Free Flight news FFn

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DIARY

August 11 Cardington	BMFA Indoor F1L and No-Cal. See FFn 0206. Must be on attendance list for the day. Contact: L Barr, tel 01628 487544. e-mail: lgbarr@tiscali.co.uk
August 11-18 Lucenec,Slovakia	Junior World Championships F1A, F1B, F1J.
August 13-17 Karneralm, Austria	F1E. Aug 13th: Heri-Kargl World Cup, 15th Open, 17th World Cup. R Wolf, tel: + 43 274 73790, fax:+43 676 3018300, umsc.kolibri@lion.cc, web: http://go.to/umsc-kolibri
August 16-18 Beauvoir-sur-Niort, France	Azay Le Brule. F1A, F1B, F1C, F1G, F1H, F1J, F1K. A Pouyadou, tel: +33 5 49 25 58 52, fax: +33 5 49 25 58 52
August 23-25 Noizé, Thouars, France	Poitou World Cup. F1A, F1B, F1C, F1G, F1H, F1J, F1K. Contact:A Roux, tel: +33 549 666107, fax: +33 549 961337, poitou-aero@club-internet.fr web: http://site.voilà.fr/poitouaero
August 24 North Luffenham	Timperley Flyers Open Day. See FFn 0203. O/R, O/G, O Vint, CdH, Comb Power. BOM applies. Start 9am, no rounds. All welcome, flyers must be BMFA members, gate fee. D Clarkson, 0161 4777647, G Ferer 0161 928 4955
August 24-26 Cardington	BMFA Indoor 24th: Practice/LPP, No Cal, Catapult Glider. 25-26th Indoor Nationals: 25th F1L and F1M, 26th F1D and Mini-stick. See FFn 0206. Must be on attendance list for the day. Contact: L Barr, see August 11
August 26 Monday Church Fenton	Cleemac/Knavesmire/Tony Balding meeting. Comb A1+P30, comb CdH, comb CO2+E30, mini vint R, comb OP+SLOP, under 25" vint R. No electronic thermal detection. No rounds, 3 flts, max TBD on day. Start 10am. D Davitt 0113 2675433
Aug 29-Sept 1 Zulpich, Germany	Eifel-Pokal World Cup F1A,F1B,F1C. P Mönninghoff,Friedrich-Ebert. str 41,58332 Schwelm, Germany, +49233 67248,moenninghoff-Peter@t-online.de
August 30-31 Beer Sheva District, Israel	Israel FF Champs World Cup. F1A, F1B, F1C, F1G, F1H, F1J. Tzlil Meir, t: +97 23 5175038, fx: +97 23 5177280, e: office@aeroclub.org.il
Aug 31 – Sep 2 Toronto, Canada	Canada Cup. World Cup event. F1A, F1B, F1C. L Farkas, tel/fax +1 905 886 3025, email aljolie@netcom.ca
September 1 Area venues	BMFA Fifth Area event. O/R Team (Farrow / Plugge), F1A (SMAE), F1J/BMFA½A, SLOP
Sept 6 (Friday) Little Rissington	BMFA Southern Gala. O/G, O/R, O/P, F1H, F1G, F1J/BMFA½A, SLOP, Mini-vint, E30, CO2, HLG, Cat.G. Strachan 01223 860498
September 7-8 Newbigging	Saturday Paisley Trophy (all-in open) 10.00 to 17.30; Sunday Cranfield Classic, 2 flights at will from 10.00 to 13.30 then rounds for flights 3, 4, 5. Contact: J Arnott, 01383 510279 or arnott.downside@quista.net

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

EUROPEAN CHAMPIONSHIPS F1A, F1B, F1C, KUNSZENTMIKLÓS, HUNGARY

Report by Ian Kaynes

The European Championships were held in Hungary starting July 29th (the day after the Puszta Cup) and finished on August 4th. The finish date was also the first day of the Voros Jeno competition, giving 10 days of flying on the same field. It is a few kilometres away from the previous field, at Domsod, which was used for the World Championships in 1995.

While it is a similar dry grassland (Puszta), the new field was found to be rather better in some ways. It was good not to have woods like the one near the entrance to the old field, but instead Kunszentmiklos had a reed-filled river. This was over 10m wide and more than a metre deep and without a nearby bridge. A temporary wooden bridge was made on the first Euro Champs contest day and provided a well-populated focus for retrieval teams on the following days.

The Puszta Cup World Cup event had suffered from high wind, but for most of the following week the weather was more pleasant. Typically dry and warm (up to around 30ºC) with a mixture of sun and cloud, the latter building up into storms on some occasions.

Processing was carried out on the field on Monday and Tuesday – consisting of stamping and recording the models to be flown. It did not include reading the certificates, which one team presented with F1B weight recorded as 195g (and another team only found out about the 30g rubber weight at this time!).

The opening ceremony was held in Kunszentmiklós on Tuesday evening, followed by a team managers meeting. Registration and the meeting were marked by a total lack of printed information.

Wednesday was F1A day and it dawned sunny with light wind. By the 8.00 start time it was quite warm and fairly strong lift was seen within the first quarter of an hour of the 4 minute max first round. At the British pole Tim Nicholson dropped with a 2½ minute flight but Alan Jack and John Williams made the full four. Of the 82 flyers 10 had failed to make 3 minutes, including Victor Stamov, and another 9 had times between 3 and 4 minutes.

The extended max time would only come into play to decide order in tied scores, but there was every expectation that there would be a large flyoff involving the 63 with 4 minutes in this round. To give you complete information, in the results I have included the full time recorded in the round 1 column. Where the extra time above 3 minutes comes into play to determine the results this is printed marked with an "e" in the first column after the basic 7x180 total.

The following rounds were regular thermal finding affairs with the straight max of 180 seconds. There were soon reports of cars driving downwind. Motorised retrieving was forbidden by the local rules, as a condition of use of this National Park site, and the park wardens quickly went downwind to warn them. This seemed to be effective and I don't think they needed to impose any of the €100 fines which had been stated as the penalty.

The contest was flown in 55 minute rounds separated by a 5 minute break, with all 7 rounds flown continuously without a lunch break. A minimal bagged lunch was provided at midday for officials and others had to have their independent supplies, since the promised food vendors on the field only materialised as drink suppliers.

The scoreboard was only started to be used during round 4, and this display delay continued through the day, so that it was impossible to have a view of the current numbers maxing out.

During round 6 a large storm was seen over Kunszentmiklós and it was coming towards the start line. A one hour break was made before starting round 7 to let it pass. When flying restarted, in conditions which had returned to the warm thermally weather of the previous rounds, a total of 31 completed their full scores. Only 5 flyers had dropped the last round, but it was remarkable that the team situation had changed dramatically. Final flights were dropped by one flyer for Croatia, Denmark, Israel, Slovenia, and Sweden to spoil their perfect team scores and leave the home Hungarian team as clear winners. For team scores the basic time (7x180) counts, without the extended max extra time included.

Alan Jack had dropped in round 6, so that the British team had only John Williams in the flyoff. This had been scheduled to start at 17.00 but following the one hour delay to round 7 it was chosen to move the flyoff back by the same full one hour to 18.00. With hindsight this was a pity, because the weather was pleasant at 17.30 when all the timekeepers and starting poles had been sorted, but by 18.00 another storm was approaching. There was lightning but only in the distance. However, halfway through the 10 minute flyoff period the rain reached the start line. One group had launched quite early in the round and could be seen clearly in good air. At some distance from the line some of the zoom launches had looked very impressive, most notably the smooth transitions of the models with electronic timers. John Williams launched a little later and did not get the air, while later another bunch looked good having flown from further across the line. The rain was not a factor in seeing the models for the full five minutes against the brighter distant sky, and when the cards came back we found 18 had maxed.

The second flyoff was set for 18.50, which was found to be quite a challenge to the retrievers to get models back in time. By now another storm was building in what had been the downwind direction, spreading towards the flight line and reversing the local wind direction. It developed remarkably quickly just before the flyoff and the gliders were towing against very dark clouds.

Most circled in the clear area beside the start line and launched quite soon, including one model folding wings on launch. A few went upwind away on the right side of the line and found what seemed to be good air. The models went a long way but could be seen and the final result did not include timekeeping eyesight questions.

The winner, Alexei Riazantsev of Russia, was the only one to max. Alexei had placed third in the 1998 Euro Champs. Second place was taken by Frank Adametz (Germany) and third by Philippe Drapeau (France). Like Alexei, Philippe had also had a good year in 1998 – that was the year he had won the F1A Junior World Champs. He had flown the flyoffs with a model older than that, his number one model having been damaged during a line-cross crash in the first flyoff.

F1B day dawned with mist but this had burned off by the liesurely 8.00 start time. It was sunny when the round opened and a group of models were quickly away to a comfortable 5 min max. By 8.15 it had clouded over and the air seemed very dead. The next group to fly found unhelpful air and mostly dropped the max. At the British pole Dave Greaves had a long wait but was finally rewarded with a max.

By the end of the round, of the 78 flyers, 72 had made 180 but only 49 had reached 300 sec. Interesting to note that only one flyer had a time between 180 and 210, the first round max for F1B in previous years.

Mike Woolner was the only casualty at the GB pole, to go on to have a miserable day with flights dropped both in bad air and with the prop folded over the wing. Dave Greaves dropped his full score in round 5, which was the most difficult round with overcast dead spells. GB were not helped by now approaching the "upwind" end of the line. Discussions with organisers failed to change the line from its direction down the average direction of the variable wind. Despite his first round 5 max, Dave finished at a lower place than Ivan Taylor who had dropped his first round extended max but flew six clear 180s after that. This is a function of the extended max rules biased to reward consistent flying rather than absolute performance (but all rather academic when you have missed a large flyoff).

After the cull of 10 full scores in round 5, at the end of the day there remained 31 for the flyoff, exactly the same number as F1A. For the first flyoff at 17.00 the wind obligingly turned to be perpendicular to the line, taking models across the river on to the vast plain on the other side. Most of the Wakefields were launched halfway through the round. Lift was apparent at the far end of the line but less certain at the low-numbered poles. Indeed this was reflected in the results with most of the far end maxing.

The second round flyoff for the 7 minute max followed at 18.15, with the same breeze and sun – the lighting aided timekeeping since the models were drifting away from the sun. There were three waves of models, about half the flyers waiting to go three-quarters through the round. Many models looked good, and when the cards came in this was confirmed by five having maxed.

The nine-minute round was at 19.30 in similar weather, now cooling slightly as sunset approached. Defending champion Kulakovsky flew a very wide circle (one circle in the whole flight) while the other three drifted downwind in more compact circles. The trim, or just superior performance, paid off and Oleg retained his Champion title by a margin of 80 sec over second place Bosnian Kapetanovic, who was in turn just 2 seconds ahead of the Lithuanian flyer Laurinas Gircys (who was second in Junior Euro Champs last year, one of several ex-junior-champs flyers now doing well at senior level).

Power day started with the wind towards the river, like last night, but this time straight into the sun. Fuzeyev was first to fly, his always-impressive folder having some stalls after transition but eventually settling to glide for the max. A couple of minutes later Cuthbert launched and made a comfortable max from a well-judged motor run, lucky in that it landed with a jammed arm which would have stopped it DTing. Minutes later others flew, including Verbitsky, but the air was not so good and Eugeny had a tight glide possibly because of the prop fold on VE67 and landed at just 3½ minutes. The action slowed down after this with long waits for possible air.

