Vassallo	ITA	117	197	180	180	180	180	129	1163
61	Tsvetan S. Bonchev	BUL	94	240	180	180	180	100	180	1154
62	Shmuel Cohen	POR	240	175	180	180	133	56	180	1144
63	Igor Bombek	CRO	240	240	180	180	180	79	44	1143
64	Mikko Sivonen	FIN	240	240	180	107	180	36	157	1140
65	Anrijs Plume	LAT	240	146	90	180	180	180	115	1131
66	Bernard Trachez	FRA	240	240	100	3	180	180	180	1123
67	Helmut Fuss	AUT	103	169	180	130	180	180	180	1122
68	Dimche Velkoski	MKD	165	240	180	133	180	145	76	1119
69	Samuele Vassallo	ITA	240	112	180	93	180	110	180	1095
70	Ingus Rosonoks	LAT	184	240	180	180	180	23	98	1085
71	Viorel Ciucu	ROU	167	168	180	138	180	66	180	1079
72	Franz Wultz	AUT	66	240	180	10	180	180	180	1036
73	Saulius Kaunietis	LTU	170	240	180	0	180	83	180	1033
74	Selim Omer Gurer	TUR	220	240	180	19	0	91	180	930
75	Ernestas Dambrasukas	NOR	195	96	180	56	17	163	180	887
76	Sinisa Karic	CRO	240	120	92	180	70	153	0	855
77	Mantvydas Latvenas	LTU	174	240	0	180	130	105	0	829
78	Szilard Szijjarto	ROU	240	192	180	120	0	0	0	732
79	Karl Mannik	EST	95	31	0	0	0	0	0	126
Number of maximum in each round			50	55	65	58	67	56	62	
Number of full scores up to each round			50	38	34	30	26	22	19	

Female Individual results

1	Tereza Vosejkova	CZE	240	240	145	180	180	180	180	1345
2	Tamara Kiss	ROU	240	240	180	180	130	180	180	1330
3	Reka Guti	HUN	172	184	180	180	180	180	165	1241
4	Simona Tosheska	MKD	184	165	180	126	180	180	180	1195
5	Heli Stormi	FIN	240	90	123	180	180	180	180	1173

