Free Flight news FFn

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DIARY

August 11 Mostar, Bosnia and Herzegovina	37th Soko Cup WORLD CUP F1A, F1B, F1C. Entry: Senr DM30. Junior DM20. Contact: Mariofil Raid / Ofon Sabo, Stjepana Radica 76b, 3600 Mostar, Bosnia and Herzegovina, tel: +387 36 326438, fax: +387 36 326438
August 12 Cardington	BMFA Indoor. F1M and LPP. Advance booking only. See FFn 0103. Contact L Barr, 01628 487544.
August 14-18 Karneralm, Austria	Aug 14th: 5th F1E Weltcup / 15th Freundschaftscup WORLD CUP F1E. Entry: ATS380. Aug 16th: 30th Heri-Kargl Cup F1E. Entry: ATS250. Aug 18th 24th Kolibri-Pokal WORLD CUP F1E. Entry: ATS380. Contact: R Wolf, Postfach 5, 3200 Ober-Grafendorf, Austria, tel: +43 2747 37 90 / +43 676 301 8300, Email: umsc.kolibri@lion.cc, Web: http://willkommen.to/umsc-kolibri
August 24-26 Hakeborn, Kroppenstedt, Germany	10th Bodenland Cup. WORLD CUP F1A, F1B, F1C. Entry: DM50. Contact: E Herzog, Am Mühlenholz 10, 39435 Egeln, Germany, tel: +49 39 268 310 33, fax: mobile phone: +49 175 81 85 584.
August 24-25 Beer Sheva District, Israel	50th Israel Free Flight Championship WORLD CUP F1A, F1B, F1C, F1G, F1H, F1J. Entry US$30. Contact: E Engel, tel: +97 23 5175038 - 5109930, fax: +97 23 517 7280, Email: office@aeroclub.org.il
August 26 N Luffenham CANCELLED	Timperley Flyers Open Day cancelled. Contact G Ferer 0161 928 4955.
August 26-27 Cardington	BMFA Indoor Nationals. 26th: F1L and F1M; 27th: F1D First trials for 2002 W/Champs. Advance booking only. See FFn 0103. Contact L Barr, 01628 487544.
Aug 30 - Sept 2 Zülpich, Germany	32nd Internationaler Eifel-Pokal WORLD CUP F1A, F1B, F1C. Contact: P Mönninghoff, Friedrich-Ebert Str 41, 58332 Schwelm, Germany, t+49 23 36 7248, Email: moenninghoff-peter@t-online.de
Sept 8-9 Prilep, Former Yugoslav Rep. of Macedonia	Prilep Brand Cup WORLD CUP. F1A, F1B, F1C. Contact: Zdraxko Todorovski, Kej 4 Juli B 1/5, 2000 Prilep, Former Yugoslav Rep. of Macedonia,t +389 98 28693,fax: +389 98 28693,email: kiniln@mt.net.mk

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Compiled and produced by Ian Kaynes, Paul Masterman and Michael Warren

F1A JUNIOR EUROPEAN FREE FLIGHT CHAMPIONSHIPS, SIBIU, ROMANIA, JULY 15-21

1	Philippe Drapeau	FRA	210	121	172	162	180	180	180	1205	+179
2	Katine Alexei	RUS	196	180	180	180	109	180	180	1205	+151
3	Alexandru Ion	ROM	154	180	162	135	180	180	180	1171	
4	Dvorak Michal	CZE	210	157	63	180	180	180	180	1150	
5	Bajorat Lennart	GER	151	180	180	153	180	180	117	1141	
6	Edgar Bernard	FRA	179	107	180	180	78	180	180	1084	
7	Krzysztof Tarka	POL	148	180	180	116	78	180	180	1062	
8	Arad Daniel	ISR	210	26	112	180	158	180	180	1046	
9	Dahan Nir	ISR	210	66	84	165	180	152	180	1037	
10	Pawel Dorsz	POL	193	180	67	180	150	107	140	1017	
11	Sylviain Bodet	FRA	140	176	180	81	180	180	58	995	
12	Krzysztof Lehmann	POL	164	125	49	146	120	180	180	964	
13	Zastachkov Alexandr	RUS	144	122	51	108	90	124	180	819	
14	Alexandru Popa	ROM	210	180	57	70	42	180	70	809	
15	Cigut Andrej	SLO	210	180	87	180	103	0	0	760	
16	Ehrlich Doris	AUT	146	70	75	103	180	164	0	738	
17	Andreea Ciucu	ROM	167	83	70	22	88	120	180	730	
18	Jacob Susanna	GER	111	180	86	74	79	0	178	708	
19	Gov Oded	ISR	37	143	73	113	25	118	180	689	
20	Murovec Gregor	SLO	163	180	110	147	78	0	0	678	
21	Naloev Andrei	RUS	114	82	88	96	31	34	152	597	
22	Leschner Rene	GER	171	180	57	56	92	0	37	593	
23	Bagari Bostjan	SLO	149	59	114	73	58	0	0	453	
Number of maximums			6	10	5	6	7	11	12		
Number of full scores			6	2	0	0	0	0	0		

F1B

1	Marian Szafranski	POL	210	180	180	180	180	180	180	1290
2	Gircys Laurinas	LTU	210	180	180	180	125	180	180	1235
3	Kamil Moscinski	POL	210	180	180	180	180	180	110	1220
4	Nemec Zbysek	CZE	210	180	86	180	180	180	155	1171
5	Safonov Anton	RUS	210	180	161	135	107	180	180	1153
6	Urban Vladislav	CZE	210	180	180	109	180	180	109	1148
7	Lea Marquois	FRA	210	178	180	180	100	180	100	1128
8	Faibish Shai	ISR	124	180	180	132	180	180	150	1126
9	Tomasz Moscinski	POL	210	180	180	147	174	97	116	1104
10	Shternlib Eran	ISR	210	180	130	180	106	180	114	1100
11	Alexandru Popa	ROM	116	110	180	152	180	180	180	1098
12	Berger Ziv	ISR	210	180	180	77	144	180	115	1086
13	Cihak Jan	CZE	210	180	66	180	108	180	145	1069
14	Adrian Draghici	ROM	210	180	164	180	41	110	180	1065
15	Larine Alexandr	RUS	210	180	174	83	180	56	165	1048
16	Didier Marquois	FRA	210	180	180	95	180	180	6	1031
16	Benjamin Marquois	FRA	210	180	180	180	52	180	49	1031
18	Gopp Viktor	GER	127	180	180	88	109	159	180	1023
19	Leshoev Matvei	RUS	210	180	0	172	84	180	151	977
20	Behrendt Thomas	GER	7	105	120	180	180	180	180	952
21	Behrendt Carsten	GER	106	180	72	81	84	180	148	851
22	Daniel Bildea	ROM	210	180	161	7	58	88	94	798
Number of maximums			17	19	12	10	9	17	7	
Number of full scores			17	16	8	4	2	2	1	

F1J

1	Kolobov Mikhail	RUS	840	+268						
2	Chigapov Aidar	RUS	840	+215						
3	Alexandru Popa	ROM	120	120	120	120	120	116	120	836
4	Tomasz Burek	POL	120	116	98	120	120	111	120	805
5	Lukasz Wysocki	POL	120	120	120	71	120	120	120	791
6	Adrian Draghici	ROM	120	120	120	120	120	57	120	777
7	Chtcheprine Artem	RUS	120	20	120	120	101	120	120	721
8	Sondhauss Michael	GER	120	97	120	94	105	92	27	655
9	Sebastian Ionita	ROM	96	78	120	54	90	120	78	636
10	Tomasz Wludarczyk	POL	119	8	6	16	120	120	120	509
Number of maximums			8	5	8	6	7	6	8	
Number of full scores			8	5	5	4	4	2	2	

JUNIOR EUROPEAN CHAMPIONSHIPS TEAM RESULTS

F1A

	Country	Abbrev	Total	Round-by-round team place							Team member places		
1	France	FRA	3284	2	5	1	1	1	1	1	1	6	11
2	Poland	POL	3043	4	1	3	2	2	2	2	7	10	12
3	Israel	ISR	2772	5	7	7	7	6	4	3	8	9	19
4	Romania	ROM	2710	1	2	4	6	5	3	4	3	14	17
5	Russia	RUS	2621	6	6	6	5	7	6	5	2	13	21
6	Germany	GER	2442	7	3	2	4	3	5	6	5	18	22
7	Slovenia	SLO	1891	3	4	5	3	4	7	7	15	20	23
8	Czech Republic	CZE	1150	8	8	8	8	8	8	8	4		
9	Austria	AUT	738	9	9	9	9	9	9	9	16		

F1B

1	Poland	POL	3614	1	1	1	1	1	1	1	1	3	9
2	Czech Republic	CZE	3388	1	1	6	3	3	3	2	4	6	13
3	Israel	ISR	3312	5	5	3	4	4	4	3	8	10	12
4	France	FRA	3190	1	4	2	2	2	2	4	7	16	16
5	Russia	RUS	3178	1	1	5	5	5	5	5	5	15	19
6	Romania	ROM	2961	6	6	4	6	6	6	6	11	14	22
7	Germany	GER	2826	7	7	7	7	7	7	7	18	20	21
8	Lithuania	LTU	1235	8	8	8	8	8	8	8	2		

F1J

1	Russia	RUS	2401	1	2	2	1	1	1	1	1	2	7
2	Romania	ROM	2249	3	1	1	2	2	2	2	3	6	9
3	Poland	POL	2105	2	3	3	3	3	3	3	4	5	10
4	Germany	GER	655	4	4	4	4	4	4	4	8		

SCANIA CUP, RINKABY, SWEDEN, June 16

One round was flown in the morning, then there was a break for strong winds and heavy rain. Four rounds were completed in the afternoon followed by a 7 minute flyoff.

