Free Flight news FFn

CONTENTS

Junior World Champioships, Lucenec, Slovakia, Aug 11-18 106
Huron Cup, Toronto, Canada, July 13-14 108
Nordic Cup of Denmark, Rinkaby, July 22 108
Scottish Nationals, Newbigging, June 29-30 108
BMFA Summer Gala, Church Fenton, July 13 109
F1J by V STRUKOV 110
Morley Heath Common Rally,Ch Fenton, Jul 27 111
Current league situations, Hipperson 112
Honnington Mini, July 28 112
Team for Argentina 112
Euro Champs postscript 113
FAI Indoor Records 113
Noticeboard 113
Internet weather sites 114

DIARY

September 1 Area venues	BMFA Fifth Area event. O/R Team (Farrow / Plugge), F1A (SMAE), F1J/BMFA½A, SLOP
September 6 (Friday) Little Rissington	BMFA Southern Gala. O/G (Pilcher), O/R (Flight), O/P (Short), F1H (Ripmax), F1G, F1J / BMFA½A (Quickstart), SLOP, Mini- vintage, E30, CO2, HLG, Catapult Glider. Contact: C 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
September 8 Near Sheffield	BMFA F1E Team Selection. Contact: S Philpott, 0121 3544448
September 8 Cardington	BMFA Indoor F1L and No-Cal. See FFn 0206. Must be on attendance list for the day. L Barr, Herries Cottage, Winter Hill Road, Pinkneys Green, Maidenhead,Berks, SL6 6PJ, tel 01628 487544. e-mail: lgbarr@tiscali.co.uk
Sept 9-10 Orel, Russia	Cup of Aviaprom. World Cup. F1A, F1B, F1C. Nadezda Snegovay, 88-8 Volokolamskoe eh, Moscow, Russia, t/fax: +7 095 491 9747, e: fas@cnt.ru
Sept 14-15 Sculthorpe	Stonehenge Cup World Cup F1A, F1B, F1C. G LeVey, 10 St Nicholas Crescent, Copmanthorpe, York YO23 3UZ, UK,tel 01904 705647
Sept 15 Sculthorpe	Prima event. See FFn 0208. Contact: M Woodhouse 01603 457754
Sept 17 Liptovsky Mikulas, Slovakia	Mikulas Cup Hungary World Cup F1E. G Pinkert,Pf 16,H1625 Budapest, Hungary, tel: +36 1 221 40 71, fax: +36 1 221 40 71, e: info@cavalloni.hu
Sept 17-22 Liptovsky Mikulas, Slovakia	European Championships F1E. Contact: Peter Nosko, tel: +421 44 55 22 99, fax: +421 44 55 20 64, e: nosko@naex.sk
Sept 21 Liptovsky Mikulas, Slovakia	Liptov Cup World Cup F1E . P Nosko, Nabrezie 1686 úl 0, 031 0L Liptovsky Mikulaas, Slovakia, t:+421 4455 2299, fx: +421 4455 2064, nosko@naex.sk
Sept 21-22 Ocana-Toledo, Spain	12th Open Internacional Castilla - La Mancha World Cup. F1A, F1B, F1C. Contact: Francisco Saez, C/ Albacete no 5, 45800 Ocaña – Toledo, Spain, tel: +34 925 121 205, e: fdacm@ctv.es
September 22 North Luffenham	Brumfly. O/P, O/R, O/G, F1J/½A, CdH, A1, SLOP, mini-vint, catapult G. Start time 9.00. All except catapult to be flown upwind of a line. Not in rounds, first flight must be made before 12.00. Field charge. Contact Alan Gibbs 02476 676507.
September 22 Cardington	BMFA Indoor. General reserve date. See FFn 0206. Must be on attendance list for the day, see Sept 8 entry.

7 Ashley Road, Farnborough, Hants, England GU14 7EZ kaynes@compuserve.com

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

JUNIOR WORLD CHAMPIONSHIP F1A — Lucenec-Bol'kovce, Slovak Republic, Aug 11-18

1	Csaba Nagy	HUN	180	180	180	180	180	180	152	1232
2	Lennart Bajorat	GER	180	180	180	180	150	180	180	1230
3	Tomas Sedlacek	SVK	180	180	180	180	180	130	180	1210
4	Jan Chudoba	CZE	180	162	180	167	180	180	159	1208
5	Edgar Bernard	FRA	178	142	180	150	180	180	180	1190
6	Jan Letko	SVK	180	180	180	180	112	180	168	1180
7	Michael Avallone	USA	180	180	180	180	180	180	94	1174
8	Janis Zarins	LAT	180	180	86	180	180	180	180	1166
9	Norman Tillner	GER	158	180	129	171	165	180	180	1163
10	Elad Fish	ISR	180	147	180	136	180	170	167	1160
11	Toumo Kiiskinen	FIN	138	180	180	180	180	180	115	1153
12	Krzysztof Tarka	POL	180	180	180	180	109	180	123	1132
13	Dmitri Dubitski	RUS	135	180	180	148	132	180	175	1130
14	Oleg Gerasimenko	UKR	178	175	102	180	136	180	176	1127
15	Modestas Snukiskis	LTU	180	180	180	180	161	122	115	1118
16	Michal Simunek	CZE	180	101	180	111	180	180	180	1112
17	Aurelien Lecomte	FRA	180	180	78	166	180	180	134	1098
18	Talgat Chuashpayer	UKR	180	180	180	159	100	180	117	1096
19	Ben Coussens	USA	180	180	87	161	151	143	180	1082
20	Felicien Tomas	FRA	180	126	180	180	145	180	88	1079
21	Parker Dallas	USA	180	180	161	147	70	179	161	1078
22	Yassi Shtain	ISR	180	180	151	180	91	137	134	1053
23	Andrej Cigut	SLO	0	180	180	180	180	150	180	1050
24	Alexei Katine	RUS	177	180	160	130	180	115	95	1037
25	Bostjan Bagari	SLO	79	169	180	180	153	92	180	1033
26	Balaz Mihaly	HUN	85	130	162	180	109	180	180	1026
27	Nir Cohen	ISR	167	139	176	180	130	180	52	1024
28	Lauri Utvonen	FIN	180	180	162	83	96	180	128	1009
29	David Kamrla	CZE	180	180	180	150	44	180	87	1001
30	Jakub Zachariasz	POL	180	180	176	180	180	70	31	997
31	Snezhana Mozyrska	UKR	136	154	180	98	180	68	180	996
32	Lukasz Hubala	POL	167	158	87	97	180	180	119	988
33	Viesturs Berzins	LAT	99	154	104	180	180	180	72	969
34	Martijn Gielen	NED	180	160	107	180	37	180	89	933
35	Mario Warchtler	GER	124	180	54	180	113	180	92	923
36	Jong Yoon Choi	KOR	180	180	116	180	10	180	49	895
37	Andrei Naloev	RUS	51	153	124	180	115	81	180	884
38	Gregor Murovec	SLO	180	126	76	118	158	101	123	882
39	Joala Mihkel	EST	142	145	117	145	165	37	119	870
40	Stefan Pouwelsens	NED	98	151	162	180	111	104	53	859
41	Joona Lentovirta	FIN	56	44	122	180	73	158	141	774
42	Sung Hwan Son	KOR	180	41	133	142	0	180	95	771
43	Istvan Szentpeteri	HUN	180	70	85	110	121	91	60	717
44	Jan Samak	SVK	125	178	116	67	0	38	180	704
45	Mark Vermeulen	NED	139	128	152	0	4	121	159	703
46	Davis Berzins	LAT	164	119	98	82	55	79	78	675
47	Jung Min Seo	KOR	17	81	93	35	82	104	115	527
Number of maximums			25	23	19	24	16	26	13	
Number of full scores			25	17	9	7	3	2	0	