Near the end of the round there was a sudden PA announcement stopping the round. Oszkar Maczko had been hit on the foot by a model with running prop that had dived back to the line after the motor faltered on the climb. He was badly cut and quickly attended by the on-site ambulance. Apparently his movements to get out of the way had been limited by trying to avoid treading on the model of organiser/flyer Gabor Zsengeller that was near him. He was taken to hospital, being transferred to another ambulance at the edge of the site. The round began once the field ambulance had returned. The accident was just one instance of many errant models, there being a remarkably large number flying inconsistently or off pattern.

There had been just 13 minutes left in the round when it was stopped. Rounding this up to 15 minutes did not do much to help the British pole, where two were still waiting to fly (after delays due to plugs as well as waiting for air). Ken Faux went first after waiting further, but the air was still not good and despite the fine pattern it glided down a minute short. It was particularly unfortunate because Ken had just been about to fly when the round was stopped. Phil Ball now had just 4 minutes in which to fly. When the round had just 30 seconds left he flew but launched left but, despite flapping, it was down in less than two minutes.

There had been 22 maxes in the first round from the 48 competitors. Only 5 had been defeated by the new 5 minute max compared to the previous 4 min max. 11 had dropped below the basic 3 minutes.

The air was now warm and thermally but I did not see much of the next few rounds because a major incident arose with the Ukrainians. There will doubtless be much further discussion of what happened, but a basic summary is as follows:

F1A EUROPEAN CHAMPIONSHIPS

1	Alexei Riazantsev	RUS	1260	+60e	+300	+420
2	Frank Adametz	GER	1260	+60e	+300	+388
3	Philippe Drapeau	FRA	1260	+60e	+300	+359
4	Jari Valo	FIN	1260	+60e	+300	+354
5	Ferenc Kerner	HUN	1260	+60e	+300	+344
6	Stanislaw Kubit	POL	1260	+60e	+300	+338
7	Per Findahl	SWE	1260	+60e	+300	+294
8	Sabrija Limo	BIH	1260	+60e	+300	+291
9	Damjan Zulic	SLO	1260	+60e	+300	+289
10	Rudolf Holzleitner	AUT	1260	+60e	+300	+272
11	Roman Ceresnik	SVK	1260	+60e	+300	+271
12	Siegfried Limberger	LUX	1260	+60e	+300	+246
13	Jeno Voros	HUN	1260	+60e	+300	+243
14	Yuri Titov	RUS	1260	+60e	+300	+240
15	Jan Vosejpka	CZE	1260	+60e	+300	+185
16	Bojan Gjerek	SLO	1260	+60e	+300	+175
17	Damir Rogoz	CRO	1260	+60e	+300	+158
18	Matti Lihtamo	FIN	1260	+60e	+300	+0
19	Henning Nyhegn	DEN	1260	+60e	+276	

20	Cenny Breeman	BEL	1260	+60e	+258						
21	Ivo Kreetz	NED	1260	+60e	+250						
22	Yaron Kraus	ISR	1260	+60e	+249						
23	Rimas Indrisonis	LTU	1260	+60e	+237						
24	Vladyslav Lazarevych	UKR	1260	+60e	+233						
25	Vittorio Brussolo	ITA	1260	+60e	+232						
26	Mario Omrcen	CRO	1260	+60e	+227						
27	John Williams	GBR	1260	+60e	+224						
28	Ryz Bohuslav	CZE	1260	+60e	+220						
29	Eyal Galor	ISR	1260	+60e	+197						
30	Mihaly Notaros	HUN	1260	+60e	+143						
31	Dmytro Grigoriev	UKR	1260	+60e	+111						
32	Robert Hellgren	SWE	1260	+56e							
33	Viorel Ciucu	ROM	1260	+54e							
33	Bo Nyhegn	DEN	1260	+54e							
35	Irhad Hadzimehmedagic	BIH	1260	+23e							
36	Victor Paireli	ROM	240	180	180	180	180	169	180	1249	
37	Victor Stamov	UKR	162	180	180	180	180	180	180	1242	
38	Ardo Parna	EST	240	180	180	161	180	180	180	1241	
39	Peter Kuttler	GER	240	180	180	180	157	180	180	1237	
40	Ivan Treger	SVK	240	180	180	180	180	155	180	1235	
41	Radoje Blagojevic	YUG	207	180	180	180	180	180	151	1231	
42	Heinz Bleuer	SUI	150	180	180	180	180	180	180	1230	
43	Mariusz Urban	POL	240	180	180	180	180	148	180	1228	
44	Luc Picard	FRA	240	180	180	145	180	180	180	1225	+60e
44	Pieter de Boer	NED	240	180	180	180	180	145	180	1225	+60e
46	Dario Jermol	CRO	240	180	180	180	180	180	142	1222	+60e
46	Josef Gablas	CZE	240	180	180	180	142	180	180	1222	+60e
48	Sigitas Jakutis	LTU	240	180	180	180	180	180	140	1220	
49	Gerhard Aringer	AUT	197	180	180	180	180	180	137	1217	
50	Danijel Terlep	SLO	240	180	180	180	180	180	133	1213	
51	Thomas Weimer	GER	130	180	180	180	180	180	180	1210	
52	Edgard Bernard	FRA	155	180	180	180	180	152	180	1207	
53	Vegar Nereng	NOR	240	124	180	180	180	180	180	1204	
54	Ants Selgoja	EST	240	180	180	180	180	118	180	1198	
55	Jerzy Jurasek	POL	240	180	180	180	180	114	180	1194	
56	Ivan Bezak	SVK	240	180	180	180	113	180	180	1193	
57	Christoph Bachmann	SUI	240	180	180	180	180	107	180	1187	
58	Enno Puju	EST	240	180	180	103	180	180	180	1183	
59	Hans Schoder	SUI	240	180	180	180	180	90	180	1170	
60	Vidas Nikolajevas	LTU	240	180	180	180	180	167	102	1169	
61	Rene Limberger	LUX	240	88	180	180	180	180	180	1168	
62	Avi Romi	ISR	240	180	180	180	180	180	87	1167	+60e
63	Ingolf Steffensen	NOR	87	180	180	180	180	180	180	1167	
64	Marian Popescu	ROM	232	180	180	180	174	180	85	1159	+52e
65	Tim Nicholson	GBR	154	175	180	180	180	110	180	1159	
66	Manfred Grueneis	AUT	240	180	180	180	180	74	180	1154	
67	Deniz Varhos	SWE	189	180	180	180	180	180	73	1153	
68	Alan Jack	GBR	240	180	180	180	180	71	180	1151	
69	Jes Nyhegn	DEN	227	180	180	180	180	180	70	1150	
70	Gundars Abolins	LAT	240	180	180	180	69	180	180	1149	
71	Svein Olstad	NOR	240	180	180	65	180	178	180	1143	
72	Sergey Makarov	RUS	74	180	180	180	168	180	180	1142	
73	Kimmo Kulmakko	FIN	240	180	180	180	180	60	180	1140	
74	Zoran Zivkovic	YUG	175	180	180	180	180	180	58	1133	
75	Maarten van Dijk	NED	123	180	180	180	93	180	180	1116	
76	Stefano Pagnini	ITA	240	180	180	180	21	180	180	1101	
77	Marco Stranieri	ITA	240	180	180	180	180	180	20	1100	
78	Edin Sahinovic	BIH	240	21	180	180	180	180	171	1092	
79	Dragan Lakic	YUG	240	180	180	77	180	180	92	1069	
80	Javier Abad	ESP	240	180	88	180	90	180	104	1002	
81	Osman Sevgi	TUR	240	59	180	66	180	115	180	960	
82	Ismail Kesin	TUR	90	107	44	94	129	128	159	751	
Number of maximums			63	76	80	75	72	65	66		
Number of full scores			63	59	58	53	48	36	31		
Number of basic maximums in round 1			72								

During registration for the Puszta Cup open international event before the championships the organisers rejected two $100 notes from Alex Molchanov as possibly counterfeit. He replaced these with other notes, but later when these were paid into the bank one was identified as counterfeit. Standard procedure then required the bank to notify the police.

The police contacted the organisers asking to contact Molchanov and then came to the flying site on Friday during the second round. Their stated sole aim was to interview Molchanov (not intending to detain him). They found him on the starting line and took him to his car, which was in the car park about 200m away.

The next that was known was the police had searched his car and Molchanov had been handcuffed. The Ukrainian helpers went to the place and attempted to stop the police. This resulted in the police calling for reinforcements and two of the other Ukrainians were arrested.

All three were taken to the local police station. Molchanov was released later that day and the two who had obstructed the police were reported to be released during the weekend with condition of leaving Hungary.

The other Ukrainian F1C flyers stopped competing at this time (Molchanov was the only Ukrainian not to have dropped time in round one). Victor Stamov submitted a protest requesting the competition be stopped. The Jury rejected this because it found no FAI regulation giving the power to interrupt the contest for this circumstance.

During the day and at the closing ceremony Stamov was critical of the affair, saying that the organisers should have protected competitors and Hungary should not hold future sporting events. On the other hand several teams expressed their support for the organisers and said that not cooperating with the police would lead to trouble in any country.

I returned to the line to see the final round, at the end of which the number of full scores was just 9. It was sunny and breezy for the first flyoff at 17.30. Fuzeyev was one of the first to fly and looked good. Almost all the nine were away within a minute. Drifting a long way, Tom Oxager's model was lost in the air just before the max giving him third place behind Cuthbert and Fuzeyev who were the only ones to actually record the max.

For the second round at 19.00 it was still breezy. The pair waited for over half the round, Fuzeyev watching his recording thermistor. During the round flights on adjacent poles, Cuthbert had often followed Fuzeyev and was getting higher than the folder. He thus followed this strategy again, but when Fuzeyev launched, Cuthbert took a while to get his motor running smoothly. There was a 45 second gap between them when he launched, corresponding to rather different air. As we watched the models glide rapidly downwind it became apparent that Leonid had picked some better air and was staying up well, while John dropped from his higher start height.

As the models went out of sight of the casual spectators attention turned to the official timekeepers. When they stopped timing within a few seconds of each other, it was obvious that the launch time difference meant there was a Russian win. Leonid had been seen 25 seconds beyond the max while John had been clocked off 20 seconds short. A few seconds might have been lost at low altitude, but there was now doubt that the result reflected a win for the better flight.

The event concluded with the prize giving in Kunszentmiklós on Saturday night. Germany received the Jack North Trophy for best performance over the three classes. The evening also included handing out the F1B and F1C World Cups for 2001 and some of the trophies which had been missing at the World Championships last October. The banquet was rather disappointing in style, space, and number of seats available. One of several aspects to be improved before the World Champs are held on the same site next year.