F1A 25 flew

1	S Rumpp	GER	900	+349
2	D Varhos	SWE	900	+275
3	V Nereng	NOR	900	+264
4	U Edlund	SWE	900	+260
5	M van Dijk	NED	900	+234
6	A Persson	SWE	900	+228
7	T Weimer	GER	900	+206
8	I Kreetz	NED	900	+184
9	J Siligren	FIN	899	
10	J Kuningas	FIN	887	

F1B 13 flew

1	B Silz	GER	900	+408
2	G Wivardsson	SWE	900	+370
3	T Bortne	NOR	900	+317
4	A Seifert	GER	900	+306
5	J Korsgard	DEN	900	+277

F1C 5 flew

1	A Lindner	GER	900
2	T Niiranen	FIN	871
3	G Agren	SWE	825

CASTILLA LA MANCHA, SPAIN, June 23-24

F1A 11 flew

1	P Drapeau	FRA	1281
2	F Aberlenc	FRA	1280
3	K Kulmakko	FIN	1205
4	J Periera	POR	1199
5	L Picard	FRA	1195
6	V Crougenec	FRA	1185

F1B 7 flew

1	Y Waltonen	FIN	1290
2	I Kolic	YUG	1280
3	S Tedeschi	FRA	1204
4	R Durendez	ESP	1056

F1C 1 flew

1	J Cuthbert	GBR	322

VON HAFE CUP, Portugal, June 29 - July 1

Jorge Gustavo: As we say in Portugal, a bad luck never comes alone. And this year, it was like that. First, the impossibility to use the Beja Flying Field, because an air festival in the Beja Air Base. We changed to Evora Airfield. But there, against all forecast, the wind was across the field and it was a big risk for the models and very difficult for recovering. We moved to a wide and magnificent farming field, about 5 kilometres south and there, with the traditional Portuguese June/July temperature (38ºC) and very low wind, the von Hafe Cup 2001 took place.

F1A 8 flew

1	J Abad	ESP	1290
2	D Oldfield	GBR	1266
3	K Kulmakko	FIN	1246
4	L Picard	FRA	1189

F1B 7 flew

1	I Kolic	YUG	1289
2	J Gustavo	POR	1278
3	S Tedeschi	FRA	1207
4	M Woodhouse	GBR	1172

F1C 1 flew

1	J Cuthbert	GBR	240

VERBITSKY CUP, Kharkiv,Ukraine, July 6-8

F1A 48 flew

1	V Stamov	UKR	1290	+300	+297
2	B van Nest	USA	1290	+300	+284
3	S Makarov	RUS	1290	+298	
4	Y Grushkovsky	UKR	1290	+293	
5	A Lisovik	UKR	1290	+275	
6	M Kochkarev	RUS	1290	+267	
7	I Yablonovsky	UKR	1290	+257	
8	R Fedishyn	UKR	1290	+254	
9	D Grigoriev	UKR	1290	+240	
10	V Besarab	UKR	1290	+235	
11	Y Artemenko	UKR	1290	+234	
12	O Pshenychny	UKR	1290	+230	
13	V Lazarevich	UKR	1290	+203	
14	Y Donchenko	UKR	1290	+194	
15	A Nuttgens	GER	1290	+190	
16	I Zavgorodny	UKR	1290	+185	
17	E Kontipaylo	UKR	1290	+173	
18	V Bolgov	UKR	1290	+88	

F1B 27 flew

1	O Kulakovsky	UKR	1290	+524	
2	Y Blazhevich	UKR	1290	+466	
3	A Zastavenko	UKR	1290	+457	
4	A Shagun	UKR	1290	+375	
5	A Bukin	UKR	1290	+357	
6	N Kovalenko	UKR	1290	+354	
7	V Starostenko	UKR	1290	+343	
8	G Andriovich	UKR	1290	+284	
9	I Vivchar	UKR	1290	+215	

F1C 17 flew

1	A Babenko	UKR	1320	+420	
2	A Molchanov	UKR	1320	+320	
3	V Alexandrov	UKR	1320	+287	
4	O Grishkov	UKR	1320	+263	
5	S Vorvikhvost	UKR	1309		
6	Y Mogilny	UKR	1302		

F1G 13 flew

1	A Bukin	UKR	600	+210
2	S Stefanchuk	UKR	600	+196
3	E Gorban	UKR	585	

F1H 11 flew

1	B van Nest	USA	600	
2	A Samsonov (J)	UKR	557	
3	P Marakhovsky (J)	UKR	555	

F1J 10 flew

1	A Bogach	UKR	600	+596
2	E Bashynsky	UKR	600	+420
3	J Bailey	GBR	600	+265

SIBIU CUP, SIBIU, ROMANIA, July 12-14

F1A 28 flew

1	O Stoev	UKR	1290	+300	+195
2	M Popescu	ROM	1290	+300	+116
3	V Crougenec	FRA	1290	+293	
4	M Koszonozskin	RUS	1290	+261	
5	F Michael	ISR	1290	+222	
6	D Crintescu	ROM	1264		
7	C Pierre	FRA	1230		
8	P Drapeau	FRA	1229		

F1B 11 flew

1	S Eran (J)	ISR	1110	+242
2	D Marquois (J)	FRA	1110	+235
3	C Popa	ROM	1110	+190
4	B Marquois (J)	FRA	1106	

F1C 1 flew

1	M Radu	ROM	329

F1J 4 flew

1	A Popa (J)	ROM	413
2	D Bildea (J)	ROM	400

ANTONOV CUP, KYIV, UKRAINE, July 13-15

F1A 28 flew

1	D Zink	USA	1290	+300	+246
2	V Lasarevitch	UKR	1290	+300	+235
3	V Kapitsa	UKR	1290	+300	+232
4	J Williams	GBR	1290	+278	
5	I Yablonovsky	UKR	1290	+258	
6	A Nuttgens	GER	1290	+246	
7	V Beschasny	UKR	1290	+242	
8	P Allnutt	CAN	1290	+184	
9	B van Nest	USA	1260		
9	V Gorynin	UKR	1260		

F1B 27 flew

1	S Stefanchuck	UKR	1290	+540	+440
2	O Kulakovsky	UKR	1290	+540	+433
3	Y Blazhevich	UKR	1290	+540	+389
4	N Kovalenko	UKR	1290	+540	+384
5	A Bukin	UKR	1290	+540	+344
6	A Chik	UKR	1290	+540	+340
7	P Bogach (J)	UKR	1290	+524	
8	S Molchanov	UKR	1290	+466	
9	V Kholyavkin	UKR	1290	+462	
10	G Kent	GBR	1290	+402	
11	I Avchinnikov	BLR	1290	+261	

F1C 15 flew 8 in flyoff

1	A Babenko	UKR	1320	+382
2	E Verbitsky	UKR	1320	+380
3	I Andrushenko	UKR	1320	+362
4	A Molchanov	UKR	1320	+322
5	I Vasiliev	BLR	1320	+245

F1G 10 flew

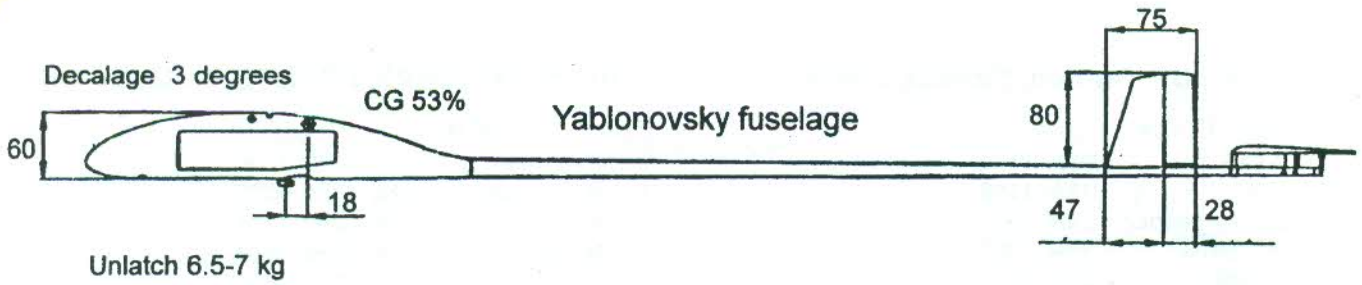
1	M Bychkov	UKR	600	+215
2	V Staostenko	UKR	600	+206
3	S Stefanchuk	UKR	585	