F1A TEAM RESULTS

	Country	Abbrev	Total	Round-by-round team place							Team member places		
1	France	FRA	3367	3	7	7	6	1	1	1	5	17	20
2	USA	USA	3334	1	1	2	1	3	2	2	7	19	21
3	Czech Republic	CZE	3321	1	8	1	3	5	3	3	4	16	29
4	Germany	GER	3316	8	5	8	8	6	5	4	2	9	35
5	Israel	ISR	3237	4	6	3	1	3	4	5	10	22	27
6	Ukraine	UKR	3219	6	4	6	7	7	7	6	14	18	31
7	Poland	POL	3117	4	2	5	4	2	6	7	12	30	32
8	Slovakia	SVK	3094	7	3	4	5	9	10	8	3	6	44
9	Russia	RUS	3051	14	10	9	9	8	8	9	13	24	37
10	Hungary	HUN	2975	9	12	11	10	11	9	10	1	26	43
11	Slovenia	SLO	2965	15	14	14	12	10	12	11	23	25	38
12	Finland	FIN	2936	13	13	12	11	13	11	12	11	28	41
13	Latvia	LAT	2810	10	9	13	14	12	13	13	8	33	46
14	Netherlands	NED	2495	11	11	10	13	14	14	14	34	40	45
15	Korea	KOR	2193	12	15	15	15	15	15	15	36	42	47
16	Lithuania	LTU	1118	16	16	16	16	16	16	16	15		
17	Estonia	EST	870	17	17	17	17	17	17	17	39		

JUNIOR WORLD CHAMPIONSHIP F1B

1	Alexei Burdov	RUS	1260	+120						
2	Ohad Weisflener	ISR	1260	+80						
3	Laurynas Gircys	LTU	1260	+60						
4	Eddy Avallone	USA	1260	+51						
5	Artem Yarotskius	UKR	1260	+10						
6	Lea Masquois	FRA	179	180	180	180	180	180	180	1259
7	Lauras Luzys	LTU	180	180	180	173	180	180	180	1253
8	Kamil Moscinski	POL	180	180	180	171	180	180	180	1251
9	Mykhaylo Makhnitskyy	UKR	180	180	180	180	180	180	167	1247
10	Inbar Shani	ISR	180	180	180	180	173	180	173	1246
11	Ittai Shichman	ISR	180	180	180	180	163	180	180	1243
12	Benjamin Masquois	FRA	180	180	180	180	180	180	160	1240
13	Anton Gruzdev	UKR	180	180	180	180	180	148	180	1228
14	Vladislav Urban	CZE	180	180	180	180	180	138	180	1218
15	Taylor Gunder	USA	180	180	180	180	131	180	180	1211
16	Marian Szafranski	POL	180	180	180	140	180	180	170	1210
17	Didier Masquois	FRA	180	180	164	180	144	180	180	1208
18	Zbysek Nemec	CZE	180	168	180	180	145	180	163	1196
19	Thomas Seren	GER	180	180	165	180	180	180	124	1189
20	Anton Safonov	RUS	180	171	180	180	180	174	97	1162
21	Ryan Jones	USA	163	180	123	180	145	180	180	1151
22	Thomas Behrendt	GER	163	171	155	180	180	180	105	1134
23	Tomasz Moscinski	POL	130	176	180	94	180	180	174	1114
24	Carsten Behrendt	GER	180	145	117	180	180	160	144	1106
25	Renaldas Seinauskas	LTU	180	150	153	104	180	180	140	1087
26	Jie Een Kim	KOR	180	119	180	142	102	180	180	1083
27	Artem Dotsenko	RUS	180	180	180	158	7	180	147	1032
28	Jiri Bukvald	CZE	118	79	180	180	180	105	180	1022
29	Kyu Wan Lee	KOR	180	121	75	82	180	180	120	938
30	Soon Ho Kwon	KOR	103	29	180	180	0	123	152	767
Number of maximums			24	20	23	22	21	24	16	
Number of full scores			24	18	16	12	9	7	5	

F1B TEAM RESULTS

	Country	Abbrev	Total	Round-by-round team place							Team member places		
1	Israel	ISR	3749	1	1	1	1	2	1	1	2	10	11
2	Ukraine	UKR	3735	1	1	1	1	1	2	2	5	9	13
3	France	FRA	3707	5	3	4	3	3	3	3	6	12	17
4	USA	USA	3622	6	5	7	5	5	5	4	4	15	21
5	Lithuania	LTU	3600	1	6	6	6	4	4	5	3	7	25
6	Poland	POL	3575	8	7	5	9	7	7	6	8	16	23
7	Russia	RUS	3454	1	4	3	4	8	8	7	1	20	27
8	Czech Republic	CZE	3436	9	9	9	8	9	9	8	14	18	28
9	Germany	GER	3429	6	8	8	7	6	6	9	19	22	24
10	Korea	KOR	2788	10	10	10	10	10	10	10	26	29	30