PUSZTA CUP, Kunszentmiklos, July 27-28

F1A 165 flew

1	H Fuss	AUT	1260	+60e	+300
2	V Lazarevich	UKR	1260	+60e	+283
3	V Croguenec	FRA	1260	+60e	+207
4	B Trachez	FRA	1260	+60e	+205
5	C Edge	GBR	1260	+60e	+188
6	M Bucko	SVK	1260	+60e	+164
7	B Ryz	CZE	1260	+60e	+152
8	I Kreetz	NED	1260	+60e	+138
9	S Rumpp	GER	1260	+56e	
10	P Drapeau	FRA	1260	+38e	
11	M Gobbo	ITA	1260	+21e	
12	A Riadzantsev	RUS	1260	+9e	
13	I Treger	SVK	1260	+4e	
14	I Bezak	SVK	1257		
15	S Huhn	GER	1251		
16	Y Titov	RUS	1248		
17	B Nyhegn	DEN	1244		
18	M Kosonozhkin	RUS	1234		
19	W Gerlach	GER	1230		
20	S Makarov	RUS	1221		

F1B 92 flew

1	I Kolic	YUG	1260	+120e	+300	+401
2	A Andriukov	USA	1260	+120e	+300	+366
3	R Khouziev	RUS	1260	+120e	+300	+362
4	A Zastavenko	UKR	1260	+120e	+300	+360
4	V Man	ISR	1260	+120e	+300	+360
6	O Kulakovsky	UKR	1260	+120e	+300	+358
7	D Zulic	SLO	1260	+120e	+300	+314
8	A Bukin (J)	UKR	1260	+120e	+291	
9	E Crins	NED	1260	+120e	+222	
10	A Khrebtov	RUS	1260	+120e	+217	
11	I Kocsis	HUN	1260	+78e		
12	O Krysko	UKR	1260	+62e		
13	Y Waltonen	FIN	1260	+59e		
14	R Lucassen	NED	1260	+40e		
15	H Wagner	AUT	1260	+31e		
16	J Korsgaard	DEN	1260	+20e		
17	I Kourovtsev	RUS	1260	+14e		
18	V Starostenko	UKR	1260	+9e		

F1C 42 flew

1	G Aringer	AUT	1260	+120e	
2	M Roman	POL	1260	+98e	
3	E Verbitsky	UKR	1260	+63e	
4	S Katyba	UKR	1260	+55e	
5	O Maczko	HUN	1260	+34e	
6	J Roots	EST	1258		
7	L Braire	FRA	1250		
8	R Truppe	AUT	1242		
9	P Ball	GBR	1240		
10	P Plachetka	POL	1235		
11	J Cuthbert	GBR	1228		

F1B EUROPEAN CHAMPIONSHIPS

1	Oleg Kulakovszky	E/C	1260	+120e	+300	+420	+367
2	Mirsad Kapetanovic	BIH	1260	+120e	+300	+420	+287
3	Laurinas Gircys	LTU	1260	+120e	+300	+420	+285
4	Ari Kutvonen	FIN	1260	+120e	+300	+420	+263
5	Igor Miertus	SVK	1260	+120e	+300	+420	+219
6	Anatoli Rybtchenkov	RUS	1260	+120e	+300	+366	
7	Ivan Kolic	YUG	1260	+120e	+300	+363	
8	Tomaz Hribar	SLO	1260	+120e	+300	+333	
9	Mario Kusterle	ITA	1260	+120e	+300	+317	
10	Henk van Hoorn	NED	1260	+120e	+300	+308	
11	Serge Tedeschi	FRA	1260	+120e	+300	+305	
12	Ismet Yurtseven	TUR	1260	+120e	+300	+285	
13	Pim Ruyter	NED	1260	+120e	+300	+248	
14	Dirk Drelse	GER	1260	+120e	+300	+243	
15	Frans Voskens	NED	1260	+120e	+300	+210	
16	Ivan Treger	SVK	1260	+120e	+300	+192	
17	Anatoliy Zastavenko	UKR	1260	+120e	+282		
18	Piero Pechioli	ITA	1260	+120e	+270		
19	Vladislav Urban	CZE	1260	+120e	+254		
20	Klaus Salzer	AUT	1260	+120e	+237		
21	Milan Novy	CZE	1260	+120e	+233		
22	Malik Cabaravdic	BIH	1260	+120e	+211		
23	Francois Ducassous	FRA	1260	+120e	+201		
24	Svetozar Gostojic	YUG	1260	+120e	+192		
25	Mihaly Varadi	HUN	1260	+120e	+168		
25	Gunnar Wivardsson	SWE	1260	+120e	+168		
27	Stanislaw Skibicki	POL	1260	+120e	+167		
28	Hakan Broberg	SWE	1260	+120e	+153		
29	Mario Lovato	ITA	1260	+120e	+136		
30	Harald Merusburger	AUT	1260	+120e	+128		
31	Dieter Siebenmann	SUI	1260	+120e	+104		
32	Stepan Stefanchuk	UKR	1260	+118e			
33	Andreas Gey	GER	1260	+115e			
34	Virginijus Ivancikas	LTU	1260	+86e			
34	Jozef Petras	SVK	1260	+86e			
36	Nikolai Mikheev	RUS	1260	+85e			
37	Damjan Zulic	SLO	1260	+75e			
38	Abraham Baruch	ISR	1260	+72e			
39	Ivan Taylor	GBR	1260	+68e			
40	Tapio Linkosalo	FIN	1260	+65e			
41	Jean-Claude Cheneau	FRA	1260	+62e			
41	Viktors Rosonoks	LAT	1260	+62e			
43	Jan Wold	NOR	1260	+48e			
44	Eugeniusz Cofalik	POL	1260	+7e			

Jack North Trophy
F1A + F1B + F1C

1	GER	11220
2	RUS	11141
3	BIH	11124
4	HUN	11061
5	POL	11040
6	FRA	11020
7	ITA	10994
8	GBR	10739
9	YUG	10135
10	LTU	10025
11	SWE	9917
12	AUT	9869
13	EST	9191
14	ISR	8573
15	DEN	8408
16	UKR	8336
17	SUI	8146
18	SLO	7801

45	Joergen Korsgaard	DEN	300	177	180	180	180	180	180	1257	
46	Mark Gilard	ISR	300	175	180	180	180	180	180	1255	
47	Ole Torgersen	NOR	174	180	180	180	180	180	180	1254	
48	Kenan Jusufbasic	BIH	300	180	180	180	170	180	180	1250	
49	Marian Popescu	ROM	300	158	180	180	180	180	180	1238	
50	Tor Bortne	NOR	300	180	180	180	154	180	180	1234	
51	Rudolf Trumpf	SUI	300	180	180	180	180	160	171	1231	
52	David Greaves	GBR	300	180	180	180	150	180	180	1230	+120e
52	Alexandr Shelepov	RUS	300	180	180	180	180	150	180	1230	+120e
54	Andre Seifert	GER	300	180	180	180	147	180	180	1227	
55	Istvan Kocsis	HUN	300	180	180	180	180	144	180	1224	
56	Hollander Nils-Eirk	SWE	211	180	180	180	178	143	180	1221	
57	Andrzej Poszobut	POL	177	180	180	180	141	180	180	1218	
58	Rolandas Mackus	LTU	300	180	180	180	132	180	180	1212	
59	Branko Bjelic	YUG	300	180	180	180	131	180	180	1211	
60	Jiri Mezera	CZE	265	180	180	180	180	130	180	1210	
61	Nenad Banjac	CRO	194	165	180	180	180	144	180	1209	
62	Ramon Durendez	ESP	262	180	180	180	127	180	180	1207	
63	Indrek Harjo	EST	135	180	180	180	170	180	180	1205	
64	Constantin Popa	ROM	291	180	180	180	180	123	180	1203	
65	Horst Wagner	AUT	300	180	180	180	118	180	180	1198	
66	Vinko Tomljanovic	CRO	300	180	180	180	116	180	180	1196	+120e

66	Karoly Toth	HUN	300	180	180	180	116	180	180	1196	+120e
68	Danko Sokolic	CRO	144	141	180	180	180	180	180	1185	
69	Mike Woolner	GBR	263	180	135	180	119	180	180	1154	+83e
70	Yuriy Blazhevych	UKR	243	80	180	180	174	180	180	1154	+63e
71	Giora Herzberg	ISR	300	180	180	180	180	64	180	1144	
72	Tiit Lillover	EST	291	180	180	89	180	180	151	1140	
73	Jens B Kristensen	DEN	207	180	180	157	180	180	30	1087	
74	Naci Bitik	TUR	260	180	180	113	60	180	180	1073	
75	Ismail Sarioglu	TUR	135	180	180	180	101	106	180	1062	
76	Dragan Stankovic	SLO	300	108	180	0	180	180	180	1008	
77	Liivik Mart	EST	65	180	173	115	180	180	0	893	
78	Hans Schoder	SUI	300	180	180	180	127	0	0	847	
Number of maximums			49	71	76	73	60	68	73		
Number of full scores			49	45	45	45	35	31	31		
Number of basic maximums in round 1			72								

F1C EUROPEAN CHAMPIONSHIPS

1	Leonid Fuzeyev	RUS	1260	+120e	+300	+420					
2	John Cuthbert	GBR	1260	+120e	+300	+400					
3	Tom Oxager	DEN	1260	+120e	+273						
4	Claus-Peter Waechtler	GER	1260	+120e	+264						
5	Manfred Nogga	GER	1260	+120e	+240						
6	Piotr Plachetka	POL	1260	+120e	+233						
7	Nikolay Rekhin	RUS	1260	+120e	+225						
8	Kenan Jusufbasic	BIH	1260	+120e	+214						
9	Reinhard Truppe	AUT	1260	+120e	+194						
10	Gerhard Aringer	AUT	1260	+89e							
11	Bruno Fiegl	ITA	1260	+83e							
12	Ken Faux	GBR	1260	+54e							
13	Roberto Guadagno	ITA	1260	+30e							
14	Tommy Eriksson	SWE	234	180	180	180	180	175	180	1255	
15	Edin Sahinovic	BIH	173	180	180	180	180	180	180	1253	
16	Gunnar Agren	SWE	300	180	180	168	180	180	180	1248	
17	Sigurd Seydel	GER	300	166	180	180	180	180	180	1246	
18	Franco Gradi	ITA	300	180	180	180	180	180	153	1233	
19	Janos Szecsenyi	HUN	300	180	151	180	180	180	180	1231	
20	Asim Jusufbasic	BIH	299	180	149	180	180	180	180	1229	
21	Uri Zilberstein	ISR	300	180	180	180	147	180	180	1227	
22	Juri Roots	EST	300	180	146	180	180	180	180	1226	
23	Milan Pavlov	YUG	300	180	145	180	180	180	180	1225	
24	Laurent Pouyadou	FRA	179	180	180	180	144	180	180	1223	
25	Peter Maurer	SUI	300	180	180	180	180	141	180	1221	
26	Arunas Grasys	LTU	223	180	180	180	180	131	180	1211	
27	Alexandr Mikhailenko	RUS	300	143	180	180	180	166	180	1209	
28	Sava Lujanski	YUG	233	180	180	180	180	122	180	1202	
29	Gabor Zsengeller	HUN	199	180	133	180	180	180	158	1191	
30	Juris Brivnieks	LAT	185	180	173	180	180	112	180	1185	
31	Marek Roman	POL	191	180	122	180	180	180	160	1182	
32	Laszlo Patocs	HUN	192	165	180	180	180	114	180	1179	
33	Zbiniew Szablewski	POL	200	180	180	180	180	180	98	1178	
34	Lucien Braire	FRA	292	138	180	180	135	180	180	1173	
35	Michel Reverault	FRA	173	180	130	180	150	159	180	1152	
36	Henning Nyhegn	DEN	189	135	99	180	180	180	180	1134	
37	Maris Voits	LAT	300	180	180	141	180	120	142	1123	
38	Raimod Naaber	EST	158	169	180	180	95	143	180	1105	
39	Danas Babenskas	LTU	133	165	180	180	149	180	117	1104	
40	Kaarle Kuukka	FIN	105	180	180	180	162	180	116	1103	
41	Phil Ball	GBR	105	73	108	180	180	179	180	1005	
42	Mirko Karanovic	YUG	300	116	180	68	0	0	0	544	
43	Konrad Janzekovic	SLO	300	180	180	0	0	0	0	540	
44	Artem Babenko	UKR	271	180	0	0	0	0	0	360	+91e
45	Eugene Verbitsky	UKR	209	180	0	0	0	0	0	360	+29e
46	Robertas Kiburtas	LTU	63	86	180	0	0	0	0	329	
47	Roberts Brivnieks	LAT	160	160	0	0	0	0	0	320	
48	Alexandr Molchanov	UKR	300	0	0	0	0	0	0	180	
Number of maximums			22	36	34	39	34	30	34		
Number of full scores			22	18	15	12	11	10	9		
Number of basic maximums in round 1			39								