F1H 8 flew

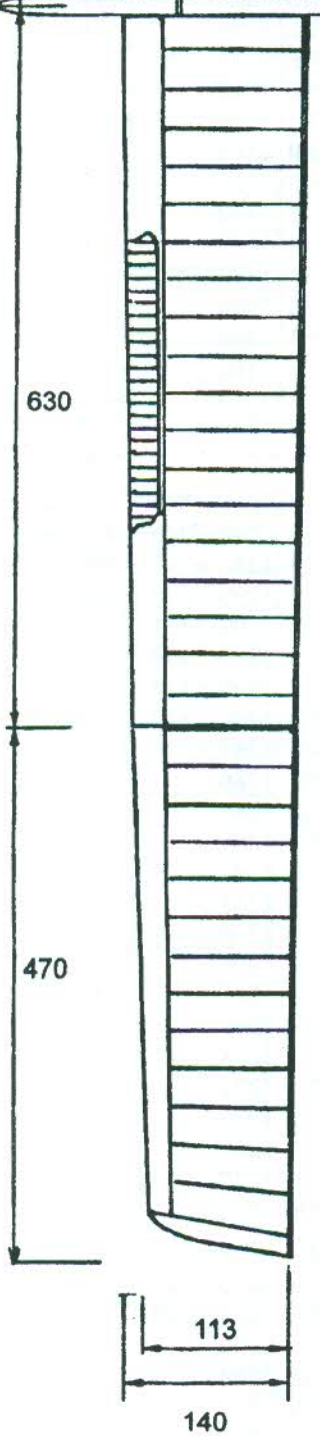
1	V Stamov	UKR	600	+180	+220
2	J Williams	GBR	600	+180	+179
3	D Zink	USA	562		

F1J 3 flew

1	A Bogach	UKR	600	+395
2	J Bailey	GBR	600	+260
3	R Strukov (J)	UKR	600	+255



Unlatch 6.5-7 kg



Maxi 3

F1A Short Bunter

by

Stewart Cox

New Zealand 2001

Target Weights

Wings	170.0 gms
Tail	8.0 gms
Morgan Tracker	3.5 gms
Fuselage/joiner/ballast	230.5 gms
Total	412.0 gms

Dihedral

Inner Panels	flat
Tip Dihedral	140 mm

Warps (right turn)

Centre panels	flat
Left tip	5mm washout
Right tip	1mm washout

Projected Area

Wing	29.46 sq dm
Tail	4.45 sq dm
Total	33.91 sq dm

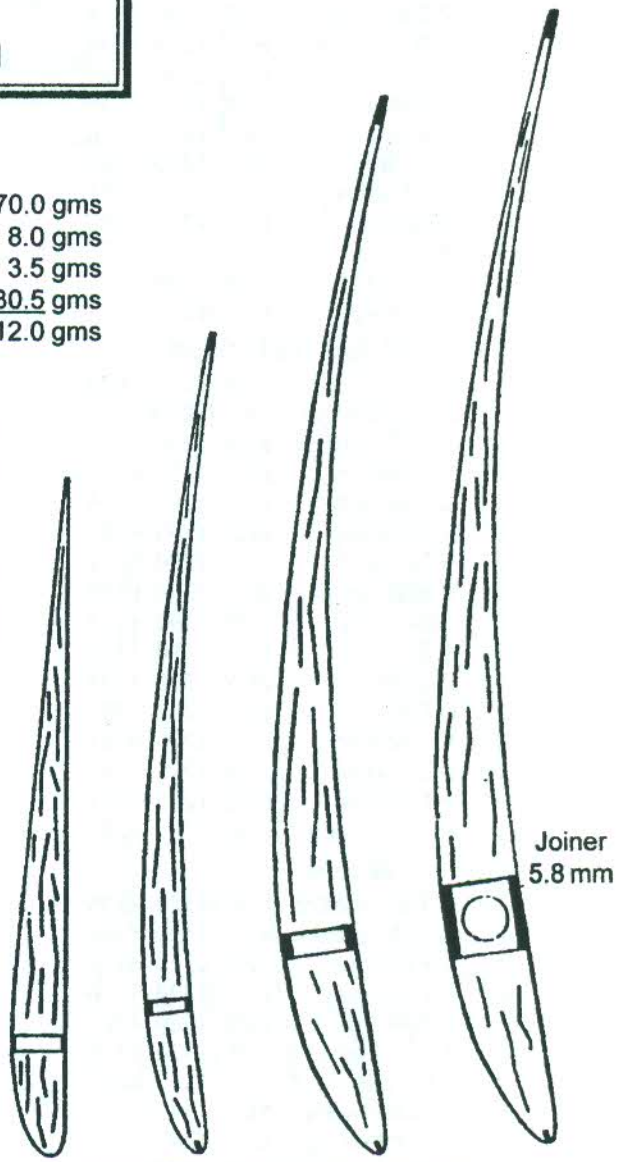
Turbulators

Wing	7% chord 0.6 mm dia
Tail	5% chord

Covering

Wing	Clear Micafilm
Tail	Silver Mylar
	16g/metre sq

Flat Span	2200
Projected Span	2157
Tail Volume Coefficient	1.04
Aspect Ratio	15.8 to 1



Yablonovsky wing sections

Wing Ribs	1.5mm med/hard balsa
Tail Ribs	1mm hard balsa

HURON CUP, Borden, Canada, July 14-15

F1A 13 flew

1	J Parker	USA	1110
2	C Markos	USA	1108
3	Z Lenartowicz	CAN	1097
4	A Barron	USA	1057
5	L Farkas	CAN	1051
6	A Schlosberg	USA	1033

F1B 9 flew

1	J Pratt	USA	1230
2	J Clapp	USA	1194
3	W Ghio	USA	1188
4	L Horak	CAN	1183

F1C 5 flew

1	E Keck	USA	1260
1	A Kirilenko	USA	1260
3	B Gutai	USA	1190

RUSSIAN NATIONAL CHAMPIONSHIP OREL, RUSSIA, JULY 20-22

F1A 58 flew

1	P Russky	RUS	1290	+404
2	V Teriokhin	RUS	1290	+374
3	A Riazantsev	RUS	1290	+349
4	Y Titov	RUS	1290	+332
5	S Makarov	RUS	1290	+279
6	A Zhuravlev	RUS	1290	+210
7	D Egorov	RUS	1290	+206
8	A Alexejev	RUS	1290	+171
9	S Pankov	RUS	1290	+140
10	A Durnev	RUS	1290	+137
11	V Poliayev	RUS	1280	
12	K Arepyev	RUS	1279	

F1B 45 flew 19 in flyoff

1	S Ilin	RUS	1290	+420
2	O Kulakovsky	UKR	1290	+414
3	A Rybchenkov	RUS	1290	+395
4	V Afanasev	RUS	1290	+385
5	A Khrebtov	RUS	1290	+384
6	S Chinilov	RUS	1290	+381
7	G Gorbach	RUS	1290	+371
8	V Mironenko	RUS	1290	+369
9	J Mustafin	RUS	1290	+354
10	A Burdov	RUS	1290	+353
11	D Idlov	RUS	1290	+328
12	D Idlov	RUS	1290	+325
13	V Smirnov	RUS	1290	+321
14	I Kurovtsev	RUS	1290	+303
15	A Naumov	RUS	1290	+291
16	I Bondarenko	RUS	1290	+284

F1C 26 flew

1	R Torgomadze	RUS	1320	+335
2	A Mikhajlenko	RUS	1320	+302
3	E Verbitsky	UKR	1320	+257
4	A Kislovsky	RUS	1320	+256
5	N Rjokhin	RUS	1320	+200
6	A Toloknov	RUS	1320	+190
7	S Korban	RUS	1313	
7	V Makhovikh	RUS	1313	
9	R Summersby	AUS	1297	
10	I Kobozev	RUS	1295	

POITOU, THOUARS, FRANCE, AUGUST 3-5

F1A 100 flew

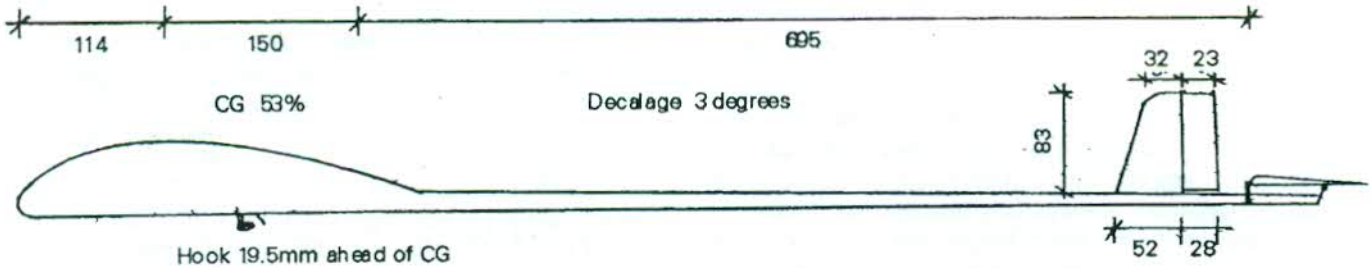
1	P de Boer	NED	1290	+300
2	V Crougenec	FRA	1290	+239
3	P Seren	GER	1290	+151
4	B Pouzet	FRA	1290	+113
5	G Aringer	AUT	1290	+95
6	J Cooper	GBR	1282	
7	I Kreetz	NED	1268	
8	D Bartle	GBR	1266	
9	P Aanen	NED	1259	
10	C Bachmann	SUI	1256	
11	M Caillaud	FRA	1251	
12	W Colledge	GBR	1217	
13	J Maassen	NED	1210	
14	P Drapeau	FRA	1200	
15	M Cook	GBR	1188	
16	M Kochkarev	RUS	1187	
17	H Schoder	SUI	1180	
18	T Marilier	FRA	1173	
19	W Bellen	NED	1172	
20	F Moreau	FRA	1168	
21	L Thevenon	FRA	1166	
22	S Rumpp	GER	1162	
23	F Hofmann	GER	1158	
24	T Oxager	DEN	1149	