JUNIOR WORLD CHAMPIONSHIP F1J

1	Austin Gunder	USA	780	+180	+240	+300	+360	+371
2	John Lorbiecki	USA	780	+180	+240	+300	+360	+284
3	Pavel Tamazin	RUS	780	+180	+240	+280		
4	Dmytro Stakhanov	UKR	780	+180	+240	+102		
5	Aidar Chigapov	RUS	780	+94				
6	Evgen Bashinskiy	UKR	295	120	120	120	120	775
7	Alexander Korovin	RUS	218	120	120	120	120	698
8	Andrzej Kucharski	POL	213	120	120	120	120	693
9	Mykola Ploskikh	UKR	216	120	120	93	120	669
10	Michael Sondhauss	GER	186	120	120	120	120	666
11	Tomasz Wlodarczyk	POL	279	120	120	120	19	658
12	Hyung Sik Lee	KOR	139	120	120	120	120	619
13	Tomasz Burek	POL	300	120	82	40	57	599
14	Zoo Jin Jeong	KOR	236	76	100	120	0	532
15	Jim Chul Shin	KOR	209	103	45	48	0	405
Number of maximums			6	13	12	12	11	
Number of full scores			6	6	5	5	5	

F1C TEAM RESULTS

	Country	Abbrev	Total	Round-by-round team place					Team member places		
1	Russia	RUS	2258	1	1	1	1	1	3	5	7
2	Ukraine	UKR	2224	2	2	2	2	2	4	6	9
3	Poland	POL	1950	3	3	3	3	3	8	11	13
4	USA	USA	1560	4	5	5	5	4	1	2	
5	Korea	KOR	1556	5	4	4	4	5	12	14	15
6	Germany	GER	666	6	6	6	6	6	10		

HURON CUP, Toronto, Canada, July 13-14

F1A 8 flew

1	C Lenartowicz	CAN	1260	+9e
2	R Sifleet	USA	1221	
3	T Tzvetkov	CAN	1201	
4	T Boiadjev	CAN	1145	
4	L Farkas	CAN	1145	

F1B 8 flew

1	J Clapp	USA	1260	+120e
2	T Mathews	CAN	1260	+61e
3	L Horak	CAN	1249	
4	P Crowley	USA	1174	

F1C 4 flew

1	A Kirilenko	USA	1260	+120e
2	B Gutai	USA	1245	

F1G 5 flew

1	T Ioerger	600
2	L Sayer	599
3	J Clapp	575

F1J 2 flew

1	G Morris	240
1	R Gutai	240

Open Rubber Dave Andrew Trophy 3 flew

1	L Sayer	325
2	J Brooks	262

F1H 1 flew

1	R Sifleet	550

NORDIC CUP, RINKABY, JULY 22

World Cup event of Denmark

F1A 33 flew

1	S Rumpp	GER	1260	+60e
2	A van Eldik	NED	1260	+25e
3	B Trachez	FRA	1259	
4	H Hartman	SWE	1256	
5	J van Kuyk	NED	1252	
6	H Salminen	FIN	1248	
7	M Farber	GER	1246	
8	A van Wallene	NED	1232	
9	V Poliayev	RUS	1230	
10	T Weimer	GER	1225	
11	J Nyhegn	DEN	1218	
12	F Hofmann	GER	1209	
13	A Persson	SWE	1206	

F1B 14 flew

1	B Silz	GER	1260	+60e	+240
2	A Broberg	SWE	1260	+60e	+124
3	H Stendal	GER	1260	+60e	+118
4	Y Waltonen	FIN	1260	+60e	+116
5	R Khouziev	RUS	1260	+60e	+97
6	M Solodov	RUS	1260	+60e	+83

F1C 2 flew

1	Z Szablewski	POL	389

SCOTTISH NATIONALS, NEWBIGGING, JUNE 29-30

Report by Dave Hipperson

It was, I think, the great Bob White who coined the truism that "Weather is weather and you can't do anything about it." Bearing in mind how opinions differ on what constitutes "good" weather perhaps that is just as well. However after conditions for their Classic Power and Steel Cup events in early May that could confidently be described as encouraging it was inevitable that the Scot's luck would run out before their Nationals. The first day was cool and blowy from the west with occasional showers and poor visibility, the second day was even wetter if a little less windy!

What appears to be poor scoring has to be viewed in this light whilst also appreciating that this site although enormous in some directions has it hazards and one of them is the underfoot terrain. After a few inches of rain it was like flying over 2ft of sponge! How anyone towed a glider successfully is a mystery. The turbulence coming off the upwind pines was worse when we moved closer to them half way through the day to avoid a field of barley downwind. It was at this time that Jim Arnott, CD; also took the rather unorthodox measure of reducing the Open max to 2:30 when it had started at a promising 3:00. Made no difference to the results but sadly invalidated any league points.

The A2 event was a tight finish until Ron Sabey's last max and fly-away clinched it. In Vintage the English rubber flyers dominated. After suffering damage to his Challenger on the second flight, Gerry Ferer's last had to be made with his Korda - an 8oz Wake. It had to max to win and it was grey, windy and un-encouraglng when the flight was made. Under pressure both he and the model delivered - an exciting end to both those contests.

The wind direction was more co-operative the next day, bringing the natural site - the Pentland Hills rather than farm land - into play more often. However it rained virtually non-stop. This didn't deter the power flyers many of whom seemed to be trimming most of the time (lovely softy ground remember) including Alan Brown from Northumberland. He spent some time working on a bright yellow and red Ramrod 600 - the ideal choice for Nostalgia and potentially competitive in Slow Open as well. The Glider flyers appeared to have worn themselves out the day before although Bruce Duncan performed some fine towing to win Al - complete with a little bit of circling no less! Lumpy grass, bog and moss makes travelling on foot at much more than 1.5mph pretty nigh impossible - so not easy to circle tow! Urlan Wannop's winning CdH score was made very quickly in

the morning when it was both less windy and, for a few brief periods, almost dry. He also supplied your reporter with a cryptic forecast of increasing rain which proved to be spot on.