F1A TEAM RESULTS

	Country	Abbrev	Total	Round-by-round team place							Team member places		
1	Hungary	HUN	3780	1	1	1	1	1	1	1	5	13	30
2	Ukraine	UKR	3762	18	17	17	15	12	9	2	24	31	37
3	Czech Republic	CZE	3742	1	1	1	1	15	10	3	15	28	46
4	Croatia	CRO	3742	1	1	1	1	1	1	3	17	26	46
5	Slovenia	SLO	3733	1	1	1	1	1	1	5	9	16	50
6	Germany	GER	3707	22	21	21	18	18	11	6	2	39	51
7	France	FRA	3692	19	18	18	20	16	12	7	3	44	52
8	Slovakia	SVK	3688	1	1	1	1	17	13	8	11	40	56
9	Israel	ISR	3687	1	1	1	1	1	1	9	22	29	62
10	Poland	POL	3682	1	1	1	1	1	14	10	6	43	55
11	Sweden	SWE	3673	1	1	1	1	1	1	11	7	32	67
12	Denmark	DEN	3670	1	1	1	1	1	1	12	19	33	69
13	Romania	ROM	3668	1	1	1	1	11	8	13	33	36	64
14	Russia	RUS	3662	25	23	23	22	21	17	14	1	14	72
15	Finland	FIN	3660	1	1	1	1	1	18	15	4	18	73
16	Lithuania	LTU	3649	1	1	1	1	1	7	16	23	48	60
17	Austria	AUT	3631	1	1	1	1	1	15	17	10	49	66
18	Estonia	EST	3622	1	1	1	21	19	19	18	38	54	58
19	Bosnia Herzigovina	BIH	3612	1	25	25	24	23	20	19	8	35	78
20	Netherlands	NED	3601	23	22	22	19	22	22	20	21	44	75
21	Switzerland	SUI	3587	21	19	19	16	13	23	21	42	57	59
22	Great Britain	GBR	3570	20	20	20	17	14	24	22	27	65	68
23	Norway	NOR	3514	24	24	24	25	25	25	23	53	63	71
24	Italy	ITA	3461	1	1	1	1	23	20	24	25	76	77
25	Yugoslavia	YUG	3433	17	16	16	23	20	16	25	41	74	79
26	Luxembourg	LUX	2428	26	26	26	26	26	26	26	12	61	
27	Turkey	TUR	1711	27	27	27	27	27	27	27	81	82	
28	Belgium	BEL	1260	28	28	28	28	28	28	28	20		
29	Latvia	LAT	1149	28	28	28	28	29	29	29	70		
30	Spain	ESP	1002	28	28	30	30	30	30	30	80		

F1B TEAM RESULTS

	Country	Abbrev	Total	Round-by-round team place							Team member places		
1	Netherlands	NED	3780	1	1	1	1	1	1	1	10	13	15
2	Slovakia	SVK	3780	1	1	1	1	1	1	1	5	16	34
3	Italy	ITA	3780	1	1	1	1	1	1	1	9	18	29
4	France	FRA	3780	1	1	1	1	1	1	1	11	23	41
5	Bosnia Herzigovina	BIH	3770	1	1	1	1	9	5	5	2	22	48
6	Russia	RUS	3750	1	1	1	1	1	6	6	6	36	52
7	Norway	NOR	3748	20	18	17	17	10	7	7	43	47	50
8	Germany	GER	3747	1	1	1	1	11	8	8	14	33	54
9	Sweden	SWE	3741	1	1	1	1	7	9	9	25	28	56
10	Poland	POL	3738	19	16	15	15	12	10	10	27	44	57
11	Lithuania	LTU	3732	1	1	1	1	13	11	11	3	34	58
12	Yugoslavia	YUG	3731	1	1	1	1	14	12	12	7	24	59
13	Czech Republic	CZE	3730	1	1	1	1	1	13	13	19	21	60
14	Austria	AUT	3718	1	1	1	1	16	14	14	20	30	65
15	Hungary	HUN	3680	1	1	1	1	17	15	15	25	55	66
16	Ukraine	UKR	3674	1	22	22	20	18	16	16	17	32	70
17	Israel	ISR	3659	1	17	16	16	8	17	17	38	46	71
18	Great Britain	GBR	3644	1	1	18	18	19	18	18	39	52	69
19	Croatia	CRO	3590	21	21	21	19	20	19	19	61	66	68
20	Slovenia	SLO	3528	1	20	20	22	21	20	20	8	37	76
21	Turkey	TUR	3395	22	19	18	21	22	23	21	12	74	75
22	Switzerland	SUI	3338	1	1	1	1	15	21	22	31	51	78
23	Estonia	EST	3238	23	23	23	23	23	22	23	63	72	77
24	Finland	FIN	2520	24	24	24	24	24	24	24	4	40	
25	Romania	ROM	2441	24	26	26	25	25	26	25	49	64	
26	Denmark	DEN	2344	24	25	25	26	26	25	26	45	73	
27	Latvia	LAT	1260	27	27	27	27	27	27	27	41		
28	Spain	ESP	1207	27	27	27	27	28	28	28	62		

F1C TEAM RESULTS

	Country	Abbrev	Total	Round-by-round team place							Team member places		
1	Germany	GER	3766	1	4	2	2	2	2	1	4	5	17
2	Italy	ITA	3753	1	1	1	1	1	1	2	11	13	18
3	Bosnia Herzigovina	BIH	3742	8	3	4	4	4	3	3	8	15	20
4	Russia	RUS	3729	1	6	3	3	3	4	4	1	7	27
5	Poland	POL	3620	1	1	5	5	5	5	5	6	31	33
6	Hungary	HUN	3601	1	5	6	6	6	6	6	19	29	32
7	France	FRA	3548	9	8	8	7	7	7	7	24	34	35
8	Great Britain	GBR	3525	11	11	10	9	8	8	8	2	12	41
9	Yugoslavia	YUG	2971	1	9	7	8	9	9	9	23	28	42
10	Lithuania	LTU	2644	12	12	11	11	11	10	10	26	39	46
11	Latvia	LAT	2628	10	7	9	10	10	11	11	30	37	47
12	Austria	AUT	2520	13	13	12	12	12	12	12	9	10	
13	Sweden	SWE	2503	13	13	12	13	13	13	13	14	16	
14	Denmark	DEN	2394	13	16	15	15	14	14	14	3	36	
15	Estonia	EST	2331	16	15	14	14	15	15	15	22	38	
16	Israel	ISR	1227	17	17	17	17	18	16	16	21		
17	Switzerland	SUI	1221	17	17	17	17	16	17	17	25		
18	Finland	FIN	1103	20	20	20	19	19	18	18	40		
19	Ukraine	UKR	900	1	10	16	16	16	19	19	44	45	48
20	Slovenia	SLO	540	17	17	17	20	20	20	20	43		

FFn

I failed to credit Doug Bartle with having written the piece on Keith Proctor last month. Thanks, Doug.

A number of UK contest reports have been held over from this issue to the next one. It is intended to publish the September FFn early so that there should not be long to wait for these reports and results.

VERBITSKY CUP, Kharkiv, Ukraine, July 5-7

F1A 29 flew

1	R Lavrinov	UKR	1260	+60e	+300
2	P Findahl	SWE	1260	+60e	+269
3	V Lazarevich	UKR	1260	+60e	+260
4	V Lazarevich	UKR	1260	+60e	+256
5	D Grigoriev	UKR	1260	+60e	+248
6	N Sadchikov	UKR	1260	+60e	+229
7	I Yablonovsky	UKR	1260	+60e	+221

F1B 17 flew 8 in flyoff

1	A Zastavenko	UKR	1260	+120e	+357
2	V Starostenko	UKR	1260	+120e	+312
3	E Gorban (J)	UKR	1260	+120e	+310
4	M Makhnitskij (J)	UKR	1260	+120e	+304
5	O Kulakovsky	UKR	1260	+120e	+298

F1C 13 flew

1	E Verbitsky	UKR	1260	+120e	+379
2	I Andriushenko	UKR	1260	+120e	+310
3	V Semenyaga	UKR	1260	+120e	+246
4	Y Mogilny	UKR	1260	+120e	+203

F1H 10 flew

1	V Stamov	UKR	600	221
2	V Beschasny	UKR	600	206
3	P Findahl	SWE	600	161

F1G 8 flew

1	I Vivchar	UKR	600	226
2	V Starostenko	UKR	600	
3	A Savitsky (J)	UKR	586	

F1J 4 flew

1	D Petrenko	UKR	600	300
2	E Carroll	USA	600	294
3	J Bailey	GBR	600	222

ANTONOV CUP, KIEV, UKRAINE, July 12-14

F1A 38 flew

1	V Stamov	UKR	1260	+60e	+300
2	P Findahl	SWE	1260	+60e	+277
3	V Pysanniy	UKR	1260	+60e	+273
4	P Allnutt	CAN	1260	+60e	+250
5	V Tchop	UKR	1260	+60e	+199
5	I Zavgorodny	UKR	1260	+60e	+199
7	A Nuttgens	GER	1260	+60e	+192
8	Y Donchenko	UKR	1260	+60e	+189
9	P Marahovskiy (J)	UKR	1260		
10	A Samsonov (J)	UKR	1236		

F1B 29 flew

1	Y Blazhevich	UKR	1260	+300	+388
2	O Kulakovsky	UKR	1260	+300	+373
3	A Shagun	UKR	1260	+300	+317
4	V Usikov	UKR	1260	+300	+295
5	S Molchanov	UKR	1260	+300	+251
6	O Krysko	UKR	1260	+300	+178
7	A Bukin	UKR	1260	+294	
8	V Romanchenko	UKR	1260	+265	
9	I Vivchar	UKR	1260	+155	

F1C 13 flew 5 in flyoff

1	E Verbitsky	UKR	1260	+420	+430
2	A Babenko	UKR	1260	+420	+359
3	R Summersby	AUS	1260	+420	+306
4	S Katyba	UKR	1260	+408	

F1H 11 flew

1	V Stamov	UKR	600	+212
2	P Findahl	SWE	600	+195
3	V Beschasny	UKR	600	+180

F1G 9 flew (180 max round 1)

1	I Vivchar	UKR	660	+197
2	S Stefanchuk	UKR	660	+192
3	V Starostenko	UKR	660	+190

F1J 3 flew (180 max round 1)

1	E Carroll	USA	660	+300
2	D Petrenko	UKR	660	+142
3	J Bailey	GBR	146	

NFFS TOP MODELLERS BALLOT

As part of this month's FFn we've included a ballot paper first published in the May-June edition of the NFFS Digest, Free Flight. As Bob Stalick describes the exercise, the aim is to identify the 10 most influential free flight models and the 10 most influential free flighters of all time.