F1B Individual results

1	Bojan Gostojic	SRB	1380	480	433
2	Jan Cihak	CZE	1380	480	405
3	Or Shabat	ISR	1380	480	395
4	Mickael Rigault	FRA	1380	480	380
5	Bozo Grubic	SRB	1380	480	374
6	Leszek Kryszczuk	POL	1380	480	363
7	Dag Edvard Larsen	NOR	1380	480	337
8	Andreas Gey	GER	1380	480	317
9	Stanislaw Skibicki	POL	1380	480	316
10	Viktors Rosonoks	LAT	1380	480	302
11	Iulian Tutelea	ROU	1380	480	264
12	Jacopo Pegonzi	ITA	1380	480	255
13	Adam Krawiec	POL	1380	470	
14	Michael Woolner	GBR	1380	401	
15	Ismet Yurtseven	TUR	1380	379	
16	Vladislav Urban	CZE	1380	373	
17	Vitek Rossler	J/E	1380	355	
17	Viktor Starostenko	UKR	1380	355	
19	Ingus Rosonoks	LAT	1380	320	
20	Vinko Tomljanovic	CRO	1380	285	
21	Oleh Ishchenko	UKR	1380		
22	Per Johansson	SWE	240	237	180 180 180 180 1377
23	Tommi Isotalo	FIN	240	240	170 180 180 180 1370
24	Ivancikas Virginijs	LTU	240	215	180 180 180 180 1355
25	Christian Andrist	SUI	240	208	180 180 180 180 1348
26	Ante Franic	CRO	240	207	180 180 180 180 1347
26	Dominik Andrist	SUI	240	240	180 165 180 162 180 1347
28	Indrek Harjo	EST	240	240	180 180 144 180 180 1344
28	Riho-Ats Saatvali	EST	240	231	180 153 180 180 180 1344
28	Janne Isotalo	FIN	240	240	180 144 180 180 180 1344
31	Marian Popescu	ROU	240	240	180 180 180 180 138 1338
32	Michael Seifert	GER	240	240	180 180 131 180 180 1331
33	Renato Nicosia	ITA	240	240	180 180 180 180 127 1327
34	Rolandas Mackus	LTU	240	240	175 128 180 180 180 1323
35	Bernhard Schwendemann	GER	240	240	180 180 180 180 121 1321
36	Gil Hagay	ISR	240	240	180 180 180 120 180 1320
36	Pawel Pietrzak	GBR	240	240	180 180 180 180 120 1320
38	Evgeny Gorban	UKR	240	240	180 180 180 113 180 1313
39	Anastas Bozhinov	MKD	240	240	180 110 180 180 180 1310
39	Pavol Polonec	SVK	170	240	180 180 180 180 180 1310
41	Philip Ball	GBR	240	240	180 180 106 180 180 1306
42	Vegar Nereng	NOR	240	235	180 180 180 180 107 1302
43	Yuval Sarig	ISR	240	240	180 180 180 90 180 1290
44	Kliment Masin	MKD	240	167	180 180 180 160 180 1287
45	Marius Bliujus	LTU	240	240	180 180 180 86 180 1286
46	Per Findahl	SWE	164	240	160 180 180 180 180 1284
47	Franz Wultz	AUT	240	142	180 180 180 180 180 1282
48	Alfred Andrist	SUI	236	240	154 180 104 180 180 1274
49	Silvano Tonetti	ITA	219	180	152 180 180 180 180 1271
50	Jean Luc Bodin	FRA	240	240	180 149 180 180 96 1265
51	Bela Suranyi	ROU	237	157	180 150 180 180 180 1264
52	Jaroslav Malenicky	CZE	240	240	110 180 180 132 180 1262
52	Bror Eimar	SWE	240	240	180 177 180 105 140 1262
54	Ari Kutvonen	FIN	165	240	125 180 180 180 180 1250
55	Tomaz Hribar	SLO	240	157	180 180 180 180 124 1241
56	Bostjan Bagari	SLO	105	230	180 180 180 180 180 1235
57	Richard Nouvian	FRA	240	171	140 180 130 180 180 1221
58	Tor Bortne	NOR	160	240	180 180 180 83 180 1203
59	Radoje Blagojevic	SRB	240	125	107 180 180 150 180 1162
60	Ozan Askin	TUR	194	147	180 127 180 180 152 1160
61	Ivan Treger	SVK	240	200	180 120 180 100 134 1154
62	Aleksandar Cvetanovski	MKD	202	109	150 180 180 132 160 1113
62	Genko N. Petrov	BUL	190	240	180 101 180 42 180 1113
64	Karl Mannik	EST	148	240	95 117 180 106 180 1066
65	Muhammed Yasin Yildiz	TUR	170	128	77 180 165 180 156 1056
66	Jozef Sobinovskiy	SVK	115	195	90 180 180 180 103 1043



Jan Cihak, second place F1B

67	Janis Zarins	LAT	140	137	180	21	180	180	180	1018
68	Olha Kosylo (F)	UKR	180	85	180	115	45	140	180	925
69	Igor Nisevic	CRO	21	150	180	180	180	180	0	891
Number of maximum in each round			52	47	56	55	62	54	55	
Number of full scores up to each round			52	40	37	32	29	25	21	