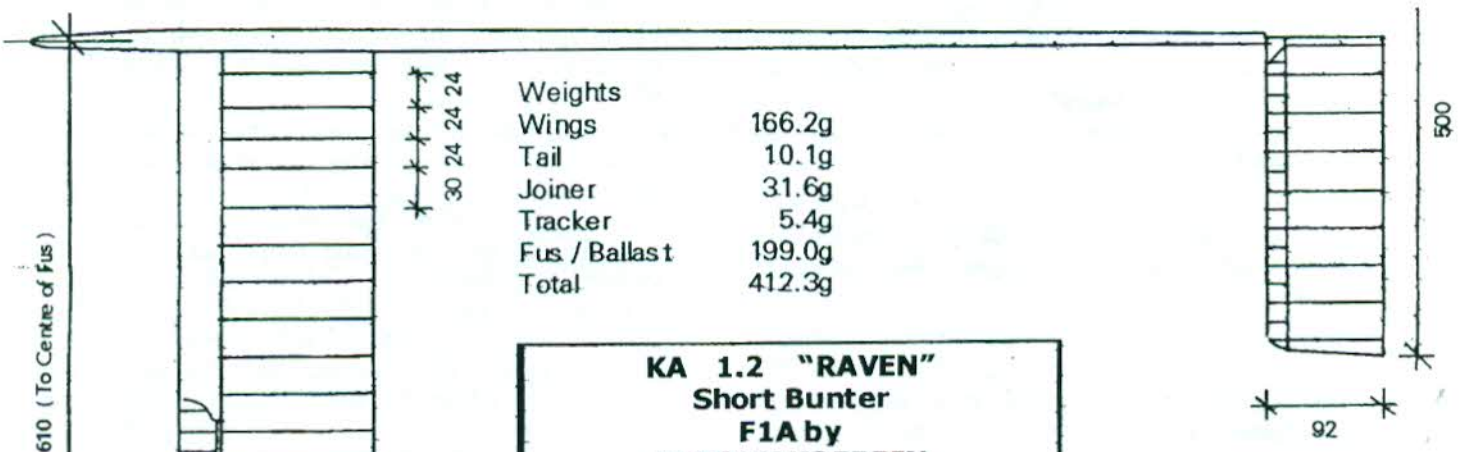
F1B 55 flew

1	A Zeri	NED	1290	+300	+300	+420	+413
2	D Greaves	GBR	1290	+300	+300	+420	+336
3	B Silz	GER	1290	+300	+300	+347	
4	G Buisson	FRA	1290	+300	+300	+135	
5	S Tedeschi	FRA	1290	+181			
6	A Pineau	FRA	1290	+159			
7	H Schoder	SUI	1290	+154			
8	M Seifert	GER	1290	+23			
9	I Vivchar	UKR	1287				
10	G Kent	GBR	1286				
10	T Andre	NED	1286				
12	H van Hoorn	NED	1285				
13	B Aslett	GBR	1277				
14	P Martin	GBR	1253				
15	H Meusburger	AUT	1248				
16	G Stringer	GBR	1244				
17	G Pink	GBR	1241				
18	R Peers	GBR	1240				
19	R Piserchio	USA	1238				
20	J Cheneau	FRA	1237				
21	F Ducassou	FRA	1236				
22	D Barberis	FRA	1233				
23	A Koppitz	FRA	1227				
24	J Kristensen	DEN	1222				

F1C 18 flew

1	P Watson	GBR	1320	+139
2	S Screen	GBR	1320	+128
3	T Oxager	DEN	1296	
4	K Faux	GBR	1288	
5	J Cuthbert	GBR	1286	
6	A Roux	FRA	1282	
7	P Ball	GBR	1277	
8	B Boutillier	FRA	1269	
9	G Briere	FRA	1267	

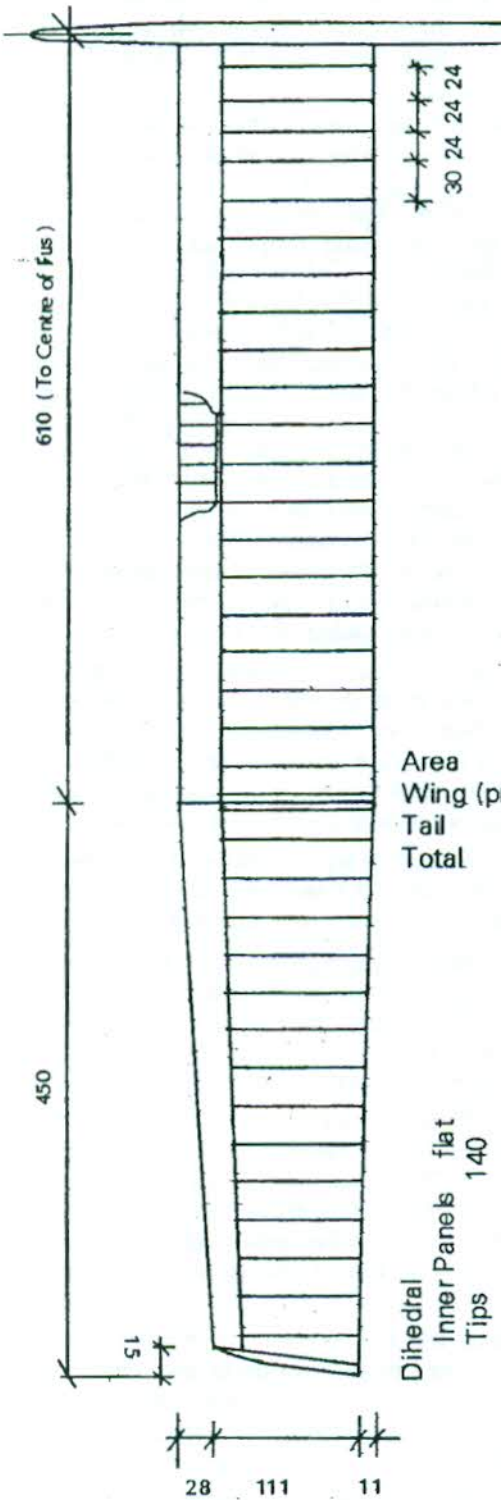




Weights	
Wings	166.2g
Tail	10.1g
Joiner	31.6g
Tracker	5.4g
Fus. / Ballast	199.0g
Total	412.3g

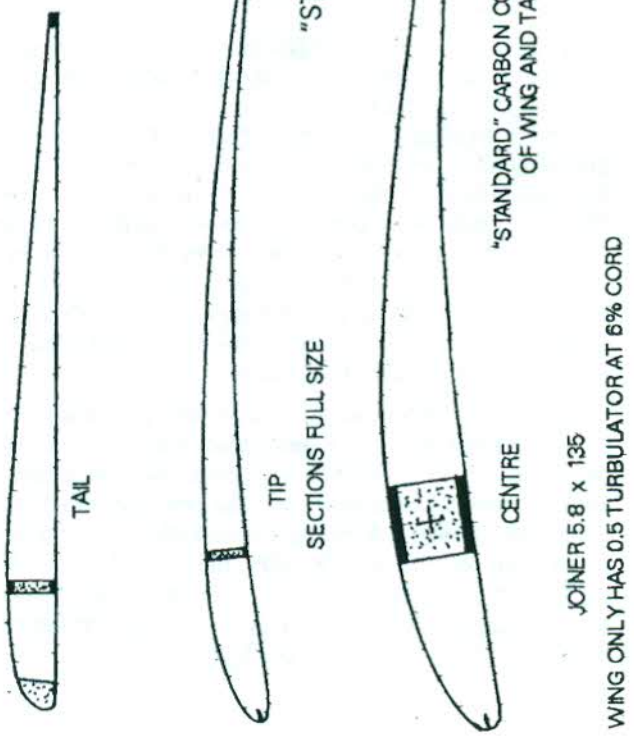
KA 1.2 "RAVEN"
Short Bunter
F1A by
ANTONY KOERBIN
New Zealand 1999

All dimensions in millimetres Scale 1: 6



Area	
Wing (projected)	29.30dm sq
Tail	4.60dm sq
Total	33.90dm sq

Dihedral
Inner Panels flat
Tips 140



Flat span	2120
Projected Span	2075
Tail Volume Coefficient	1.04

2nd INDOOR INTERNATIONAL STADIUM DE BORDEAUX, JUNE 2-3

The first event in this magnificent stadium (the Bordeaux Velodrome) was held in June 1999; due to a very bad storm in January 2000 which removed a large part of the roof, last year's planned event had to be cancelled. In 1999 3 ropes hung down from the central cupola which is a square pyramid shape extending from the main area at about 20 m height to a point at the maximum height of 37 m. As promised the ropes had been removed, making flying somewhat easier; it was far less hazardous to use the useful height of 30 - 34 m (depending on the size of model). The wooden structure was generally very friendly to models that went up like bats from the underworld and hang-ups were infrequent, but usually at important times!