By the day's end the power contest had hotted up with many realising that there was a magnificent pot on offer - the KLM Trophy. Things got as frantic as they could bearing in mind everyone was still flying over sponge! Tommy McLaughlin was delighted with his win and a great effort it was too all in the rain.

The only flyoff of the event came in Open Rubber and the same three that had battled for Vintage the day before were involved again. Just as they launched, the wind, something like 15mph, swung to blow straight out to the North East and into the heart of the moor - so for once no trees, roads, houses nor crops in the equation. All three models drifted quickly once at altitude and judging by the enormous distance they travelled they must have been wiped away fast as soon as they got high over the first ridge. The winner's retrieve involved a dead straight walk over boggy moorland of three miles in each direction with absolutely no paths. The return trip involving carrying a fragile model in continual rain and often into the teeth of a wind which occasionally reached 30mph was a test in itself but a great sensation, especially when it was over!

This contest is enthusiastically run by the Scots (Arnott and Sabey) who are regularly most gracious when the English take away their pots. This year doubtless because of the forecast many of the Southerners stayed away and the locals did better than usual particularly in Glider and Power and they deserved to, as sportingly they came and flew and I heard few moans.

Saturday 29th June All maxes 2.30 apart from first flight in Vintage 3.00. 5 flights FAI, 3 flights vintage

F1A, A2 Glider 5 flights

1	R Sabey	8.16
2	D Oldfield	7.32
3	B Duncan	6.41
4	T McLaughlin	5.30
5	K Gibbson	2.50
6	J Gland	1.00

O.Vintage 7 flew

1	G Ferer	8.00
2	D Hipperson	7.59
3	G Sharp	7.47
4	C Foster	3.00
4	A Brown	3.00
6	J Arnott	2.40

F1B Wakefield 5 flights

1	B Martin	7.34
2	M Woodhouse	7.08

Sunday 30th June Mini 2.00x5 flights, open 2.30x3 flts

Al Glider F1H

1	B Duncan	5.21
2	R Sabey	1.10

Coupe d'Hiver F1G

1	U Wannop	5.49
2	B Martin	4.21

Open Glider

1	R Sabey	4.54
2	B Duncan	1.31

Open/Slow O/Power 7 flw

1	T Mc Laughlin	5.59
2	T Bailly	4.06
3	G Blair	3.23
4	J Ekland	2.15
5	J Arnott	1.59
6	A Brown	1.54

Open Rubber

1	D Hipperson	+6.24
2	G Ferer	+6.02
3	G Sharp	+4.23
4	C Foster	4.38
5	B Duncan	2.14

BMFA SUMMER GALA, CHURCH FENTON, JULY 13

Report by Dave Hipperson

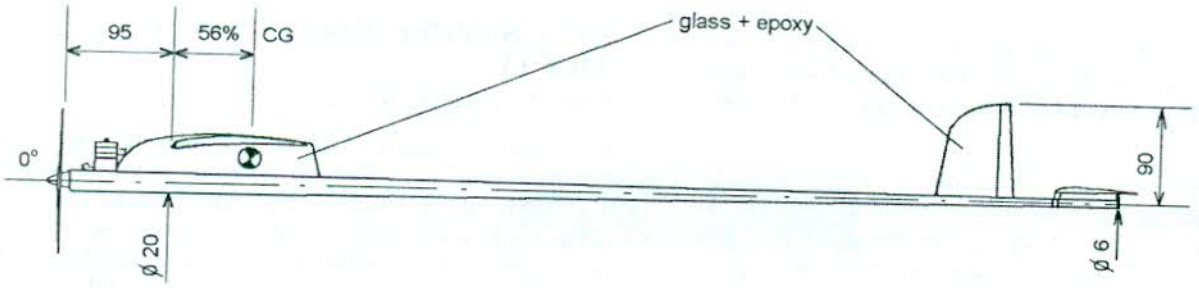
Yes - Summer indeed. After what seemed like weeks of cloud and rain, particularly in the South of the country, a day of long sunny intervals, high temperatures and light winds made a welcome change. Ally this to the pleasant surroundings of the increasingly popular Church Fenton 'drome and the scene was set for a successful contest. The forecast had been good enough to encourage plenty to attend although still thin support from the deep South bearing in mind how many people live and fly there. Don't complain when they stop running the comps you guys!