F1C Individual results

1	Gauthier Briere	FRA	1380	480	457					
2	Ezra Shemesh	ISR	1380	480	427					
3	Virginijus Furmaniukas	LTU	1380	460						
4	Edward Burek	POL	1380	432						
5	Vyacheslav Aleksandrov	UKR	1380	410						
6	Artem Babenko	UKR	1380	402						
7	Svitlana Sychova (F)	UKR	1380	400						
8	Ziva Kovacki	SRB	1380	395						
9	Darijo Jermol	CRO	1380	385						
10	Ken Faux	GBR	1380	370						
11	Shlomo Najari	ISR	1380	367						
12	Ari Kutvonen	FIN	1380	362						
13	Oleg Gryshkov	UKR	1380	360						
14	Michael Mashiach	ISR	1380	358						
15	Juri Roots	EST	1380	329						
16	Igor Moistus	EST	240	216	180	180	180	180	180	1356
17	Branko Bijelic	SRB	240	240	180	180	140	180	180	1340
17	Uwe Sondhauss	GER	200	240	180	180	180	180	180	1340
19	Volodymyr Sychoy	SLO	240	194	180	180	180	180	180	1334
20	Michael Sondhauss	GER	190	213	180	180	180	180	180	1303
21	Marek Roman	POL	240	240	153	180	180	125	180	1298
22	Dragan Lakic	SRB	240	240	180	180	180	97	180	1297
23	Darijus Atkociunas	LTU	240	240	180	180	180	84	180	1284
24	Raimond Naaber	EST	240	240	180	111	180	145	180	1276
24	Boris Markusic	CRO	240	136	180	180	180	180	180	1276
24	Giorgio Venuti	ITA	240	240	180	153	126	180	157	1276
27	Alan Jack	GBR	240	240	180	180	180	42	180	1242
28	Michal Krezel	POL	240	210	180	180	65	180	180	1235
29	Claus-Peter Wachtler	GER	240	240	180	180	180	10	180	1210
30	Simon Dixon	GBR	201	164	180	180	106	180	163	1174
31	Danas Babenskaskas	LTU	235	0	180	180	180	180	180	1135
32	Kosta Stojanovski	MKD	240	183	180	180	180	129	34	1126
33	Gabor Zsengeller	HUN	240	82	0	0	0	0	0	322
Number of maximum in each round			29	24	31	30	28	25	29	
Number of full scores up to each round			29	23	22	20	19	15	15	

*Ken Faux
during the
rounds*



PRILEP CUP, NORTH MACEDONIA, AUG 13-14

F1A 62 flew 18 full scores

1	N Stosik	MKD	1020	+480
2	K Huber	SWE	1020	+438
3	D Fric	CZE	1020	+434
4	A Gaberscek	SLO	1020	+430
5	A Pozharska (J)	MKD	1020	+427
6	E Ragot	FRA	1020	+420
7	R Lesko	CRO	1020	+416
7	B Bagari	SLO	1020	+416
9	A Pesic	SRB	1020	+370
10	Y Bichet	ISR	1020	+354
11	Y Grushkovskiy	UKR	1020	+351
11	J Carter	GBR	1020	+351

F1A-Junior 7 flew

1	A Pozharska	MKD	1020	+427
2	L Najdoski	MKD	926	
3	C Ragot	FRA	908	
4	K Szoke	HUN	850	

F1B-Junior 2 flew

1	V Veselinovic	SRB	810	
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F1B 49 flew 27 full scores

1	S Stefanchuk	UKR	840	+600	+600
2	E Gorban	UKR	840	+600	+360
3	O Shabat	ISR	840	+600	+358
4	J Malenicky	CZE	840	+600	
5	V Tomljanovic	CRO	840	+558	
6	V Starostenko	UKR	840	+487	
7	A Franic	CRO	840	+465	
8	I Yurtseven	TUR	840	+452	
9	J Bodin	FRA	840	+432	
10	M Seifert	GER	840	+430	
11	M Woolner	GBR	840	+425	
12	P Pietrzak	GBR	840	+416	

F1C 18 flew 6 full scores

1	A Babenko	UKR	840	+600	+600
2	E Shemesh	ISR	840	+600	+540
3	S Najari	ISR	840	+600	+525
4	G Aringer	GER	840	+600	+385
5	L Aringer	GER	840	+565	
6	C Wachtler	GER	840	+300	

F1Q 1 flew

1	G Petrov	BUL	485	
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FF CRO CUP, KORENICA, CROATIA, JULY 23

F1A 40 flew 12 full scores

1	D Andrist	SUI	960	+394
2	M Zagora	CZE	960	+347
3	V Brussolo	ITA	960	+346
4	D Fric	CZE	960	+327
5	P Papez	CZE	960	+324
6	C Andrist	SUI	960	+317