The events were held to the usual format with one slot for each of about 80 min on each day except for F1D (to the new rules with 55cm wingspan) which had about 2½ hours.

It was good to see the international entry boosted with Peter Keller from Switzerland together with Daniel Medina and Manuel Diaz from Spain who had driven up to Bordeaux that morning (a 5hr journey).

As in 1999 the weather was hot and dry, for the trip down and for the contest itself. At the pre contest briefing (in French) we were told that processing of the models would be required, at minimum for the first flight; this included weighing the rubber motor to be used. Processing was supervised by the timekeeper; models were weighed using a digital scale, accurate to 1 mg. There were some problems with the longer fuselage models which had to be suspended at a point other than the usual propeller due to the lack of height!

Competitors were reminded of my unfortunate incident in 1999 when my EZB had been found to be 20 mg underweight after a good flight which was of course disqualified! Not as draconian as in Free Flight when the competitor's total score on a similar occurrence had been disqualified.

First off was 35 cm for which John Tipper, the reigning champion, had built a new tandem model with larger chords for wing and tail, covered in the new Y2K2 film, which, assuming the supply does not dry up, will generally supersede microfilm since it is so much more durable. However, for some of the more conservative fliers, expense is perceived to be a significant factor. John set the pace immediately with 22 and 25 min flights which nudged the woodwork in the cupola and was closely chased by Geoff Lefever, also with a new model with just under 24 min. Geoff's model certainly tested the friendliness of the beams!

F1M (F1D Beginner) was next on, with motors weighed as well as the models. Peter Keller was flying a well tried and tested model and his consistency gave him a slight lead over me at the end of the first day with 17min flights which used a VP prop. Geoff Lefever flew with a fixed pitch prop for the first day, then switched to a VP prop for the 2nd day, with a considerable improvement in flight times. Geoff Jones was in 3rd place at the end of the first day using a fixed pitch prop.

EZB after lunch saw John Tipper trying out a flaring prop with relatively pointed tips on his standard airframe. He said he had had no joy with such a prop on previous occasions, but this combination was right on the button from the word go. The climb was very slow and steady and he produced flights of 21.25 and 22.52, well ahead of the best flights in 1999, which nobody else could match. My best was good enough (only) for 2nd place.

Geoff Jones was the only other flyer to clear 20 min; this secured 3rd place which he retained, edging out Daniel Medina, whose flying has improved greatly in the last two years. He in turn was comfortably ahead of the others.

F1D to the new rules had prompted Peter Keller to try a model with an unbraced wing; he found it easier to fly than he had expected and now, I think, is a convert! The Spanish flyers were also using unbraced wings, microfilm covered and again Daniel was getting the measure of flying the class. All the British fliers were using unbraced models; this has become standard in UK. With 34m of usable height and with the hot conditions, a VP prop gave a big advantage since the models can generally out climb the site. My first official flight climbed to about 20 m, the very high early pitch on the prop holding the rpm down to around 35, this gradually increased as the prop moved to low pitch. The 31.34 time was considerably more than I had anticipated and put me in good shape for the morrow. John Tipper's VP assembly, for a reason not yet fully understood, was tending to stick in high pitch on the first day, very good for rpm but not in terms of achievable height!

For that evening, the French had laid on an excellent meal at a restaurant about 10 miles outside Bordeaux - this was well attended and a convivial evening ensued. Some discussion took place regarding the possibility of France hosting the 2004 Indoor World Championships. This would be an occasion to look forward to!

The next day's order of flying was changed apart from F1D being held back until last; this evens out the conditions which generally improve during the day.

EZB was flown early on which meant that very few were able to improve their existing scores and the final order in the results was virtually unchanged. My unbeaten record in EZB in France since 1989 had finally come to an end; 'The king is dead; long live the king'.

In 35 cm John Tipper increased his lead with 27.10, probably a new hall record. Geoff Lefever consolidated his 2nd place with 20.26 but a subsequent hang up in dashing style prevented him from further progress. Francis Frugoli from Marseilles improved dramatically to put him well ahead of Robert Champion and on to the podium.

My mylar balloon was put to good use throughout the event in nudging hung models off the beams and is far less risky to use than a rubber balloon. The latter is always liable to burst, taking the model with it, usually fairly comprehensively!

F1M was flown during the afternoon and was as much a question of getting more turns on as anything else. Geoff Lefever started using a VP prop with a significant increase in times. He was thus able just to edge out

Geoff Jones who flew extremely well with a fixed pitch prop, also greatly improving his times. Peter Keller flew with great consistency and was very close behind me in 2nd place.

In F1D, flown last, John Tipper got his VP prop working better and produced very good times as a consequence. Peter Keller was getting used to his unbraced model and narrowly missed 30 min. I managed to get some extra height for the last flight by reducing the maximum pitch slightly, with an improvement to 32.17, somewhat better than I had thought possible before the start of the event.

Overall, the conditions were buoyant, the drift was not at any time severe and the structure of the building is quite forgiving, making Bordeaux a first class venue. I believe the venue will be very good for a European, and possibly a World Championship.

For the latter, a prime concern is the smaller space in the cupola than on the main floor. If more teams compete than with 65 cm F1D, which seems likely, some form of traffic control to reduce the risk of mid-air collisions may well be necessary. Such a system was used at West Baden in Indiana, USA for the 1980 World Championships where the space at the top of the central atrium used for the contest is relatively restricted.

The whole event was very smoothly run and there was minimal delay in being able to fly when one chose to, important when round times are short. It was a pity that the overall results could not be distributed on the day although they were available.

The event formed the French Indoor National Championships as well as being an International. The Federation Francaise d'Aeromodelisme (FFAM) awarded magnificent medals to the French winners for all classes including the junior and cadet flyers.

We are looking forward to next year; as always, a l'annee prochaine! End of g***ings 2001 (part 1)! Part 2 we hope will be in mid October, at the huge Cargolift Hanger which has a ceiling height of over 100m and is located just south of Berlin. The height is well in excess of that for Slanic which has a mere 64m! Rocket climbs with all their attendant problems should be the order of the day. I doubt if any model will be able to reach the ceiling, so flying in this venue, where the 2003 European Championships are expected to be held, will be a new ball game!

F1D 13 flew

1	R Bailey	GBR	31.34 + 32.17 = 63.51
2	P Keller	SUI	29.51 + 28.43 = 58.34
3	J Tipper	GBR	28.17 + 26.36 = 54.53

F1L (EZB) 17 flew

1	J Tipper	GBR	21.25 + 22.52 = 44.17
2	R Bailey	GBR	20.45 + 20.55 = 41.40
3	G Jones	GBR	18.08 + 20.32 = 38.40

F1M (F1D Beginner) 22 flew

1	R Bailey	GBR	17.38 + 18.09 = 35.47
2	P Keller	SUI	17.13 + 17.40 = 34.53
3	G Lefever	GBR	15.48 + 16.36 = 32.24

35 cm (35 cm max wing span) 21 flew

1	J Tipper	GBR	25.42 + 27.10 = 52.52
2	G Lefever	GBR	23.50 + 20.26 = 44.16
3	F Frugoli	FRA	20.15 + 21.27 = 41.42

BMFA INDOOR

Cardington F1D June 10

This meeting and the one on June 24th were scheduled to be the F1D first and second trials for the Eurochamps 2001. The contest was due to be held in Belgrade, Yugoslavia, was cancelled. The two meetings therefore reverted to normal BMFA F1D contests.

Conditions were deemed reasonable enough to use full motors. This was borne out with some good long flights, but constant vigilance was required with regard to steering. A lapse of concentration could quickly render a model irretrievable.

John and Laurie both had good first flights with only four seconds separating them. John then went on to produce an excellent flight of 28.01 which looked for most of the day to be the winning flight.

Ron's first recorded flight was 21.19. However, he must have been kicking himself because on a non-designated flight he did 32.29 an excellent attempt. At the end of the day Ron's perseverance was rewarded with a 29.01 flight to win the day.

Phil, flying in his first F1D contest, recorded a fine 20.57. A subsequent flight was overdone and his model came to rest in a difficult position in the girders. It looked to me as thought the model was lost. Not to Laurie though, who made a miraculous recovery very much to Phil's relief.