The survey is in response to a request to NFFS from AMA to provide a list of key people and models with the end result of a display of photos of both men and their designs, plus examples of the models, in a special NFFS section of the AMA Museum in Muncie.

Clearly, and not surprisingly, the list is dominated by the USA, but since Koster, Andruikov and Verbistski are all included, and there's room for write-in contributions, names and designs from further afield - if they've been suitably influential - could clearly be included. It all depends, of course, what you mean by influential.

Ballot: Top FF Modelers and Model Designs

Top Free Flight Modeler Nominees

(Vote for only five by making a check (√) on the blank in front of the names of your choice.

___Merrick "Pete" Andrews
___Alex Andruikov
___Randy Archer
___Cezar Banks
___Bob Bienenstein
___Joe Bilgri
___John Blair
___Alan Brockelhurst
___Jim Cahill
___Al Casano
___Charles Caton
___Jim Clem
___Bob DeShields
___Frank Ehling
___Joe Elgin
___Walter Ehrbach
___Lou Garami
___Carl Goldberg
___Kenneth Grubbs
___Bob Hatschek
___Frank Heeb
___Bob Hunter
___Ed Konefes
___Dick Korda
___Thomas Koster
___Tom Hutchinson
___Chet Lanzo
___Keith Laumer
___Ed Lidgard
___Gil Morris
___Jim Noonan
___Jim O'Reilly
___George Perryman
___Hewitt Phillips
___Jim Richmond
___Jerry Ritz
___Bud Romak
___Bucky Servaites
___Ron Sharpton
___Bob Sifleet
___Wally Simmers
___Hank Sperzel
___Earl Stahl
___Ron St. Jean
___Hank Struck
___Sal Taibi
___Walt Van Gorder
___Eugene Verbitsky
___Bob White
___Lou Young
___Frank Zaic
___(write-in)_____

_____

Top Free Flight Design Nominees

Vote for only five by making a check (√) on the blank in front of the designs of your choice.

___Aiglet A-1
___AMA Cub/Delta Dart
___Bandit
___Brooklyn Dodger
___Buzzard Bombshell
___Chenault's Pearl Bird
___Comet Clipper
___Comet Intercepter
___Coot IHLG
___Da Box
___Dakota
___DeShaye's Bipe Ornithopters
___Dove A-2
___ Ehrhardt's Wake
___Excaliber F1C
___Geef
___Gieskieng Flappers
___Gollywock
___Hervat HLG
___Jabberwock
___Korda Wakefield
___Kukon's Pennybipes
___Lamb Climber
___Lanzo Bomber
___Lanzo Puss Moth
___Lanzo Stick
___Lucifer A-2
___Maverick 1/2A
___Miss World's Fair
___New Ruler
___Playboy Sr.
___Perryman Speckled
___Ramrod
___Richmond's F1Ds
___Ritz Continental A-2
___Sailplane
___Satellite
___Schroedter's WakeUp
___Sniffer
___Sparky
___Square Eagle P-30
___Spacer
___Stahl's Rearwin Speedster
___Starduster Series
___Stratostreak
___Summerwind F1C
___Sweepette HLG
___Tadpole A-1
___T-Bird
___Tempest 370
___Thermic 50
___Upstart IHLG
___Viking
___White's Twin Fin
___White Wakefields
___Witch Doctor X
___Ultimate Dragmaster
___Van Gorder's Manhattan Pieces
___Zipper
___(write-in)_____

_____

(1) **Photocopy this page.**

(2) **Sign Your Name Below**

_____

(3) Print Your Name Below

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Note: Only one ballot permitted per person.

(4) Send the completed ballot to:
Bob Stalick, NFFS Top 10 Survey
5066 NW Picadilly Circle
Albany, OR 97321
USA

Deadline for receiving ballots: September 1, 2002.

Newsletter editors: Copy and print this document and run it in your publications. Please provide information to your readers about the purpose of this survey.

Note: Only one ballot permitted per person.

CORRESPONDENCE

Team Selection Rules

Last month's contribution from Martin Dilly attracted a lively response from UK readers. We have had to edit some of the lengthier letters, but the key points are included below.

From John Barker

Martin Dilly raised a few questions in his letter in the July FFn and, as I was Chairman of the FFTC for some of the period concerned, I feel I should offer my explanation of some of the points he made.

Rules in General

Our lives are governed by rules of one sort or another. When I was younger I used to think that perfect rules could be written to cover every eventuality, but it can't be done. There is always the unusual situation where you have to rely on the ombudsman, the protest committee, or the court of appeal – in the end you have to use common sense. Rules that try to cover every eventuality get longer and more convoluted, rarely do what they are intended to do, and provide fertile ground for barrack room lawyers. These comments apply to several parts of our Rule Book and certainly to rule 3.2.6, which Martin refers to in his letter.

Team Selection Rules.

In 2000 John Cuthbert, who was then a member of the FFTC, called a meeting at one of the FAI flying events to discuss team selection procedures. As a result of those discussions the rules were amended in the 2001 Rule Book. Turning specifically to paragraphs 2, 3 and 4 of Martin's letter, I agree that the wording of 3.2.6.1(a) is ambiguous. The intention was to commit the FFTC to publishing proposed Trials dates in the initial issue of the Contest Calendar, thus giving maximum notice to intending competitors.

The statement that the Trials are to select the Senior and Junior teams has been in the Selection Rule for years and was nothing to do with our revision.

I was concerned about 3.2.6.1(b), referring to the action to be taken in the event of Trials being cancelled, for some time. I thought both the use of the Nationals and the use of a committee were not well enough defined and would be better left out. One cannot write rules for every possibility and it is better to take whatever action is necessary when 'the impossible' happens. In 2001 the impossible did happen and we were not free to take appropriate action because of the rule. It should be noted that all members of the FFTC except me were potential team members, which could have caused embarrassment. The feedback we had from flyers was, overwhelmingly, that they would prefer the team to be selected by a flying competition. After long discussion the majority view of the FFTC was that it could regard itself as the selection committee and it would make its selection on the basis of competition. The BMFA Competition Secretary supported selecting the team in this way but the BMFA Technical Secretary and one member of the FFTC thought it was taking liberties with the spirit of the rule. With this split of opinion, and time slipping away, we decided to ask three prominent and respected FAI flyers, one each from F1A, F1B and F1C, to consult, and recommend a method of selecting a team. I am grateful that they did their job and a team has been selected. I still think it was right to fly. The rules are there for the benefit of the flyers, not as an exercise in semantics.

Looking at paragraph 5 of Martin's letter, I left office in November last year so I have not seen all the preparations for the Trials but I am sure that the new committee worked just as assiduously as mine did to make the Trials work. They searched for flying sites, which was no easy task. They considered what dates would give the best balance between daylight hours, the weather and length of preparation time. The weather could have been perfect for the Trials (in which case the organisers would have been heroes) but, as Martin says, we live in a maritime climate and it wasn't. That was not the fault of the people who picked the dates – there is a higher authority than the FFTC which deals with such things.

Preparation Time for the Flyer

Fifty years ago keen young modellers competed every weekend. A bit of control line, rubber, a new power job and then, once a year, off to the trials to have a go for the team. If successful, he would need some preparation time – perhaps a couple of weeks to build a new aeroplane and get it trimmed. It is not like that nowadays. The dedicated FAI flyer has a boxful of aeroplanes, most of them built a year or more ago. He has little opportunity to fly them in competitions, unless he goes abroad, so his flying will mainly be check flying – 'trimming' or training – when the weather permits. This means, if he is a regular trials flyer, that he is in a constant state of readiness year on year. I think it is rare for a flyer to turn up at the trials with one aeroplane, make the team and then spend six months furiously building and trimming. Given which, I think that the importance of trials dates in relation to preparation time is exaggerated. Michael Warren's Team Review, also in the July issue, supports this view.

Preparation Time for the Team Manager

Obviously this should be as long as possible but if things go wrong what should the Team Manager do, and what is perhaps less essential? I read Martin's comprehensive reports with admiration so if I ask some questions it is because I would like to know the answers, not be critical. The BMFA office needs to know early in the year if Free Flight is sending a team, but only the numbers involved, not the names. Similarly, for booking team travel and accommodation I suspect that again only the numbers are essential, not the names. So, if the decision has been made to send a team, are the names important at that early stage?

Then we come to supporters. They are valuable on the field and perhaps to reduce the cost of group bookings, but are they the concern of the Team Manager? When time is short would it be better to let supporters make their own arrangements and leave the Manager to concentrate on his duties to the team?

Selecting the Team

A flying competition of some sort is what most flyers want. Martin says that if there was a vote then the same five or six would be at the top of most lists. Perhaps, but that's the trouble, isn't it?

It is now generally accepted that our weather and the terrain over which we fly is somewhat different to that of most other countries. Given this, I wonder if it is wise to fly our Trials to the strict FAI rules that have largely evolved to suit other countries. Would it produce a better team if the competition was arranged with English conditions in mind?

I think that just one competition to select a team would probably work just as well as the present extended affair. It would make an exciting day, would be less expensive for everyone and would leave more time for a 'rain' day if the weather was impossible.

From Peter Williams:

While I sympathise with Martin's concerns over late team selection and the risk of damage to team members' models, I think he is overlooking the consequences of his alternative suggestions for team selection.

Obviously our chances of success in championships would improve if we all had access to the large flat flying fields of central Europe and the opportunity to fly in more World Cup events, but we don't. We live on an island, subject to variable weather and with limited access to sites suitable for F1 events. In fact, when compared to many of the sites used for championships, it is debatable whether we have *any* suitable fields in the UK.

We already face a situation where the number of people competing for team places is decreasing year by year. If we used positions in World Cup events to decide the teams, the only people who would – could – be selected are those with both sufficient time and money to take part in enough events to amass a good score. It could be that only retirees and the wealthy would then take part whilst the rest of us give up. What chance of encouraging new blood if we go down that route?

Martin's other suggestion of selection by voting for the teams would have a similar effect. We would all tend to vote for those we think are doing well and have good experience in internationals. That may or may not increase the UK's chance of success but what about the people who are up and coming, in particular the younger fliers or those that suddenly have a purple patch. They would very soon give up.

I also think Martin is overlooking the fact that over the years the UK has done well. We may not always be on the podium but we have had some good results both in terms of individual and team places. In championships we are, after all, competing at the highest level and should recognise the quality of the opposition.