F1A-Junior 2 flew

1	L Mavric	SLO	597
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F1B 17 flew 9 full scores

1	A Krawiec	POL	960	+480	+438
2	B Silz	GER	960	+480	+391
3	V Tomljanovic	CRO	960	+480	
4	D Cimochoowski	POL	960	+467	
5	J Fitch	USA	960	+464	
6	J Cihak	CZE	960	+403	

F1B-Junior 1 flew

1	F Cabaravdic	BIH	440
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F1C 4 flew

1	J Darijo	CRO	960
2	C Wachtler	GER	886

F1Q 11 flew 7 full scores

1	F Gradi	ITA	960	+480
2	C Gianni	ITA	960	+433
3	M Varadi	HUN	960	+397
4	I Varadine Fodor	HUN	960	+393

DALMACIJA KUP, KORENICA, CROATIA, JULY 24

F1A 31 flew 14 full scores

1	V Papez	CZE	780	+360	+288
2	M Hrast	SLO	780	+360	+250
3	D Fric	CZE	780	+360	+241
4	D Sauter	GER	780	+360	+168
5	G Meglaj	CRO	780	+360	
6	D Andrist	SUI	780	+342	

F1A-Junior 1 flew

1	L Mavric	SLO	8
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F1B 14 flew 8 full scores

1	L Kryszczuk	POL	780	+240	51m
2	S Sabo	CRO	780	+240	20m
3	D Cimochoowski	POL	780	+240	14m
4	I Yurtseven	TUR	780	+240	4m

F1B-Junior 1 flew

1	F Cabaravdic	BIH	460
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F1C 3 flew

1	C Wachtler	GER	780
2	J Darijo	CRO	671

F1Q 10 flew 5 full scores

1	A Jancso	HUN	780	+236
2	C Gianni	ITA	780	+222
3	F Gradi	ITA	780	+211
4	B Andras	HUN	780	+195

BMFA 5TH AREA MEETING, JULY 10

Combined Glider 3 flew 2 full scores

1	C Parry	Biggles	7.30	+34.30
2	R Jack	Birmingham	7.30	+1.36

Combined Rubber 2 flew

1	J Paton	Crookham	7.30
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Combined Power 2 flew

1	D Cox	Crookham	7.30	+5.20
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F1H (Plugge) 14 flew

1	R Jack	Birmingham	10.00	+0.36
2	G Madelin	C/M	9.51	
3	D Oldfield	Vikings	9.34	
4	C Parry	Biggles	9.11	
5	R Marking	CVA	7.43	
6	S Darmon	Birmingham	7.40	

F1G 14 flew

1	I Davitt	Morley	10.00	+3.23
2	R Fryer	Oxford	10.00	+1.11
3	G Manion	Birmingham	9.52	
4	A Brocklehurst	Bristol & West	9.31	
5	S Willis	Croydon	9.04	
6	C Chapman	Bristol & West	8.56	

BMFA 1/2A Power (Plugge) 10 flew

1	B Aslett	Bristol & West	5.46
2	C Redrup	Crookham	5.18
3	C Foster	Morley	5.09
4	D Ginns	MHMFC	4.59

E36 11 flew

1	D Ginns	MHMFC	6.00
2	G Williamson	Peterborough	5.36
3	J Cooper	Biggles	5.28
4	T Grey	Crookham	5.09
5	N Botham	Morley	4.59

CO2 (Plugge) 7 flew

1	I Davitt	Morley	6.00	+2.18
2	L Guymore	Peterborough	6.00	+1.55
3	C Redrup	Crookham	5.53	

Mini Vintage 18 flew

1	P Ball	Grantham	6.00	+6.11
2	C Foster	Morley	6.00	+2.57
3	G Foster	Grantham	5.55	
4	T Rushby	Cleemac	5.44	
5	S Willis	Croydon	5.37	
6	N Botham	Morley	5.30	
7	K Taylor	East Grinstead	5.23	

P30 7 flew

1	S Richardson	Oxford	5.14
2	B Lavis	Biggles	5.13
3	B Jackson	Sharston	5.03

Combined HLG/CLG 9 flew

1	P Ball	Grantham	6.00
2	A Winter	CVA	5.16
3	M Cook	Crawley	4.59
4	G Percival	Grantham	3.38

SOUTHERN AREA GALA, ODIHAM, AUG 6

Chris Redrup:

On Sunday the 6th August we were back at RAF Odiham for the 73rd Southern Area Gala, after a break of two years during Covid. Thanks to a lot of hard work by Peter Carter and the willing cooperation of the Station Commander and her staff, we were fortunate to have this superb airfield all to ourselves on a day when the weather gods smiled on us. The two serving officers who gave up their weekend day to look after us had even provided tea, coffee and biscuits, plus an air conditioned room to use if the weather got too much for us!

Although the wind was only 5 to 8mph NNE, concerns about boomers meant the max was set at two minutes for all the classes. In the event, this worked well, with most flights ending only half way across the available area and only one model landing outside the boundary, which was easily retrieved.

Despite the sunny weather or maybe because of it, maxes were relatively rare so there were not any fly offs, although Nick Peppiatt bucked the trend by maxing out in both of the classes he flew.

38 people attended, being a mix of contest fliers, sports fliers and even a few spectators. One gentleman was an ex RAFMAA member who flew models in Aden in the 1950's and had come along to see how things had changed. I suspect that much of what he saw was familiar, particularly the models but no doubt the numbers competing were fewer than in the past.

All in all, an excellent day's flying with everyone saying they had thoroughly enjoyed themselves and would happily attend again if possible.

Amazingly in these times of sites being denied to us, Odiham are actually keen for us to hold the event again next year. The only threat to it will be a lack of entries. It takes a great deal of organizing and we can't expect the RAF to make this site available to us for a small number of fliers. This year's entry is really the minimum for it to go ahead so if you didn't go or haven't been before, please consider attending next year.

Of course, we can't guarantee the weather but with a flat airfield, toilets on site and maybe even tea, coffee and biscuits provided, why would you not want to come?

FIG 6 flew

1	A Brocklehurst	5.50
2	R Elliott	5.29
3	Roy Vaughn	5.23

Mini Vintage 4 flew

1	N Peppiatt	6.00
2	K Taylor	5.50
3	D Etherton	5.00

Vintage/Classic Glider 4 flew

1	D Cox	4.00
2	J Hook	3.47
3	D Etherton	2.32

Vint/Clas HLG/ CLG 3 fl

1	E Horsey	5.10
2	K Taylor	3.48
3	B Taylor	1.41

4oz/8oz Wakefield 2 flew

1	N Peppiatt	6.00
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E36 1 flew

2	Chris Redrup	6.00
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SOUTHERN COUPE LEAGUE

Sixth Round - Southern Area Gala, Odiham, Aug 6

By Peter Hall

Thanks to Peter Carter and the R.A.F. chaps we celebrated our return to Odiham. Attendance was about double that of the average event but many were of the hedonistic tendency and chose sport flying, picnics and conversation rather than the rigours of competition. Rigour is perhaps too strong because only three flights were required for the Coupe event and retrieves were made easy by the flat going and the light breeze. Six flew but no-one maxed out. Read on and see why.

Alan Brocklehurst in first place writes -

It is always nice to fly on a flat airfield in warm sunny weather with just a gentle breeze. However, the high-pressure, clear blue sky conditions made it tricky to find the small, strong thermals that were plentiful throughout the day (and were surrounded by sink). I think my first flight must have started to one side of a thermal as the climb seemed rather soggy but then as the model changed from its right climb to circling left on the glide it encountered rising air and gained sufficient height for a max. My second flight wasn't quite so lucky and although it initially climbed away well, raising my hopes briefly, it soon became obvious that the model was flying in poor air and it landed 10 seconds short. My third flight was almost a carbon-copy of the first, albeit with the addition of a mild Coupe-swoop, just to confuse me, followed by an hesitant climb, after which it glided nicely in helpful air gaining height on every turn until it D/T'd down for a max. Fortunately, the flights didn't go very far and were all easy to retrieve, which left time to picnic and take a few photographs. Other competitors also dropped time in the tricky conditions which maintained the excitement until the end without the need for a fly-off.