Mike did a best flight of 13.41. His wing was flexing too much but a few mods should improve his flight times. Graham built his model in the week leading up to the contest. His 10.37 flight was a good foundation to work on.

F1D 6 flew

1	R Green	29.01	4	P Olsen	20.57
2	J Tipper	28.01	5	M Green	13.41
3	L Barr	26.38	6	G Walker	10.37

Cardington F1D June 24

On arrival at Cardington conditions were reasonable. The wind direction was on the shed doors which was to cause turbulence problems later in the day.

Geoff commenced with an early flight of 24.23. This was quickly followed by an excellent 29.06 requiring much steering by Ron. This good condition period lasted for about an hour. Ron also put in his only recorded flight at this time. This model was in line for an exceptional time, but a necessary steer caused him to break a wing tip at the dihedral joint, which resulted in a slow spiral down for 22.50, still good enough for third place on the day.

John Tipper did well to place second with his 25.21 flight again with much steering required. A further flight saw his model caught up on the girders. A good joint effort with Derek Richards on the balloon and John armed with binoculars resulted in a pickup and winching safely down the line. Amazing!

From early afternoon wind speed increased, the sun was heating the upper air, resulting in conditions making consistent flying impossible.

Bob Bailey and Derek Richards were also trimming, but elected not to record competition flights. Derek managed 10.38 on a third-motor and promptly put his model back in its box.

Geoff Jones had produced his first F1D for this event and a late flight caused him some consternation when it was firstly sucked in towards the shed doors and then blown down the shed in the air stream. Laurie was quickly on the ball rescuing the model with numerous steers.

Mike and Phil's times were a reflection of the poor afternoon conditions, both having difficulty in climbing through the turbulence.

F1D 5 flew

1	G Lefever	29.06	4	P Olsen	14.30
2	J Tipper	25.21	5	M Green	10.20
3	R Green	22.50			

Manchester Velodrome July 14

Even though this meeting was also for unofficial events of F1M, Mini-Stick and catapult glider, no competitors chose to fly in these events.

Attendees concentrated on F1L and F1D. Conditions between 12.00 and 2pm were reasonable but thereafter turbulence had to be coped with. Some models lost 10-20 ft with obviously reduced flight times. Several theories were put forward regarding the flying conditions. The most probable reason was that it was being caused by strong sun all day causing much air movement.

In F1L Bernie only needed a test flight then a competition flight of 9.56 to win the contest. Bernie has used the same model with 1982 built prop and same rubber motor to win all F1L comps at this venue to date. He regularly puts in flights in the 9.50 to 10.10 range. He is currently in a class of his own in this contest category.

Derek made a late 8.30 test flight and an 8.52 contest flight to secure second place. He is usually the only other flyer approaching Bernie's times.

John again showed his prowess with an excellent third place time of 8.17 benefiting from an earlyish flight before the air roughed up. At a recent Thursday impromptu meeting he achieved 8.25 and 8.27. His sights are now firmly set on the 9.00 minute mark. Well done John, in your first year's return to indoor.

Bill had a difficult day with the conditions, achieving a best of 7.35 whereas on the aforementioned Thursday he had flights of about 8.30 and 9.00.

Local competitors Paul, Tom and Reg had a close tussle with times of 6.35, 6.30 and 6.29 respectively, all enjoying their day at the velo.

It was good to see our Scottish friends Urlan Wannop and Ron Sabey down from Scotland to fly with us.

F1D saw keen close competition between Derek, Bob and Bernie with times of 10.25, 10.06 and 9.48 respectively. All were using VP props. Bill did a commendable 7.09 using a fixed pitch prop on only his first F1D model. All were using third-motors plus spacers. Derek was well pleased with his new self-made variable pitch hub, which he was able to adjust for a near perfect competition flight. Bob was unlucky to hang up on a dangling cord which spoiled what could have been his best flight. His prop was damaged on retrieval which put paid to a further attempt.

F1L

1	B Hunt	9.56
2	D Richards	8.52
3	J Billam	8.17
4	P Lawson	7.55
5	W Murray	7.35

F1D 4 flew

1	D Richards	10.25
2	R Bailey	10.06
3	B Hunt	9.48
4	W Murray	7.09

TYNEMOUTH MINI RALLY 2001, NEWCASTLE TOWN MOOR, JULY 15

The contest day started well at 11am with competitors flying in a gentle Northerly drift in line with the weather forecast. During the morning the wind slowly swung around to East, SSE and East again necessitating two moves as the wind speed increased at times to 10mph during warm sunny spells. Flights of up to three minutes by models DTing from lift were thus accommodated comfortably within the site.

It became apparent that we were near a boundary between a cold Easterly air flow and a warm Westerly air flow which was forecast to give showers in the afternoon. In the event the Easterly wind predominated until 4:30pm when heavy rain came in from the West lasting until the comp closed at 6pm.

The standard of flying in BMFA ½A was high. George Blair, flying a Winter Hawk, won by five seconds from Alan Brown, flying a Maverick. F1H and F1G were won convincingly by Bruce Duncan and Peter Lumsden respectively. Peter Martin's youthful arm proved decisive in winning HLG.

A good turn out of fifteen fliers included Jim Arnott, George Blair, Bruce Duncan, Ron Sabey and Urlan Wannop from Scotland, Peter Lumsden from London and Ken Bates from Lincoln.

The competition was originally organised in April at which time it was thought that Newcastle Town Moor, a town centre public grass field site, was possibly one of very few sites available until foot and mouth died out much later in the year.

Following favourable comments the event may be repeated in 2002 and possibly a similar event later his year if it is apparent that the foot and mouth outbreak will continue until late in the year. Brian Martin

CdH 6 entries

1	P Lumsden	Vikings	8:19
2	U Wannop	Paisley	6:37
3	B Martin	Tynemouth	5:51

BMFA ½A 5 entries

1	G Blair	Edinburgh	9:45
2	A Brown	Novocastria	9:40
3	A Jack	Tynemouth	8:25

F1H 4 entries

1	J B Duncan	S.A.A.	7:39
2	K Bates	CLEEMAC	4:35
3	R Sabey	S.A.A.	4:02

HLG 6 entries

1	P Martin	Tynemouth	3:23
2	A Brown	Tynemouth	2:48
3	K Gibson	Tynemouth	2:26

DICK JOHNSON

George Fuller writes:

Richard (Dick) Johnson passed away on Friday July 20th.

In the early 1960s I met Dick who had just joined the St Albans MAC. He was very keen and adopted power flying as his main interest.

In 1969 he accompanied me to the World Champs in Austria and immediately became addicted to the international scene. From that period he became better and better and became one of our top F1C flyers. He won the British Nationals several times and represented us in teams in Australia, Argentina and Europe. Dick moved with his company to Grove in Wantage and joined the Freebirds MAC. At a later date he joined the Bristol and West MAC.

When Dick got in the British teams, he was looked on as the underdog but when it came down to it he usually came out on top.

One of his greatest moments was being a member of the winning team at the European Champs in 1982 (with Ray Monks and Stafford Screen, all three in the flyoff).

Dick and his teammate wife Dolores became so well known on the international scene and became great ambassadors for our sport. He was known for his help and aeromodellers from all over the world including China, Argentina, Ukraine, Czech Republic, etc, kept in contact with him over the years.

We will all miss Dick and his timing ability. I know I shall miss his friendship of the past forty years. Our condolences go out to Dolores and daughter Suzanne.

FAI INDOOR RECORDS

FAI has ratified new records by Akihiro Danjo of Japan which were given as provisional claims in June and July FFn, these are F1L record no. 116-b 20.36 on April 26, F1M record no. 117-b 18.14 on April 26, F1L record no. 116-a 19.39 on May 6, F1M record no. 117-a 16.44 on May 6, F1L record no. 116-c 19.53 on May 27, F1M record no. 117-c 18.20 on May 27,

Provisional Records.

FAI has received the following record claims. The details are provisional. When the evidence required has been received and checked, the exact figures will be established and the records ratified (if appropriate).

Class F1M record no.117-d duration (ceiling over 30m): 18 min 14 sec by Akihiro Danjo (Japan) at Nagano (Japan) on June 23. The current record is 16 min 12 sec set by Jonas Romblad (Sweden) on March 3 2001.

Class F1D record no.125-b duration (ceiling 8m - 15m): 26 min 34 sec by Andras Ree (Hungary) at Budapest (Hungary) on July 1.

Class F1D record no.125-b: duration (ceiling 8m - 15m): 27 min 49 sec by Andras Ree (Hungary) at Budapest (Hungary) on July 15.

WHY? DAVE HIPPERSON

Sure it's the adrenaline rush but not the simple sort you get from flinging yourself out of an aeroplane and delaying pulling the rip cord on your parachute to the very last moment. It's not the sort of buzz you get from dropping off a suspension bridge with your ankle attached to a long elastic rope that is going to arrest your fall a few meters above the surface of the water and catapult you back skyward again either. Not those sort of thrills at all. Possibly the relief of scrapping in over the hedge of your home base after the last thermal of the evening decayed some way out and a little before you hoped and by the skin of your teeth you have made it back after completing a 600 Kilometre triangle. Possibly even somewhat akin to base jumping where the challenge isn't just parachuting off the tall building and still being alive at the end but of getting on the roof in the first place and then escaping quickly enough on landing to avoid arrest! These two come closer as they involve so much more of the participant then simply a fair ground ride but it's still not what ***I*** get from Contest Free Flight and couldn't replace it.