None of us likes flying in lousy weather on unsuitable fields but the fact that we have had success in championships despite those handicaps says a lot for the British teams.

As an aside, while it has certainly been difficult for this year's team, I for one have been glad that we have had an additional two FAI contests this year even if it has cost me two broken fuselages. Perhaps we should give more thought to increasing the number of full FAI contests in the UK and thus give all those who cannot spend a lot of time touring to World Cup events a better chance to practice. The more events there are, the better the chance of some decent weather. Apart from the Nationals, three Trials and the Stonehenge Cup we are reliant on area centralised events which hardly compare with a full F1 event. [Editors' note: See also Andy Crisp's letter below.]

Our problem with team selection last year was a special case and we should not use that as an argument for change.

From Bernard Aslett:

I believe Martin speaks from the standpoint of team manager and the wish that the team should do well (Incidentally, I know of no-one who has devoted so much time and effort to this single cause, and we should all be grateful for his work.)

Without question he is right in his account of the non-application of previously laid down procedures, for the team selection circumstances we found ourselves in given the foot and mouth problems of 2001. These rules were created in a genuine attempt to deal with exceptional circumstances. What was missing was the recognition of the reaction these procedures would generate if ever they had to be used.

Basically we are competitors. If we were not, we would all be off sport flying. This suggests that fundamentally, competition, even in the unsatisfactory conditions of this year, answers the competitors' needs *better* than selection. The FFTC appeared to test the "ground swell" opinion and in response veered away (fudging for some, wisdom for others) from the agreed path.

The circumstances we have experienced may perhaps lead to a reduction in team performance this year, and Martin has more right than most to express concern. Having acknowledged this, however, it seems that instinctively and collectively we approve of the competition route over that of selection. It would also seem that our national character prefers competition, even in the vagaries of English conditions, rather than selection by whatever means democracy/bureaucracy devises.

It is possible to argue convincingly that competition fosters competitiveness and this has a high priority in potential success. For our teams to do well (and this has been recognised before) it is necessary for team members to ask themselves, what is needed for their models to be realistically capable of seven to nine minutes in *the usual championship conditions.*

It hardly needs restating that in this country we often have to fly in wretched conditions to establish the team. This requires a significantly different trim and possibly different models from those for use in overseas competition. If the championship trimmed models are not already in the box, the time between even the normal trials and the championships is probably insufficient.

So, wouldn't selection deal with this by presumably eliminating the good domestic performance in favour of the proven international record? It might do, but for interest to persist in this diminishing sport of ours, it seems incontrovertible that competitiveness is a prime and indispensable ingredient.

Martin would probably agree with this, though the shortage of time between the 2002 team determination and the championships is undoubtedly extremely taxing.

From Dave Hipperson:

Martin Dilly's letter in your July issue was a interesting and thought-provoking piece. It may come as a surprise to readers of FFn but, unlike some, and despite dwindling entries in the UK, I don't regard FAI as dying. Indeed since its 're-birth' minus the BoM rule I can only see it flourishing. It will never again be my sort of aeromodelling but that's because it has changed and is now something different – not necessarily wrong, just different. It will attract a different sort of person now but it is still vitally important that we get this team selection business right and much of Martin's letter sounds spot on!

Airframes are more complex, fragile and expensive than in the past and that trend will continue and accelerate. Neither the venues nor the conditions found in the UK will often, if ever, be similar to those existing even on the near continent. Attempts to cope with UK weather by having wind speed limits (compulsory ones rather than the FAI's advisory one) are bound to end in disaster – at best, many pointless journeys, and at worst, nasty arguments on the field. We don't want either of these.

One can also sympathise with his concern about how the team was selected this year when the rules were so unequivocal. Having been involved in some of the discussions to formulate the 'choice by committee' clause, I can appreciate how aggravating it must have been to fall back to flying when the

very situation for which the 'committee' rule was written had arrived!

I am uncomfortable with the possible elitism inherent in a competitor voting scheme or in automatically giving the person placing highest the last Champs a position in next relevant team. The latter idea could create more friction than usual when the team needs to be harmonious.

However, this selection problem has been a thorn in the BMFA's side for too long. It can be resolved. Base team placings on the results from the World Cup of the previous year. It would get around our administrative difficulties, open up our calendar a bit more, encourage the UK's FAI men to participate and hence practice and improve in continental conditions, and at continental contests they would possibly risk their models less. It would of course favour the richer competitors with the most time but then the current FAI rules do that anyway.

Incidentally, this isn't a new idea. About ten years ago when I was serving on the FFTC, Chris Edge and I put together a rule suggesting just this, and the FFTC proposed it to Council. Martin was on that Council and, you guessed it, they threw it out.

And now from member of the current FFTC Peter Tribe:

Introduction

We are aware that there is a need to update the Team Selection Rule 3.2.6.1, but in my opinion the requirement is for a few subtle adjustments to the present rules rather than any dramatic changes.

The prime objective of the procedure is to select, by competition, the best we have to represent GBR at the W/C's and E/C's; the secondary objectives are to ensure that all participants have an enjoyable and interesting series of events.

The present system of a three event series has been in use for a number of years (although there was some detailed adjustment introduced for the 2001 season) and in general can be considered to have achieved the objectives set out above. The two events held so far this year for the 2003 team have gone very well, and can be expected to lead to an interesting conclusion at the final event in September.

The inclusion of the three events not only provides some much needed competition experience, but also increases the probability that the final selected team members will be among the best fliers that we have. Additionally, the fact that there are three separate events provides a fresh start for everyone, with the added intrigue that the final team make-up is often not known until the final round of the last event.

I understand that there are various alternative proposals being prepared for consideration, generally based upon selection from a single event, perhaps spread over several weekends; ie sudden death or a stroke of luck for someone! It would not seem to be a very attractive proposition to travel half way across the country to attend a subsequent weekend continuation if you no longer have any chance of doing well, or perhaps if there are only one or two rounds to complete. Additionally, omitting two of the present four 'fly from a line' domestic FAI events does seem to be a disappointing way to proceed, especially if you are unable to attend internationals; two domestic events per year is not much of an incentive to prepare FAI models!

So, here are my thoughts for your consideration.

Existing rule

3.2.6.1 (a) Three FAI team Selection Trials will be included in the Contest Calendar at the start of each season for the purpose of selecting the Senior and Junior World and European Teams for F1A, F1B and F1C.

Comments: 1/ The new Junior Power class from 2003 onwards is F1P. Presumably we need to retain the reference to juniors in case…..!

Proposed rule

3.2.6.1 (a) Three FAI team Selection Events will be included in the Contest Calendar for the purpose of selecting the Senior World and European Teams for F1A, F1B and F1C, and the Junior World and European Teams for F1A, F1B, and F1P.

Existing rule

3.2.6.1 (b) The best two from three or two from two events are to count towards team selection. In the event of two non trials, the single remaining trial will count. If none of the three trials take place then the results from the F1A, F1B, F1C events at the Free Flight Nationals will count (NB the Nationals will not be run to the trials rules given below). If none of the above events are held then the Free Flight Technical Committee shall take appropriate action.

Comments: In my opinion the basic intention of this rule is satisfactory, (except for the last sentence added into the new 2002 rule book.) In a few short sentences it sums up the possible difficulties, and provides a solution to each of them that is easy to apply. However, it may be prudent to actually define a final action, which will then take out the potential for argument and indecision.

Proposed rule

3.2.6.1 (b) The best two from three or two from two events are to count towards team selection. If two of the events do not yield any results, the single remaining event will count. If none of the three events take place then the results from the F1A, F1B, F1C contests at the Free Flight Nationals will count (NB the Nationals will not be run to these Team Selection Event rules). If no events are held and the Nationals does not yield a result, the team will be selected by a ballot of those who competed in the previous selection procedure .

Existing rule

3.2.6.1 (c) Each trial will be held over two days starting at 11.00 am on the Saturday. Sundays start time will be determined by airfield restrictions

Comments: Well, we now know that it is not always possible to have a two day trial, and they may not be on an airfield. Giving a start time is risky-what happens if it doesn't start at the allotted time?

Proposed rule

3.2.6.1 (c) Each event will be a 'two day' or 'one day' event. Two day events will be programmed to start at 11.00 am on the Saturday, with the start time on the Sundays being determined by the venue availability. One day events will be programmed to start at 9.00am.

Existing rule

3.2.6.1 (d) Each competition will consist of seven rounds flown from a starting line. There will be no minimum number of rounds to count towards team selection.

Comments: 1/ Having recognised that some events may be for one day, we need to introduce 5 round events.

2/ It is apparent that, given reasonable weather, 7 rounds are easily achievable in two days at most venues. This means that if you do 4 (or more) rounds on the Saturday, there is a lot of

hanging around with not much to do on Sunday, assuming that there will normally be a fly-off. Perhaps we should amend the number of rounds for a two day event to 9; after all, we do not have to complete them all if other factors intervene. However, for the present exercise of have retained 7 rounds.

Proposed rule

3.2.6.1 (d) Each two day event will consist of a maximum of seven rounds. Each one day event will consist of a maximum of five rounds. Rounds will be flown from a starting line. The minimum number of rounds to count towards team selection per event will be one.

Existing rule

3.2.6.1 (e) An upper wind speed of 15 mph, measured in accordance with FAI guidelines will be applied at all times.

Comments: I propose to delete this clause and incorporate it into 3.2.6.1 (h)

Existing rule

3.2.6.1 (f) The maximum will normally be 3 minutes. In the event of retrieving restrictions the maximum can be reduced to 2 minutes 30 seconds. An extended maximum may be applied as per FAI rules, for one round only, to be flown in appropriate conditions (late Saturday or first round on Sunday).

Comments: Omit the reference to 'FAI', as this might be inferred to commit us to the present FAI first round extended max. routine.

Proposed rule

3.2.6.1 (e) The maximum will normally be 3 minutes. In the event of retrieving restrictions the maximum can be reduced to 2 minutes 30 seconds. An extended maximum may be applied for one round only, to be flown in appropriate conditions (late Saturday or first round on Sunday).

Existing rule

3.2,6.1 (g) Round times are to be 30 minutes. In difficult retrieving conditions a 10 minute hold between rounds can be applied.

Comments: Omit the words 'in difficult retrieving conditions' and '10 minute'; this will then give the CD the option to select the most appropriate round times to suit the venue and ambient conditions.

Proposed rule

3.2,6.1 (f) Round times are to be 30 minutes. A hold between rounds may be applied.

Existing rule

3.2.6.1 (h) The contest may be interrupted or the start delayed by the CD if:

The wind speed exceeds the upper limit as given in 3.2.6.1 (e)

The visibility prevents proper observation of the models.

If it would be dangerous to continue the competition.

If it is necessary to reposition the line.

Comments: 1/ In the light of experience, get rid of 'may'.

2/ Omit CD, or alternatively add it in lots of other clauses.

3/ Re-write the wind rule. The object is to produce the best team to represent us, and also to try to limit model damage. There are a number of flyers who believe that the present upper wind speed is too high,(even though it is less than the FAI wind speed). The four events held this year demonstrate that the present wind speed restriction is very close to the maximum that can reasonably be endured.