Ray Elliot in second place reports -

I didn't fly E36 because the Eureka was the only one I have that is (was!) trimmed and I broke it at the last area meeting. It did a wing over and went in vertically. Although I have repaired it, on Friday I found a problem with the speed controller and

thought sod it I'll fly FIG instead. Chris was the only one to fly E36 and he maxed out.

As regards FIG, as it was relatively calm I elected to fly my largeish Mylar covered model which has a new (but old) fuselage. A short check flight suggested it was somewhere near trim. First comp flight it managed to creep into good air after a less than impressive initial climb. It did 1.58. Don thought it had D/T'd early but it was low down anyway. Second flight was a comfortable max. Third flight I launched with Roy who maxed comfortably whilst my model came down quite quickly on the glide for a flight of 1.31.

Roy Vaughn in third place laments -

Beautiful day, warm welcome from the RAF and a reasonable turnout, what could go wrong? After two comps where my new long model let me down in the first round, I tried yet again with the usual result but for yet another reason. It's going back in the box until I've done some serious mods and some serious trimming. I reverted to an old reliable wing-wiggler-only model and managed two easy maxes to finish the day. There's always next time.

Don Thompson in fourth place writes

A lovely warm day, which deceived almost everyone with tricky conditions. I started off by having my C20 wing fracture again while sitting in the stooge; it is definitely an ex-wing now. My first 2 flights were downed by sink, the 3rd went through areas of lift and areas of sink, but maxed. It seemed that 3 flights are more challenging than 5, no room for error.

No fullsize interruptions this year, we must try to keep Odiham on the calendar.

Peter Hall in sixth place admits -

I thought I wasn't bad at picking air. Hot and calm, wait for the blow, windy and overcast, wait for the next but one or two lulls and dither. But Saturday at Odiham like at most of this summer's events did not offer the familiar patterns. On a sunny day you expect complicated air in the morning but this was neurotic. Waiting for ages until it stopped jittering about was indicated, but. My first two flights with my systems Coupe 19 were erratic and in poor air. I discovered that the pylon had split and the wings were wiggling. My third with Coupe 20L - very high aspect ratio model was chucked flat, landed hard and broke a wing root so I retired. I've been telling myself for ten years that you can't consistently do V.I.T. without instant or delayed prop release but I haven't listened. I'm going to lock down my coupes. Probably.

Alan Brocklehurst and Gavin Manion are neck and neck in the league table with three events to go The next one is the Southern Gala on Salisbury Plain, August 21st. which is looking dry but cooler and breezier.



Don Thomson launching – Alan Brocklehurst photo, no room for more in this issue

Odiham League scores

1	A Brocklehurst	12	4	D Thomson	7
2	R Elliott	9	5	B Hobbs	6
3	R Vaughn	8	6	P Hall	5

League scores with Odiham

1	G Manion	35	10	M Marshall	13	
1	A Brocklehurst	12	35	11	C Foster	12
3	R Vaughn	8	27	11	S Willis	12
4	D Thomson	7	23	13	P Woodhouse	11
5	I Davitt	20	13	R Elliott	9	11
6	D Jiricny	19	15	C Redrup	10	
7	B Dennis	18	15	A Crisp	10	
8	C Chapman	17	15	A Moorhouse	10	
9	R Erver	14	18	B Hobbs	6	9

BMFA EAST ANGLIAN GALA, SCULTHORPE, JULY 30-31

Michael Marshall:

The above event took place on the airfield which is enormous and largely abandoned except for some small cows, rabbits, hares and some species of endangered birds. The XC Weather forecast for the preceding day was for warm temperatures, light winds from the North on the Saturday with a near reversal to the South on the Sunday. The contest, exclusively for free flight, would be for 16 classes spread over the two days.

The Saturday started well with a light wind from the South with flying taking place almost adjacent to the site entrance. This was a safe place, nearly adjacent to the main runway which enabled easy retrieval by bicycle along the main runway and well away from the birds. There were around 47 cars on the site.