We create these contraptions so lovingly and then risk them to the elements never knowing quite where they might alight. The chances of damage are really no different whether that is on or off the field but the chances of finding them may well be. No other sport does exactly this. No other sport draws the contestant so regularly into completely uncharted territory and faces him on so many occasions with a different set of problems whilst all the time threatening to take away the very equipment that he uses. That equipment that he has probably created himself -many hours of work and countless more of experience and even if he's bought it, it still means a great deal to him! That's the charge - that's what makes Contest Free Flight so exciting - investment then the risk. It's not quite your life but it might as well be.

Those hairs on the back of the neck get a jolly good work out every time you stick your model in a thermal for a flyoff flight that's for sure but then just as often they are on end again later when you are combing the countryside miles downwind listening for that wonderful first blip from the radio beacon. The senses are on edge and super receptive. You unconsciously take in sounds, sights and smells that layer upon layer build a mental picture to be stored for ever and sparked back into life each time those sensations of the country come again even when you are not flying. The way the sun sets so quickly when you are rushing to retrieve late in the evening still with perhaps many hundreds of miles to drive home when it's all done. The way the smoke hangs motionless as if there *is* no rush. The little scuttling noises in the hedges and occasional interested owl that comes to have a look at you flapping silently around your head. The way the damp rises wetting you as completely as it would were you wading in water and not just walking through long grass. It's cold and uncomfortable but quickly forgotten; the memory improving with time reminding you only of the pleasure of that first visual contact with the model sticking out of the deep crops where it would have lain for ever were it not for the tracker bug. The way the sleet bites into your face as you set off in the pitch dark across an unknown field not knowing what hazards might be waiting out

there but being sure of one thing after four hours of searching you have just got a signal ! A torch in your mouth to read the display on the receiver, one on your head if you need to look at the map and a big one in your hand to scan the ground. Then after a few hundred yards there's the model in front of you in the dark on the ground and safe and you didn't need any of them. The model and a trophy to take home - what joy.

The walled gardens that surround some of the smaller fields like, Port Meadow in the South and York Race Course in the North. Hopeless searching traps without trackers but with them great fun, almost better than woods. The joy of hearing the model, knowing it's close and then the chance mentioning of it's proximity to an interested householder brings out his entire family searching their garden for you. Then his neighbours looking out of windows and over each others fences convinced you know what you are doing as after all you have this fancy looking aerial which they have seen on nature programmes so you must be all right. Eleven complete households did this for me one evening in Oxford! The young lady sunbathing naked in the garden in York - the game of strip poker that we came upon when innocently walking down a lane in Somerset! We would never have been there had there not been for the need to retrieve and the confidence to do so far out into the country.

Then there's the climbing. In the dark is best - at least then you can't see the ground. So late on a winters night that ice is forming on the puddles beneath. You can see the moon light reflecting off them and when it gets up a bit higher it glints encouragingly on the Mylar panels of the wing you are poking at still high above you. You may be up that tree another couple of hours with head craned back and nothing else for company but a 9m poach pole until inexplicably when you are all in and about to give up it comes looses and gently flutters to earth. It may not even be your model but the feeling is just the same.

The sensations start with the opening of the box - the immaculate equipment laid out in neat order ready for commitment. The smells that great you, a mixture of the paint or varnish of the box, the dope and epoxy on the models and the lubricants and fuel from previous outings. Spencer Willis has a jacket that he says 'smells of aeromodelling'. Not simply dope or fuel but the entire aroma as nebulous as that might be. To him those smells are aeromodelling. To me so is his jacket!

When I started in this business 40 years ago I did so on Chobham Common amongst a huge crowd of London contest flyers who all seemed to be imbued with this passion for full blown competition despite the considerable risk -greater then with less technology to help. Today I see the end. Perhaps in the same way none of us expect to be around when the Sun explodes and gobbles up our Solar System and the Earth along with it perhaps I was kidding myself that I wouldn't be around to see the end of Free Flight Contest Duration in the UK. Sadly I think I shall be. I think this is it. The legacy of the enforced layoff during the recent cattle decease has left our ageing rule makers toying discouragingly with moving towards mini, almost micro specification models, our administration sluggish with apathy and seeming disinterest in anything but FAI - they are all right Jack. They are off to the continent and "UK events never were important anyway" and the MOD itself emitting bewildering signals and showing great reluctance to allow us full unrestricted used of our crucial sites anymore despite our National Government repeatedly telling everyone the problems are over and opening up footpaths almost countrywide. At the base of it all a BMFA which seems to take a perverse delight in ignoring the crisis for Free Flight both in its sad and irregular news bulletin and when it is approached to help regain fields. Like Nero and Rome, simply fiddling while we burn. Like the Roman purge so convenient for them if we just went away, and imagine we actually pay them for this service!

Tell me I am not the only one left. Tell me I am not the only one that wants to get this show back on the road again and sees this as a stitch-up. Tell me soon other wise I am out of here.

FFONZ NEWZ

The two plans in this issue are from FFoNZ NewZ. Lincoln Vincent is now the editor. Contact him for details at 388b Ngatai Road, Tauranga, New Zealand.

NEWS FROM BMFA FF TECH COMMITTEE

FREE FLIGHT PRACTICE DATES RESUME ON SALISBURY PLAIN. After the F&M embargo since February, we have just heard from the Army that Salisbury Plain Training Areas 8 and 20 are again available for training and practice for FAI, Open and Mini class free-flight flyers, for BMFA members only, of course.

All the dates previously published are still available. We therefore have Aug 11/12th, Aug 18/19th, Aug 25/26th, Sept 8/9th, Sept 22/23rd, Sept 29/30th and Oct 13/14th.

Contact Bernard Aslett on 01793-840-629 on the Friday before going, in case of last minute military changes. There will be a single charge of £15 per person to pay for the licence, which will cover all the eleven weekends remaining this year. Send a stamped addressed envelope to Bernard at 25, Honeyhill, Wooton Bassett, Swindon, Wilts, SN4 7DX to be included on the security list (if you were not a user last year), and to receive the user's guide and a sketchmap showing the areas we use.

HOWEVER: You must ensure that you disinfect your car tyres and your shoes. There is no guarantee that there will be anyone to organise it for you, but most of the materials are available for you to do it yourself.

1. At the road junction onto the plain, the track divides, one track curves to the left and curls around the hill (not to be used), and the other track carries straight on along the valley. In the junction between these tracks, in a hole in the ground, there are two rolls of carpet, a blue plastic water carrier containing disinfectant, and a red container.

2. If you are the first to arrive, place the two rolls of carpet on the track leading into the valley, car tyre width apart, and liberally soak them in disinfectant. Put 2 or 3 inches of disinfectant into the red container.

3. Wash your shoes in the red container, drive your car over the soaked carpet.

4. If, when you arrive, the carpet is already laid out, make sure that it is soaked in disinfectant, wash your shoes and drive over.

5. The disinfectant is CITRIC ACID. This is obtainable from Boots (in powder form I believe) for about 75p. Bring some with you; if the blue container is empty, mix up some more solution using the water which should be in the black barrel which is also in the hole.

6. Last person to leave on Saturday or Sunday must pack away the equipment back into the hole. Please report any difficulties or missing equipment to Peter Tribe or Martin Dilly.

7. It is a condition of the licence that we carry out this procedure.

There were no cattle in the vicinity of activities this weekend. If there are any in the future, choose a location where you will not have to go near them.

STONEHENGE CUP 2001

After many months of inactivity due to the F&M epidemic, the Free Flight Technical Committee of the BMFA is delighted to announce that the Stonehenge Cup FAI World Cup contest will take place on Saturday and Sunday September 15 and 16 at the former RAF base at Sculthorpe in Norfolk. After the problems faced last year at Barkston Heath we were forced to seek an alternative venue and Sculthorpe is the best available.

It is situated on the A148 road between Fakenham and Kings Lynn, about three miles (5km) west of Fakenham. For those of you unfamiliar with this site, maps will be available on request and will be sent with your contest information about two weeks prior to the competition.

Another new departure is that we have arranged accommodation, meals etc. at The National Construction Centre at Bircham Newton, another former airfield site which is just six miles from the competition site at Sculthorpe (directions available). There are no facilities at Sculthorpe, so this is an excellent opportunity to make the social part of the weekend even better. Competitors arriving on Friday must attend at Bircham Newton for registration - there will be no access to the flying site at Sculthorpe until 8.00am Saturday. Competitors arriving Saturday should go directly to Sculthorpe.

Single rooms (only) costing £25 per person per night, including cooked breakfast are available on Friday, Saturday and Sunday nights as required.

On Friday, test flying will be possible at what remains of the old airfield at Bircham; the area is not grassy but reasonably flat earth/soil. It is not large enough for long flights.

On Friday evening, meals and drinks will be available in the Centre Bar; please make your own arrangements.