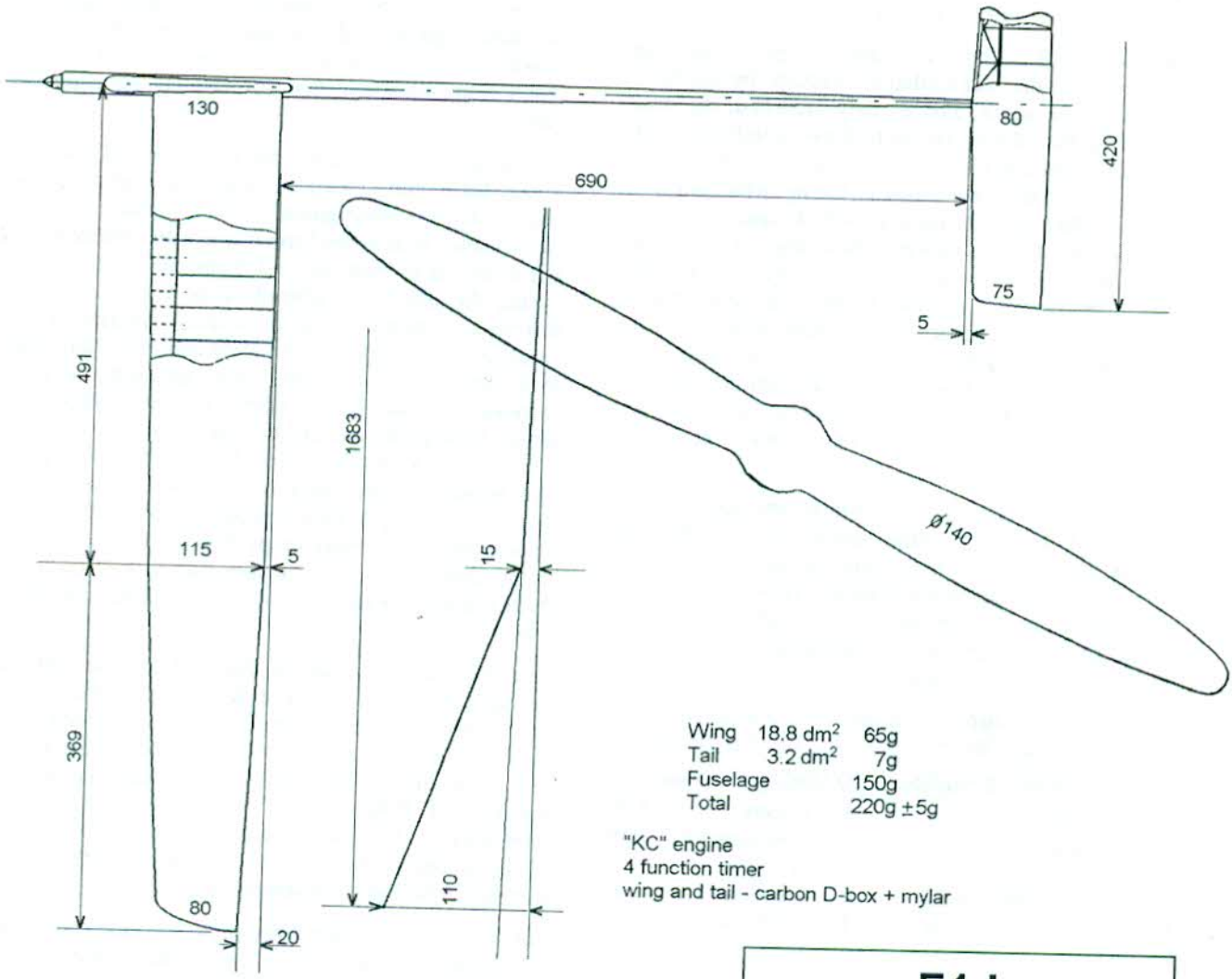
The reduced max in Slow Open Power should have made it easy but it didn't. With the largest entry of the day and many flyers campaigning well trimmed and high performance models perhaps it was over confidence. All but three had at least one bad flight. Sibson stacked one during the day but soldiered on to max out with his distinctive yellow winged model, Andrew Cordes reached his first flyoff in the class and Phil Ball made it look easy with a model that although somewhat 'awkward' under power glides forever. Colin Foster under the watchful eye of Ian Wilkinson came close with a slightly over elevated Dixie but his effort still placed him however often times front runner Dave Clarkson demolished a model then dropped a flight with his next. Contestants in the other properly supported events were in the main much more cautious and as a result half of them reached the flyoffs despite five flights and the full max.

The drift swung about all day and anyone that flew throughout might well have found themselves visiting every corner of the drome. We were cautioned that a couple of farmers on the perimeter would rather not see too many of us and indeed they didn't as the vast majority of flights stayed on the field. It is worth remembering, however, that contests on a Saturday are likely to attract farmer attention as they are still out working in the fields, or should be.

For the flyoffs the wind settled in the east and control was moved to that extreme end of the drome. The sun then gave some trouble being still well up and shining brightly from the other end! Nevertheless the flyoffs were a great success. John Carter, rapidly followed by John Cooper, got away early in Al and in the last of the really big lift. The winners model being heard to fly for almost half an hour. John may have made a quick decision in the flyoff but he was being very careful during the day. Many of his flights were as a result of extensive circle towing - great practice for A2 at which is currently doing very well.

In the same slot flying CdH Hipperson, Sharp and O'Donnell launched together right at the end. Two of them dropped away out of the lift to leave Hipperson with a promising flight but still not enough to beat Nats winner Dennis Davitt who had already flown from a little downwind (in his own air). He did considerably more than the score suggests as he disappeared over the trees.

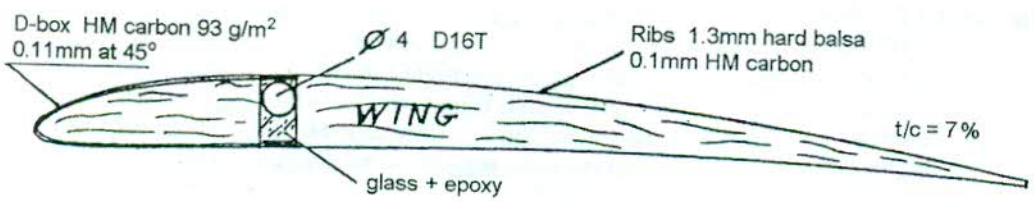




Wing	18.8 dm^2	65g
Tail	3.2 dm^2	7g
Fuselage		150g
Total		220g ±5g

"KC" engine
4 function timer
wing and tail - carbon D-box + mylar

F1J
by Valery Strukov



The top times in Mini Vintage were definitely pushing the performance envelopes of their respective design choices. Most interesting to see Graham Shacklock's excellent Timide given its head. A good flight from a great height, it is just that, as always, it is the glide that wins the contest and a Mini Vintage power model is unlikely to have it over a lightweight rubber model with a folding prop. Glide certainly ruled supreme in Slow Open too when despite a terrible transition and numerous stall Phil Ball's model cruised comfortably to another win if well short of its potential.

These flyoffs were an excellent spectacle and a most satisfactory rounding off to a good day when so often they are a lottery. The only slight concern was that there were so many classes that surely didn't pull enough to warrant their inclusion in future. Six events attracted less than half a dozen entries each. Perhaps we can accept that the long established ½A power and A1 Glider are difficult and hence limited in interest, but do we have to continue with CO2, E30 and the comparatively recent nonsense of Catapult Glider? These clearly unpopular events should be pruned and run less. Currently the BMFA put on more events for ½A-F1J than Slow Open Power!