Proposed rule *

3.2.6.1 (g) The event will be interrupted or the start delayed if:

the wind speed is continuously stronger than 6.7m/s (15 mph) measured at a height of 2000mm±100mm above ground level at the flight line for at least 20seconds.

the visibility prevents proper observation of the models in flight.

it would be dangerous to continue.

it is necessary to reposition the starting line (this will only take place between rounds).

In the event of an interruption during a round, the remainder of the round will be completed as soon as conditions allow.

* These closely follow the wording of the equivalent FAI rules.

Existing rule

3.2.6.1 (i) If, at the end of the rounds, irrespective of the number flown, two or more competitors share the maximum possible team selection score, then placings in the competition will be determined by a progressive fly-off in accordance with FAI rules.

Similarly should there be a sub-maximum tied score, a fly-off shall be used to determine the final placings. If at any stage of the fly-offs the participating competitors elect unanimously not to fly-off, the points for the tied placings shall be shared.

In the event of a tie for team positions the final placings can be determined by a fly-off (not necessarily at the last trial) or the toss of a coin with the agreement of all participating competitors.

Comments: The words 'team selection' need to be omitted from the first paragraph. I assume that the reference to 'FAI' means 'Rule 3.2-FAI contest regulations'. However, there is a need to review rule 3.2 at the same time as these rules to ensure that they are still compatible.

Proposed rule

3.2.6.1 (h) If, at the end of the rounds, irrespective of the number flown, two or more competitors share equal scores, then placings in the event will be determined by a fly-off, with the maximums determined to suit prevailing circumstances. If at any stage of the fly-offs the participating competitors with equal scores elect unanimously not to fly-off, the points for the tied placings shall be shared.

In the event of a tie for team positions the final placings are to be determined by a fly-off (preferably at the last team selection event, but, if circumstances dictate, at a subsequent agreed time and venue), or, with the unanimous agreement of these participating competitors, by the toss of a coin.

Fly-offs shall be conducted in accordance with rule 3.2.5.

Existing rule

3.2.6.1 (j) The scoring system is based on the following table:

Place	1	2	3	4	5	6	7	…	22	23	24+
Points	50	40	30	25	20	19	18	…	3	2	1

Any competitor who has made a scoring flight and has not been allocated points by the Points Table will be awarded one point.

Comments: The requirement is to balance the points for coming first or second so that they do not totally dominate the situation (in case it was just a lucky break for someone) against allowing mediocrity to significantly influence the results. I have 'recalculated' teams for past selection events utilising a number of different scoring systems, and, in essence, none of the alternatives seemed to make a significant difference to the

team makeup. The 'best two out of three' system does balance out the results, but can become less effective if only two events register a result. A relatively simple system is to allocate points which coincide with placings; the team being selected from those with the lowest 'two event' total scores.

Proposed rule

3.2.6.1 (i) Points will be awarded to match the final placings for each completed event. The team will be selected from the lowest total score of those competitors who competed in at least two events, or as defined in Rule 3.2.6.1(b) if less than two events register a result.

So these are my proposals; to retain a proven and effective means of selecting a team that we are all familiar with, and that provides an interesting series of FAI events within the domestic contest calendar. If you support them, it is important that you make the FFTC aware of your views.

Comments from FFTC Chairman Mike Woodhouse appear in FFTC News later in this issue.

Contest Organisation

A note from Andrew Crisp on a different but associated topic:

I have just received my latest set of BMFA contest results, kindly prepared and circulated by Rod Briginshaw, and they make depressing reading. This comes about, not from the quality of the performances, but from the numbers participating. Are we really down to two entries nation-wide in the old-established Gutteridge Trophy for Wakefields, and for Electric Open Power, which was meant to be the class which liberated the electric approach from the constraints of P30?

Compare this with the recently run Oxford Rally, where over 100 entrants keenly contested across the board on a site which, while pretty, is not particularly large or blessed with the smoothest of air and ease of retrieval.

Are area-centralised contests loosing their appeal and is the old-style, but properly run rally a more attractive proposition for the average flyer?

Is there any mileage in the idea that each area should run one or even two centralised events per year on the site normally used for area-centralised contests? The same BMFA trophies could be used and located to suit the requirements of the area or the venue.

NEWS FROM BMFA FF TECH COMMITTEE

1. Rule Changes for 2003 Last chance for inputs

The suggestions put to the FFTC have been discussed and this document summarises our conclusions and invites final input and comments before the submission of change proposals to the technical council meeting on October 26th following the FFTC meeting on 7th September.

1. Wind speed at trials

For each team selection event the mandatory wind speed limit to be applied will be announced in advance of the event, normally at the time of the inclusion of the event in the contest calendar.

Comment: The proposed 2003 calendar includes changes to the selection process and if some or all of these are adopted this will affect the need for a wind speed rule and its use. Any changes to the team selection events / process will require Rulebook changes (rule 3.2.6) which will eventually incorporate this topic.

There was strong feeling in favour of a mandatory limit with arguments for both the current FAI limit and various lower speeds. This has to be balanced against the risk of a number of cancellations and shortage of sites combining to produce a failure to select a team. There is strong preference for selection by competition rather than by committee, what ever the difficulty.

2. Towlines

Rule 3.1.5.1(a) Change 18 dm^2 (279 in^2) to 16 dm^2 (248 in^2)

Reason: There is no minimum area for A1, just a maximum of 18 dm^2 , but it is unlikely that anyone will fly an A1 smaller than 16 dm^2 . Rules for A1 and A2 then line up with FAI rules and the light towline is still available for small gliders.

Comment: We were unconvinced by the arguments for a smaller number of towlines. Most serious glider flyers do not hesitate to make up the optimum line to suit a glider within the rules. The option to use a heavier line that the rules suggest is always open.

3. Mini Vintage gliders

Rule 3.1.5.1 (a) Change line one to read "The towline length for Vintage, Mini Vintage and tailless gliders shall be 100 m (326 ft)"

Rule 3.11.6 (c) Add "The flat (i.e. not projected) span shall not exceed 60"

Comments: The towline point is to clarify the situation for Mini Vintage. The span limit is the result of a general feeling that "a Thunderking on 100 m cannot make sense as mini". The span is set to just exclude the higher performance A2s

4. Motor Heaters

Replace Rule 3.1.14 with Rule 3.26.3.2.11(d).

Comment: We are completely unconvinced of the argument for an ever more definitive rule. Coming in line with the FAI rule puts us in step with the rest of the world. If certain people wish to create mischief by wilfully circumnavigating rules then the CD has the necessary sanctions available.

5. E-30 specification No change

Comment: There was little support for this suggestion and a general feeling that the current rules have made E30 into a workable class. There is concern that E30 is won in the "electrical laboratory" but it is perhaps inevitable that a class dependant on particular technology will evolve towards this situation

6. Revised power classes

We intend to combine SLOP with Open Power when no separate SLOP event in included at a meeting featuring Open. This does not require a Rule change and will be included in the 2003 calendar. The events affected will be the White Cup (3rd area) and the Kiel trophy (4th Area). Trophy reallocation may be required.

Comment: Almost all comments have been in favour.

7. Open Electric EOP No change

Comment: The committee view is that Electric is too different to justify inclusion in IC powered events. The calendar has pioneered the class and if there is strong demand it should emerge in club galas.

8. New Title for ½A power/F1J No change

Comment: There is a risk that a change would cause further confusion rather than increased interest.

9. Pressure on Time Keepers No change

Comment: There was no support for a change

10. Area decentralised events No change

Comment: There was great support for the current events and no support for either cancelling them or changing the results system.

11. Protest Rule No change

Comment: There was no support for a change

12. Fly Offs at Area decentralised events No change

Comment: Although there was some desire for a tidy-up on the timing of fly offs no consensus was apparent to justify a new rule.

13. Plugge Cup scoring

The classes included will be changed along with the 2003 calendar. This requires change to Rule 3.1.10 (a)

Comment: Much input already received . We are still in debate about the detail of the changes. See a separate proposal document, dated 1st August, which endeavours to take in the suggestions we have already received

14. Vintage Eligibility No change

Comment: The current rules work well and avoid the workload and contention in the approval of individual designs. The specialist bodies (Sam 35 and 1066) provide ample opportunities for the use of obscure designs.

15. Codes of Practice for airfield behaviour and retrieval

Codes of Practice are not a Rulebook issue and are likely to be specific to individual sites and or events. The whole topic remains under active consideration.

16. Safety on the Flight-line

Codes of Practice are not a Rulebook issue and are likely to be specific to individual sites and or events. The whole topic remains under active consideration.

These changes will be finally discussed along with any further input at the FFTC meeting on 7th September. Final submissions to Technical council must be made by 30th September.

The FFTC would like to thank everyone who has made an input to the process so far. We have not been able to give detailed responses to the authors of every suggestion made as the workload in that number of dialogues would have been prohibitive. However they have all contributed to the process and all those who feel very strongly about suggestions that have not been adopted can continue to lobby for the next month or even put themselves forward for next year's FFTC!

Thank you all.

2. The future for Plugge

The FFTC would like to change the Plugge to be more representative of club activities but as yet an obvious formulae has not emerged. One way that has opened up the Plugge event is to combine the two area events for open power with SLOP. The role of the Plugge is to stimulate club activity, and for this to work the event has to encompass the popular classes and make the participation worthwhile. The following schedule makes an interesting proposal that designates two Plugge events at each Area meeting:-

event	rubber	power	glider	rubber	power	glider
1st		F1C				F1H
2nd	F1B				F1J/1/2A	
3rd			F1A	Vintage		
4th		Open/Slop				F1H
5th	Open				SLOP	
6th			Open	F1G		

3. Team Selection Event Rules.

The FFTC recognised at the start of the year that there were a number of the existing rules that needed to be clarified, and also that the 'BMFA FAI' rules needed to be rationalised with the latest FAI rules and the Team Selection rules.

Since then, a number of people have prepared proposals in connection with Team Selection which have been published in previous issues of FFn, and also within this present issue of FFn.

The FFTC are interested in your views upon these proposals, which should be sent to Chris Strachan, 56, Way Lane, Waterbeach, Cambridgeshire, CB5 9NQ to arrive by 1st September.

4. Stonehenge Cup

Gerry Le Vey has now sent out details and entry forms for this important event to past competitors and helpers. If you have not received a copy, or will be able to help at the event with timing etc, please contact Gerry on 01904 705647

Gerry and his wife Mary have been running this event magnificently now for eight years, but, understandably, they want a rest. All those who have attended or helped in the past years will appreciate just how much work this entails, and we are grateful to Gerry and Mary for building the Stonehenge Cup into such a prestigious international event.

However, all is not lost! The FFTC are pleased and relieved to advise that Phil Roughton has offered to take on the challenge and organise next years event.

5. Nominations for FFTC

Nomination forms for technical committees have been issued to club secretaries. Three positions become vacant on the FFTC, and nominations are required to join Mike Woodhouse, Chris Strachan and Dave Clarkson who will be in their second year of office.

6. Email addresses

Peter Tribe has a list of Model Flier email addresses to whom he issues news items if the occasion arises.