Sunday did not dawn so well with lower temperature, slightly more wind from a near Northern direction and intermittent squally rain showers. Number of entrants was reduced and there were only 36 cars. This time we were flying almost from the same location but on the North westerly side of that useful main run way. As the day progressed, so did the weather and a move placed us more to the East.

Most popular classes were Combined Rubber, Vintage Rubber/Power and P30 followed by Classic Glider. Fly offs were necessary on Saturday in P30 between Brian Lavis and Simon Richardson. On Sunday in Mini Vintage only David Norwood was able to fly off. Some flyers were able to make full use of the airfield space and one flyer landed in a tree. All models were retrieved by the end of the competition.

Saturday 30 July

Combined Rubber 6 flew

1	P Ball	Grantham	7.30
2	P Woodhouse	Morley	6.53
3	N Cliff	Biggles	6.22

Vintage R/P 7 flew

1	C Foster	Morley	7.30
2	S Barnes	Morley	7.04
3	D Norwood	Delyn	6.53
4	S Willis	Croydon	6.50

Classic Glider 7 flew

1	C Parry	Biggles	7.30
2	R Heap	Biggles	6.20
3	S Barnes	Morley	5.47
4	K Bates	Cleemac	4.43

E36 8 flew

1	C Foster	Morley	6.00
2	G Warburton	Morley	5.51
3	D Ginns	MH MAC	5.25
3	G Williamson	Peterborough	5.25

SAM 4 oz 1 flew

1	A Rushby	Cleemac	2.30
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P30 7 flew

1	B Lavis	Biggles	6.00	+2.41
2	S Richardson	Oxford	6.00	+2.08
3	P Gibbons	Peterborough	5.16	
4	S Fielding	Morley	5.15	

Sunday 31 July

Combined Power 1 flew

1	A Jack	Birmingham	7.30
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Combined Electric 2 flew

1	D Ginns	MH MAC	4.36
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Combined Glider 4 flew

1	J Carter	Grantham	7.30
2	A Moorhouse	Vikings	6.54

Mini Vintage 5 flew

1	D Norwood	Delyn	6.00	+0.20
2	P Ball	Grantham	6.00	
3	C Foster	Morley	5.47	
3	P Watt	Mid Ards	5.47	

Classic Rubber/Power 2 flew

1	P Ball	Grantham	7.30
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CO2 2 flew

1	L Guymour	Peterborough	4.00
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Vintage Glider 1 flew

1	R Heap	Biggles	6.38
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SAM 8 oz Wakefield 1 flew

1	A Rushby	Cleemac	1.41
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NOTICEBOARD

CRISP GLIDERS

Vintage: "Thermic 72" by F Zaic. Built from original Jetco kit. Virtually new, but trimmed.

Classic: "Reiher A2" by H Finus. From 1957-58 Zaic Year Book page 160. 72" span, steady, stable flier. Tows well.

Both models are minus timers. Offers invited. Buyer collects or see me at comps.

Andrew Crisp, 4 Grove Street, Summertown, Oxford OX2 7 JT, tel: 01865 553800

UK COMPETITION NEWS

La Eighth^{eme} Grande Coupe de Birmingham

With the approval of the FFTC this event will take place at its traditional home MOD North Luffenham on Sunday December 4th 2022 starting at 10:00.

F1G for the Aeromodeller Trophy: Two flights between 10:00 & 12:00 then three rounds to published timetable.

Pre 1970 Coupe Three flights (no rounds) start 10:00. Within this event models which meet our pre 1958 cut-off date will fly as Vintage Coupe. Pre 1970 Coupe may double up with F1G as at last year's event. Contacts below for details if unsure.

Both events finish at 14.45 followed by fly-offs as required (Not DT!)

Maxes will be determined by conditions on the day. Prizes for 1,2 & 3 in F1G, Pre 1970 Coupe and Vintage Coupe. The winner of F1G will be awarded the Aeromodeller Trophy and in Vintage Coupe the Vintage Plate. Entry Fee £10 covers both events (includes £5 field fee for ALL competitors) For further information contact:-Gavin Manion at gavin.manion84@gmail.com tel 01543 422509 or Stuart Darmon at stuardarmonf1a@yahoo.com tel 01858 882057