Coupe d'Hiver 14 flw,7 F/O A1 Glider

1	D Davitt	10+6.19	1	J Carter	10+11.51
2	D Hipperson	+5.01	2	J Cooper	+6.02
3	G Sharp	+2.47	3	B Nicholson	+2.54
4	J O'Donnell	+2.27	4	B Lavis	9.08
5	I Davitt	+2.08	5	T Robinson	8.55
6	T Grey	+1.40			

BMFA ½A – F1J HLG

1	P Harris	10.00	1	P Ball	6.42
2	S Screen	9.48	2	M Benns	5.55
3	R Baggott	9.04	3	A Hewitt	5.47
4	C Hickmott	9.01	4	K Tatlow	4.26

Mini Vintage 15 flew,8 F/O

1	T Dilks	10.00+4.31	1	P Ball	7.30+4.00
2	D Hipperson	+4.24	2	A Cordes	+3.35
3	C Strachan	+3.39	3	M Sibson	+3.20
4	G Shacklock	+3.36	4	R King	7.28
5	I Davitt	+3.28	5	C Foster	7.26
6	G Ferer	+2.47	6	G Shacklock	7.24

Slow O/Power 15 flw

C02 Catapult Glider

1	I Davitt	10.00	1	P Ball	4.53
2	C Westerman	9.34	2	J Barker	4.02
3	J O'Donnell	2.02	3	M Benns	3.20

P30 11 flew, 6 flew off E30

1	C Strachan	6+3.07	1	T Grey	6.00
2	D Davitt	+2.59	2	J Flynn	4.00
3	P Ball	+2.17			
3	J O'Donnell	+2.17			
5	J Wingate	+2.14			
6	T Rushby	+1.36			

MORLEY HEATH COMMON RALLY, CHURCH FENTON, JULY 27

Report by Dave Hipperson

This event takes its name from the venue at which it started many years ago. Despite its relocation to the more salubrious Church Fenton it has lost none of its charm. More sensational weather was on hand, perhaps a little too hot for some. Humid and muggy all day the initial overcast was quickly burnt away and a sometimes blistering sun took temperatures to 28C. When the breeze sprang up from the South it was both more pleasant and easier to pick the air - early on lift was quite treacherous.

With models reluctant to drop on DT it was inevitable that even the 2 minute max would find them going outside the perimeter. The organisation at Fenton now provides a very fancy aluminium up and over ladder arrangement on the downwind fence so it can be negotiated without damage either to it or the individual. Much of the high crop was in the process of being cut and when modellers had to venture into anything standing they seemed to be doing so with great care possibly encouraged by the presence of the farmer working in his combine with a perfect view of the surrounds from his high cab!

With four well chosen and popular events on offer entries were well up although possibly depleted slightly by the extreme heat - it had to be more inviting to sit in the shade after completing a class than to slog through another although John O'Donnell, never happiest hot, did well despite a dropped flight early on in Midi with his new and first venture into Vintage 8 oz Wakefield. (His first venture that is since such specifications were current!) The model, the very potent New Look, suffered a tight power turn due to a wrongly aligned tail/fin assembly.

The day was a convincing demonstration if any were needed that three flights is most always enough ; after all only one CDH made it through and the big Midi Vintage models could have gone on maxing all day. One wonders also if the fewer flights might have had something to do with the increased enthusiasm in glider, Al in particular.

The flyoffs were held in increasing breeze sometime reaching 10 mph and a little cooler - 26C. Nevertheless lift was only slight. Heaven knows why but Hickmott DTed his good British Power effort possibly as much as a minute short of its potential and Steve Fielding had a poor climb then worse air. Hipperson's flight was fine despite a rather conservative run but floated on to win comfortably on the glide. O'Donnell's CDH effort easily dominated the A1s - three no less - and right through the flight looked rather better than the final score suggests. A very positive climb got it as high as the power models.

Perkins flight in P30 seemed to have little help but won comfortably. This class - although one your reported has never been able to get enthusiastic about - regularly creates close contests and is much more difficult than it looks. Unlike its electric relative interest is still increasing and it should be encouraged. Similarly it would be a pity if a threatened span limit on Mini Vintage gliders side lined the likes of Colin Foster's Hyperion. So nearly in the money a fortnight before this evening he produced a beautiful flight to beat all but one

of the rubber models. Ron Pollard flying in the same air and with the folder on the HiHo design helping the glide, out flew him by a whisker and comfortably out glided the 3rd place Lanzo Duplex launched a minute or so earlier.

Throughout all this Ian and Iris Wilkinson ran the contest's control desk with great enthusiasm and received well deserved thanks from the contestants at the prize giving. A good formula of events excellently implemented - it looks so easy when it's done this well.

All events 2:00 x 3 flights

Combined A1+CDH 10 flew

1	J O'Donnell	6+3.45	CDH
2	J Wingate	+ 1.22	AI
3	C Hickmott	+1.10	AI
4	J Dyer	+1.07	AI
5	B Hunt	5.25	
6	G Peck	5.14	

Midi Vintage 19 flew - 8 flew off

(Up to and including Wakefield size)

1	R Pollard	6+4.22	Hi-Ho
2	C Foster	+4.15	Hyperion
3	D Hipperson	+3.47	Lanzo Duplex
4	G Ferer	+2.46	
5	G Beal	+2.04	
6	P Woodhouse	+1.51	

British Power 1.5cc 7 flew

1	D Hipperson	6+4.14
2	C Hickmott	+2.57
3	S Fielding	+1.51
4	P Woodhouse	5.44
5	R Mosley	2.07
6	S Barnes	2.00

P30 10 flew

1	M Perkins	6+2.20
2	T Rushby	+1.25
3	J O'Donnell	5.49
4	J Godden	5.38
5	G Beal	5.35
5	R Hymers	5.35

Rally Champion from best three total scores excluding flyoffs: J O'Donnell 21.02

CURRENT TOP LEAGUE SITUATIONS

Up to the end of July.

Open Rubber League

Best five performances from the nominated list

1	Dave Hipperson	34
2	Gerry Ferer	23
3	Phil Ball	22
4	John O'Donnell	12
5	Colin Foster	10
6	George Sharp	9

Both Ferer and Hipperson have scores in five or more events and now have to improve on what they have done to increase their points. Ball, O'Donnell, Foster and Sharp on the other hand can benefit from any top six placings in the events still to count that are:- Timperley, Southern Gala and BrumFly. The windiest event double points bonus still has to be applied to the above scores.

Timperley League

Realistically there are three people in this race and it is quite astonishing that already they have all scored in excess of totals that on previous years have won the league outright! Once again the leading two have scored in eight or more events already (in Hipperson's case double that) and can only increase their scores now by improving on those positions. O'Donnell on the other hand has done better with fewer placings. No one has ever won the Timperley League nor the Falcons League which pre-dated it with a perfect line of eight, full points scoring first places. Not yet that is!