However, a number of the messages come bouncing back where people have changed addresses and not advised him. If you have a new address, or if you would like to be added to the list, please advise Peter on peter.tribe@virgin.net

7. Draft Contest Calendar 2003

February 16 N Luffenham	Winter Open. O/P (Frog Senior), O/R, O/G, SLOP, EOP, Vintage
March 2 Area venues	1st Area. O/R, (Gamage), F1C (Halifax/Plugge), F1H Tailless
March 15 Area venues	2nd Area. O/G, F1B (Weston/Plugge), F1J/BMFA1/2A HLG, Catapult Glider
March 23 Church Fenton	Northern Gala. O/G (CMA), O/R (Caton), O/P (Hamley), SLOP, F1G, F1H, F1J/BMFA½A, Mini-vintage, CO_2, E30, HLG, Catapult Glider.
April 6 Area venues	3rd Area. O/P, SLOP combined (White), F1A (K&MAA/Plugge), F1G, Vintage
April 19-20 Salisbury Plain	Easter Meeting. 20th O/R. O/G, O/P, F1G, F1H, F1J/BMFA½A. 21st F1A, F1B, F1C, SLOP, Vintage
May 4	F1E. Near Sheffield
May 24-26	Nationals. O/G (Thurston), O/R (Model Aircraft), O/P (Shelley), SLOP (Falcons) Tailless (Lady Shelley), Womens Open (Womens), Junior Open (Frog Junior), F1A (Ronytube), F1B (Fred Boxall), F1C (Eddie Cosh), Vintage (Jubilee), OEP, E.30, Junior Kit, Windrush, Bowden, F1H (BA), F1G (308), F1J/BMFA½A (Hales), Mini-vint, HLG, Catplt Glider, CO_2, P30
June 8	F1E. Near Sheffield
June 15 Area venues	4th Area. O/P SLOP comb team (Keil/ Plugge), F1B(Gutteridge),F1H, CO_2, EOP
June 29	F1E. S.M.C. Trophy. Near Sheffield
July 13	Summer Mini. F1H, F1G, F1J/BMFA½A, P30,E30,HLG,Min-vint, Cat Glider, CO_2
July 20	F1E. Near Sheffield
September 5 (Friday) Little Rissington	Southern Gala. O/G (Pilcher), O/R (Flight), O/P (Short), F1H (Ripmax), F1G, F1J/BMFA½A (Quickstart), SLOP, Mini-vintage, E.30, CO_2, HLG, Cat Gr
September 7	F1E. Near Sheffield
September 14 Area venues	5th Area. O/R Team (Farrow/Plugge), F1A (SMAE), F1J/BMFA1/2A, SLOP
Sept 20-21 Sculthorpe	Stonehenge Cup. World Cup Event. F1A, F1B, F1C
September 28 Area venues	6th Area. O/G Team (Model Engineer /Plugge), F1C (Astral), F1G Mini Vintage
October 4-5 Sculthorpe	Team Trials. F1A, F1B, F1C
October 18-19 Sculthorpe	Team Trials. F1A, F1B, F1C
October 26	F1E. Near Sheffield. Reserve

Notes/explanation

This draft calendar for 2003 at first look will appear to be the mixture as before. However there are changes some of which are quite significant and will lead to future developments. The proposed changes are based upon the input that we have received from the free flight fraternity

Firstly there is some degree of simplification and tidying of the events. We have left the area programme intact, as there is a significant grass roots demand for these events. The Plugge event has been left as it is. However there are suggestions for change (see item 2 above). The Easter meeting is two days the second day includes a 5 flight FAI event that is not presently team selection, and SLOP and Vintage are also to be flown.

Only one mini event in the summer is included.

The overall Nationals programme has been left, however they may be a need to shuffle one or two classes to get a better balance.

Team selection Proposals by Mike Woodhouse

There is a diversity of views as to what the basis should, as many views as there are flyers. The objective is to select a team that will produce the best result at the championships. This proposal is a simplification and a partial return to the method used a few ago.

The team selection is to be based upon two meetings placed at the end of the season. The idea will be that two weekends are booked in order to get a minimum of seven flights for each class. The use of four full days will allow the maximum flexibility in the selection of weather conditions. The use of four days will allow the programme to be pitched in such a way that retrieval and timekeeping issues are minimised. The four days will allow rounds to be set that will ensure retrieval and reciprocal timekeeping can take place. If the weather plays ball we will be able to get in more than the minimum number of flights. The wind speed limit would be pitched as now with 15mph set as the maximum. The length of the rounds would be as now 30 minutes and the gaps sufficient that we use the available daylight to fly a maximum of 4 flights in the day. We will revert back to time rather than the current points system. Flying at the end of the season will mean that models are not being risked close to other major events and the selection is early enough to allow for planning for the champs.

If, because of weather conditions etc, at the end of the 4 days we have been unable to get in the required number of flights a decision will have to be taken as to where from here. Trying to plan for this type of contingency is complex! As it is the last thing anyone wants it is thus necessary that if this impasse occurs then we have a fall back in place. The choices are very simple; we have another event as soon as practical and fly whatever the weather (i.e. no wind speed limit) or we select the team by ballot.

Views please on all the above are requested by the end of August so we can get the programme for 2003 finalised and get the airfield booking process started. The airfield booking process is now becoming the major driver with respect to getting the events staged. The earlier we can start the more likely we are to get the fields and dates that we want.

UK AIRFIELDS SURVEY - A FURTHER PROGRESS REPORT

The call for volunteers in the last edition of FEn produced some response as the end of July Allocation List shows. This shows who has volunteered to survey what County. As you will see the North and the East are fully covered as is the Midlands with one notable exception but the response from the South has been poor and that from the West none existent. Whilst volunteering to cover Greater London or the Scilly Isles even the Isle of Wight might be considered to be pointless it most certainly is not for the remaining Counties as yet uncovered. There could be somewhere out there that remains undiscovered - I hear rumours of one in West Sussex to the south of Guilford. It is up to us to try and find something and the FFTC supported UK Airfields Survey is it. Volunteers are

well supported. As well as the list of possible RAF sites in your County you also get a set of instructions describing how to use the Internet to do the walking for you and a sample survey. Come on people, this is a job well worthwhile doing. We may well be depending on its success to keep us flying.

Dave Clarkson, 108 Lincoln Towers, Middle Hillgate, Stockport SK1 3PQ. Tel 0161 477 7647.

County	Person	Not allocated
Cheshire	Chris Baker	Bedfordshire
Cumberland	Keith Harrisson	Berkshire
Durham	Allen Brown	Buckinghamshire
Gr. Manchester	Dave Clarkson	Cornwall
Kent	Martin Dilly	Devonshire
Leicestershire	Bryan Spooner	Dorset
Northamptonshire	Geoff Smith	Essex
Rutland	Bryan Spooner	Gloucestershire
Shropshire	John Carter	Gr. London
Staffordshire	Steve Philpott	Herefordshire
Surrey	Martin Dilly	Hertfordshire
Warwickshire	Alan Gibbs	Huntingdonshire
Worcestershire	Alan Gibbs	Isle of Wight
Cambridgeshire	Chris Strachan	Middlesex
Derbyshire	Steve Philpott	Nottinghamshire
Hampshire	John Thompson	Scilly Isles
Lancashire	Brian Scott	Somerset
Lincolnshire	Peter Spalding	Sussex
Norfolk	Mike Woodhouse	Wiltshire
Northumberland	Brian Martin	
Oxfordshire	Geoff Smith	
Suffolk	John Cooper	
Yorkshire	Tom Chambers	

COUPE D'HIVER CHAMPIONSHIP 2002

		NT	EA	NA	OX	SL	best 5
1	D Davitt	3	-	9	-	9	21
2	A D Ball	9	6	-	-	-	15
3	R Vaughn	-	-	4	9	-	13
4	I M Davitt	-	9	1.5	-	2	12.5
5	J O'Donnell	6	-	1.5	1	3	11.5
6	D Hipperson	-	-	3	-	6	9
7	J Barker	-	-	6	-	-	6
7	J White	-	-	-	6	-	6
7	F G Sharp	2	-	-	-	4	6
10	R Sparrow	4	-	-	-	-	4
10	E Challis	-	4	-	-	-	4
10	P Francis	-	-	-	4	-	4
13	M Evatt	-	3	-	-	-	3
13	R Fryer	-	-	-	3	-	3
15	E Flynn	-	2	-	-	-	2
15	D Thompson	-	-	-	2	-	2
17	N Rogerson	1	-	-	-	-	1
17	M S Bull	-	1	-	-	-	1
17	T J Grey	-	-	-	-	1	1

Key: NT=BMFA Northern Gala, EA=BMFA Easter meeting, NA=BMFA Nationals, OX=Oxford Rally, SL=BMFA Silent Mini. Remaining events are Timperley Gala, BMFA Southern Gala, Brumfly, and Aeromodeller Trophy

NOTICEBOARD

STRUKOV PROPS. John Bailey has some Strukov fixed blade carbon props for sale at £3.50 each. More can be obtained if there is sufficient demand. Contact John at 29A Mill Lane, Claphill, Bedford MK45 4BX, tel 01525 860939

BMFA FREE FLIGHT FORUM

The Free Flight Forum will be held again on Nov. 24th, the day after the BMFA AGM at the Holiday Inn, Coventry (assuming the hotel hasn't had yet another of its name changes) and the time has come for you to search your souls to see whether you have the makings of a paper that would be of interest to the rest of us. Whether on aerodynamics, building and flying techniques, or anything of relevance to free-flight of any description, it is your input to the Forums and the Forum Reports that helps to keep free flight flourishing.

Please contact Mike Evatt (01327-842746 or mikeevatt@hotmail.com) or Martin Dilly 020 8777 5533 or martindilly@compuserve.com) within the next couple of months with your offers of papers.

UK COMPETITION NEWS

BRUMFLY will be held at North Luffenham on September 22. Start time 9.00. Events will be open power, open rubber, open glider, F1J/½A, CdH, A1, SLOP, mini-vintage, and this year catapult glider will replace HLG to encourage participation in this recently introduced class. All except catapult glider will be flown upwind of a line. Not in rounds, but first flight must be made before 12.00. Field charge. Contact Alan Gibbs 02476 676507.

PRIMA 2002

I have been asked a by a few of you if we would be running the event again. So it has been decided to repeat the exercise again this year. There will be two events both run with other contests: -

1. September 15th in conjunction with The Stonehenge Cup at Sculthorpe
2. October 20th in conjunction with the Croydon Wakefield day at Middle Wallop

These two events will be run to a 3 x 2 minute flights, in rounds, plus an unlimited fly off. It is expected that Igor will be at Stonehenge Cup to offer help and assistance. Geoff Kent and myself will be on hand to help.

In addition it has been decided to add a worldwide postal contest as well for those overseas who want to join in the fun. The postal will be to 5 x 2 minutes plus an unlimited fly off. The flights to be made on any single day in September or October. The results are to be sent in within 10 days of making the flights. The scores are to be signed off by your timekeeper.

You can fly the basic Prima, either built from the kit or the ready to fly model. There are Primaís that have been improved, with the addition of upgrade parts, these models are eligible. What we ask is that the model is still following the basic prima concept. If in doubt please ask.

If you want further details of the events or the model please contact me. I have the kits and the parts in stock.

Michael J Woodhouse, mike@freeflightsupplies.co.uk web site: http://www.freeflightsupplies.co.uk/