On Saturday evening, we have organised a dinner in the Dining Room of the building with our own bar, so those people staying will have no need to drink & drive - just climb the stairs! Mike Fantham will put on a slide show after dinner. Estimated cost is £10, to be paid with entry fee and any adjustment to cost made at registration.

Breakfast will be served at 7.00am on both Saturday & Sunday mornings.

We are most anxious to make maximum use of the facilities at Bircham Newton and ask those who usually use hotels to take up this offer. It may be possible to put two beds in some rooms for those requiring a double room; please advise on the entry form and we will do our best.

For those wishing to caravan or camp, there is an excellent site at Syderstone, approximately 3 miles from Sculthorpe on the road to Bircham Newton (£3.50 per person per night): The Garden Caravan Site, Barmer Hall, Syderstone; contacts : Tim, Colleen and Nigel Mason telephone 01485 578220 (house) or 01485 578178 (office). Please make your own arrangements.

Due to the shortage of time, please enter as soon as possible as we need to advise numbers to Bircham Newton. We look forward to meeting friends old and new this year and look forward to good weather and a fine contest.

Programme:

Friday Sept 14	Arrival & registration will be at Bircham Newton, from 3 pm.
Saturday Sept 15	F1B, F1C competition
Sunday Sept 16	F1A competition
Monday Sept 17	Departure

On both competition days flying will start at 9am subject to weather conditions.

Competitors must hold a current FAI licence which will be checked at registration time.

Entry fees: £21 for any one class and £5 per additional class; juniors (age under 19 as at 31/12/01) £5 per class.

Entry Forms to: Gerry Le Vey, 10 St.Nicholas Crescent, Copmanthorpe, York, Y023 3UZ (tel (0)1904 705647), to arrive no later than August 31 including payment. Late entries will incur a 50% surcharge and field entries will be charged double. All payments should be in UK pounds and cheques drawn on UK banks should be payable to “G F LeVey - Stonehenge Cup”.

Optional food and accommodation costs should be included with your entry fee as required: lunch (£3 per person per day), accommodation (£25 per person per night), Saturday evening meal at Bircham Newton (£10 per person).

Prizes will be awarded down to 5th place and all entrants will receive a memento. Prize giving will take place at contest control on Sunday evening after completion of the FlA event.

Timekeepers: This event cannot take place without timekeepers and we need more volunteers. A free lunch and an event souvenir will be provided. Your help will be appreciated.

UK COMPETITION NEWS

TIMPERLEY FLYERS OPEN DAY which had been scheduled for August 26 has been cancelled due to continued F&M restrictions.

FREE FLIGHT EVENTS AT NEWBIGGING, SCOTLAND. Jim Arnott: "Discussions with the local farmers at the end of June showed that they remain very concerned by the on-going confirmed cases of F&M in the North Yorkshire area. The "right of way" trekking paths on the moors will remain closed to the public for several weeks yet. The farmers are grateful for our consideration in remaining off the land and they indicated that they will be happy to see us return once the outbreak in defeated.

In view of this the Scottish Aeromodellers Association has decided to give early notice that the Scottish Nationals, which were postponed to 8/9 September, are now CANCELLED for this year. The same applies to the Paisley Trophy and Cranfield Classic events, which had not been rescheduled. We look forward to seeing you all in 2002."

CROYDON WAKEFIELD DAY will be at Middle Wallop on October 21st. Events will be F1B, 8oz and 4oz vintage, classic (1950-60) Wakefields, plus P30 and Prima F1B events. Contact David Beales, tel 0208 265 7846.

David comments: "Last year's limited flyoffs caused quite a controversy, but sparked a discussion as to how best to utilise flying sites, when the foot and mouth problem and change of land usage curtail access to surrounding countryside.

Croydon plan to use the rounds system for all classes in order to adjust maxes for changing flying conditions and possibly reduce the need for flyoffs. The flyoff system may be unlimited if conditions allow, but a limiting system will be used if necessary.

2001 has proved a frustrating year for contest flyers, but we hope to provide a good contest even if the 'Gung Ho' atmosphere of previous events is somewhat muted."

FAI WORLD CUP POSITIONS

The best three results are shown for each flyer.

F1A

1	V Stamov	UKR	140	MM-1 VB-1 PZ-3
2	J Valo	FIN	130	BC-1 PZ-2 HL-3
3	M Holmbom	SWE	113	UP-1 HL-2 BC-6
4	S Rumpp	GER	109	HL-1 SC-1 PT-22
5	V Crougenec	FRA	94	PT-2 SB-3 CM-6
6	A Notaros	HUN	93	SV-1 PZ-6 NC-8
7	J Parker	USA	92	HC-1 MM-2
8	G Aringer	AUT	91	PZ-1 PT-5 HL-15
9	I Bezak	SVK	90	VS-1 NC-4 PZ-20
10	B van Nest	USA	88	VB-2 MM-4 HL-7
11	F Aberlenc	FRA	84	CM-2 NC-3 MM-14
12	P Drapeau	FRA	83	CM-1 SB-8 PT-14
13	O Stoev	UKR	81	SB-1 PZ-8 NC-18
14	V Morgan	AUS	80	AC-1 SN-3
15	P Mitchell	AUS	80	AC-2 SN-2
16	P Summersby	AUS	80	SN-1 AC-3

F1B

1	B Silz	GER	128	SC-1 VS-2 PT-3
2	O Kulakovsky	UKR	126	VB-1 RN-2 PZ-4
3	I Kolic	YUG	117	VH-1 CM-2 VS-4
4	A Zeri	NED	110	PT-1 SN-3 AC-4
5	V Rosonoks	LAT	106	PZ-1 HL-3 BC-8
6	Y Waltonen	FIN	103	CM-1 UP-4 BC-4
7	W Ghio	USA	103	MM-1 HC-3 HL-10
8	R Blackam	AUS	99	AC-2 SN-2 MM-11
9	A Kutvonen	FIN	93	BC-1 UP-2
10	A Chik	UKR	88	NC-1 AN-6 PZ-12
11	S Stefanchuck	UKR	87	AN-1 PZ-5 HL-17
12	J Krasznai	HUN	86	PZ-2 NC-2
13	S Tedeschi	FRA	85	CM-3 VH-3 PT-5
14	M Woodhouse	GBR	83	UP-1 VH-4 MM-23
15	M Rolands	LTU	75	UP-3 BC-3 HL-15
16	A Andriukov	USA	69	MM-2 HL-5

F1C

1	J Cuthbert	GBR	151	UP-1 CM-1 VH-1
2	E Verbitsky	UKR	142	PZ-1 MM-2 AN-2
3	A Lindner	GER	115	HL-1 SC-1 PZ-12
4	D Thomas	AUS	100	AC-1 SN-1
5	A Babenko	UKR	82	VB-1 PZ-4 AN-1
6	K Kuukka	FIN	81	BC-1 HL-3
7	V Alexandrov	UKR	77	PZ-2 VB-3 AN-8
8	M Roman	POL	75	VS-1 PZ-5
9	P Watson	GBR	74	PT-1 MM-8
10	R Torgomadze	RUS	73	RN-1 VB-8

Contests included in the F1A F1B F1C results:

MM	Max Men USA	BC	Bear Cup FIN
HL	Holiday on Ice NOR	AC	AFFS Ch AUS
SN	Southern Cross AUS	UP	May Comp SWE
SV	Srem Cup YUG	VS	Vsechov CZE
EM	Concurso Nacional ARG	PZ	Puszta Cup HUN
NC	Novohrad SVK	SC	Scania Cup SWE
CM	Castilla la Mancha ESP	VH	Von Hafe Cup POR
VB	Verbitsky Cup UKR	SB	Sibiu Cup ROM
AN	Antonov Cup UKR	HC	Huron Cup CAN
RN	Russian Nationals RUS	PT	Poitou FRA

Contests still to count for 2001

Voros Jeno HUN, Summer Cup POL, Soko Cup BIH, Bodenland Cup GER, Israel FF Championship ISR, Eifel-Pokal GER, Prilep Brand MKD, Stonehenge GBR, Canada Cup CAN, Sierra Cup USA, KRKA Cup SLO, Montenegro Cup YUG, Euro-Fly SUI.

F1E

1	Z Vojtech	CZE	80	TC-1 RB-4 RA-18
2	D Petcu	ROM	71	RA-1 NA-8 TC-12
3	P Nosko	SVK	65	TC-2 RB-5 RA-13
4	F Martan	CZE	54	RB-1
5	F Draghici	ROM	51	TC-3 RB-9 RA-12
6	S Ionita (J)	ROM	51	NA-1 TC-6
7	A Gheorghe	ROM	44	RB-2
8	F Doupovec	CZE	43	RA-2 RB-10

Contests included in the F1E results:

RA Rana 27 Apr CZE RB Rana 28 Apr CZE,
TC Turda Cup ROMNANapoca Cup ROM

Contests still to count for 2001

Freundschaftscup AUT, Kolibri-Pokal AUT, Mikulas Cup HUN, Liptov Cup SVK , Saint Florian's POL, Governors Cup POL, Oberkotzau GER