D Hipperson	99999 666	=	63 pts
G Ferer	999 66 443	=	50 pts
J O'Donnell	9999 6 44	=	50 pts

HONINGTON MINI, JULY 28

Report by Mike Woodhouse

When the FFTC was seeking the site for the 2002 Free Flight Nationals we looked at the possible use of RAF Honington. However the restrictions and the shape of the airfield made this an unviable option. The offer of the use of the field had been made so the FFTC decided to run a "scratch" mini event outside the official calendar. The idea of using mini was to hopefully cope with the restrictions implicit at Honington.

The weather was perfect; at least at the start of the day, later we had a very heavy thundershower. The drift was light and variable which meant that we had to move control just before mid-day. The field is long, with a single runway; there are considerable numbers of buildings and secure areas that impinge on the space on either side of the runway. The upshot of this is that the field is marginal when it comes to free flight competition and can only be satisfactorily used for the smaller classes and then only in light conditions.

Having dismissed the field for general competition it was a worthwhile exercise and those who attended seem to enjoy themselves.

F1H

1	R Heap	600
2	J Howick	538
3	B Lavis	240

HLG

1	M Page	380
2	M Benns	334
3	K Tatlow	263

E30

1	T Grey	360
2	A Whitehead	353

Catapult

1	M Benns	187
2	D Brawn	82

F1G

1	E. Challis	600
2	D Oxborough	576
3	M Marshall	543
4	R Vaughan	438
5	M Bull	415

C02

1	D Brawn	504

TEAM FOR ARGENTINA

Missed out from results of the Argentine Nationals was the news that two days after each World Cup contest, a team selection contest was held with the same format. After fourteen flights, Argentine teams for Hungary 2003 are:

F1A

1 Alejandro Neyra
2 Jorge Costabella
3 Alejandro Bongiovanni

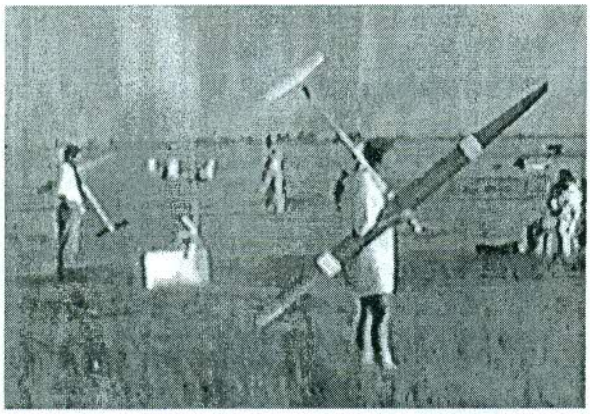
F1B

1 Horacio Ortiz
2 Remo Bovio
3 Hector Azzara

F1C

1 Daniel Iele
2 Fernando Zito
3 Mauricio Zito

EURO CHAMPS POSTSCRIPT



Cuthbert and Fuzeyev waiting in the final flyoff round

Leonid atop the podium with John in the silver place.

FAI INDOOR RECORDS

The FAI have received the following record claims:

Class F1D, record no. 125-a duration (ceiling less than 8 m): 26 min 45 sec by Oleg Korniychuk (Ukraine) at Energodar (Ukraine) on May 20. The current record is 18 min 04 sec by Antonio Russo (Italy) on August 5 2000.

Class F1L (EZB), record no. 116-d duration (ceiling over 30m): 32min 22sec by Akihiro Danjo (Japan) at Tokyo (Japan) on August 11. The current record is 23 min 47 sec by Jonas Romblad (Sweden) on March 3 2001.

Class F1M, record no. 117-d duration (ceiling over 30m): 19 min 40 sec also by Akihiro Danjo (Japan) at Tokyo (Japan) on August 11. The current record of 18 min 14 sec was set by the same flyer on June 23 2001.

Class F1 Open, record no. 115-c duration (ceiling 15 m - 30 m): 47 min 19 sec by James Richmond (USA) at West Baden, IN (USA) on August 4. The current record is 45mn 14s by Robert RANDOLPH (USA) on September 26 1993.

Class F1D, record no. 125-c duration (ceiling 15m - 30m): 33 min 47 sec by James Richmond (USA) at West Baden, IN (USA) on August 4. The current record is 28 min 08 sec by Dezso Orsovai (Hungary) on August 20 2001.

The above record claims are provisional and subject to ratification. The following two records have now been ratified:

Class F1D, record no.125-d duration (ceiling over 30m): 35 min 32 sec by Peter Kuttler (Germany) at Brand (Germany) on October 13, 2001. The previous record was 27 min 2 sec set on March 4 2001 by Jonas Romblad, Sweden.

Class F1N (HLG), record no. 118-a duration (ceiling less than 8 m): 39.6 seconds by Leonard Surtees (Australia) at Tamworth Airport, NSW (Australia) on November 24, 2001. There was no previous record in this category.

NOTICEBOARD

PCB TAPE. Note that Mike Woodhouse secured supplies of tape: Black crepe tape .031" wide, 16.5 metres long - for turbulators and invigorators. £2.50 plus 44p postage. E-mail to mike@freeflightsupplies.co.uk web site: - http://www.freeflightsupplies.co.uk/

Tech-flight supplies

Free Flight Rubber accessories

Tomy Timer: Used for dethermalisers only 3 gm with approx 20 mins duration. Adapted for rubber models (see photo on next page) £8.00

Tomy Timer: Used for dethermalisers only 3 gm with approx 20 mins duration Adapted for gliders £12.00

PTFE Parts: Made from aerospace spec. material. Very light with exceptional wear properties.

PTFE Nose bearing 14, 16, 18, or 20 swg £1.50

PTFE Domed Thrust washers available in 16, 18 or 20 swg (bag of 4) £1.00

PTFE Flat thrust washers available in 16,18 or 20 swg (bag of 4) £1.00

Delrin bobbins for rubber motors (see photo, next page)

Single bobbins — Diameter 3/4", 5/8", 3/8" to fit rubber 1/8" 3/16" or 1/4" £0.75

Double bobbins — Diameter 5/8", to fit rubber 3/16" or 1/4" £1.30

Electronic counter for indoor or outdoor rubber winders easily programmed to individual winder ratio. Full instructions supplied £17.00

FREE FLIGHT Power accessories

MILLS 0.75 Clear replacement tank £1.50

Indoor Flying accessories

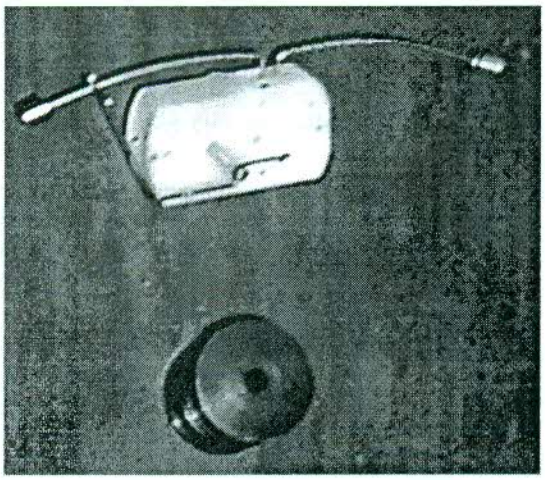
O-rings for indoor motors £1.00 pkt

Thrust race bearings to fit 0.020 shafts £1.00 pkt

Music Wire 0.008" - 0.018" in 0.001" increments £1.30 per length

Music Wire 0.019" - 0.025" in 0.001" increments £1.70 per length

Packing & postage £1.00. Make all payments payable to M. Fitzpatrick, and send to: 2 Hartley Crescent. Birkdale. Southport. Merseyside. PR8 4SG Tel 01704 563707.



FREE FLIGHT Model Aircraft Plans

Rubber Models (Inc Vintage)

1939	30" Elite Nippy 30"	£3.50
1940	Achilles Cabin 24" Keil Kraft	£3.50
1943	30" M Farthing Lightweight fuselage & stick	£3.50
1943	RFLG Redbreast Cabin 33"	£3.50
1946	30" Yorkshire Pudding L/W	£3.50
1947	36" Mercury Cabin R. Hatful	£3.50
1947	32" Combat Welch (Preston)	£3.50
1947	Raff V 32" span L/W NG Marcus	£3.50
1946	Rocketeer 36" span L/W R A Parker	£3.50
1949	32" Blackpool Rock	£3.50
1950	30 "Senator (Keil Kraft) R. Hatful	£3.50
1957	Mercury Mentor 32"	£3.50
1990	Sparrow L/W double blade folder 30" span CD Fitzpatrick	£3.50
2000	Lizzy P30 round fuzelarge pylon 30" span C D Fitzpatrick	£3.50
2000	Freebird 56" Open Rubber. Ian Fitzpatrick	£8.00
2001	Lizzy P20 round fuzelarge pylon 20" span C D Fitzpatrick	£3.50

WAKEFIELD 4oz & 8oz

1937	Clodhopper 48" span	£5.00
1938/39	Korda (Richard Korda) 44" span	£5.00
1939	ISIS (A F Houldberg 44" span	£5.00
1939	Veron Eagle (W J Forster) 44"	£5.00
1941	N Lees (Streamliner) 47½" span (Model Aeronautical Digest)	£7.00
1941	R Mackenzies (Streamliner) 46½" (Model Aeronautical Digest)	£7.00

POWER MODELS (Inc Vintage)

1949	Sande Hogan Denis Davis (Not Kit version) Air Trials	£6.50
1945	Banshee Leon Shulman 50" span	£6.00
1958	Calypso Contest Kit pylon 51"	£6.00
1950	Coquette Bipe Vic Smeed 30"	£5.00
1947	Kapitan (Chez) pylon type 50"	£6.00
1944	Jersey Javelin 46" span	£6.00
	Bowden Swallow 53" span Col C E Bowden	£6.00
1942	Spectra (Cabin) 48" span Gerry Bofman	£6.00
1942	Super Zomby 48" span Leon Shuhnan	£6.00
1951	IOTA Pylon ED Bee 38 'A" span	£4.00
1948	Cabin R H Waring .75 Mills	£4.00
1952	Cherub Cabin Vic Smeed 30"	£4.00
1950	Frog Vixen cabin semi scale 36"	£4.00
1953	Stomper George Fuller 52"	£5.00
1947	Airflo Baby RH Warring	£5.00

GLIDER (Inc Vintage)

1944	40" Dabchick MkI & II	£5.00
1954	40" Topper R Hatful 40" span	£3.50
1954	40" Conquest Weldbeck (Preston) (Like KK Invader)	£3.50
1940	Elite Nol 30" span	£3.50
1957	Invader KeilKraft 40" Span	£4.00
1945	Sun Clipper Streamliner 60"	£5.00
1947	Fugitive (D C Butler) 50" span	£5.00
1959	Caprice K.K Neville Willis 51"	£5.00
1957	Mercury Marauder 65" span A2 if weighted H J Nichols	£5.00
2000	Itcheycoo MKI 6oz LW 50 span C D Fitzpatrick	£5.00
2001	Itcheycoo MKII l3oz 80" span C D Fitzpatrick	£5.00

SCALE MODELS

1954	ABC Robin Rubber or power E J Riding	£3.50
1956	20" Sopwith Camel K.K.	£2.00
1956	20" Messerschmit 109 K.K.	£2.00
	Jaguar 020 power ducted fan (French)	£2.00
	Puss Moth Chester Lanzo 27" span	£2.00
	Aeronica K Paul Del Gatto 25" span	£2.00

JETEX

Gloster Javelin GAS Skyleader (J50)	£2.00
Avro 698 Vulcan Skyleader (J50)	£2.00

CONTROL LINE PLANS

Inspiration Bipe	£2.50
Frog Talisman Frog 150 power combat	£2.50

Packing & postage for one plan 50p. Orders to

C D Fitzpatrick, 61 Larkfield Lane, Southport. Merseyside. PR9 8NN. Tel/Ans/Fax (01704) 229342.

INTERNET WEATHER SITES

Martin Gregorie:

I have a couple of additions to the list of Internet weather sites that may be useful to model fliers started by Martin Dilly. The home page for the Mildenhall page that Martin pointed out is:

http://ows.public.sembach.af.mil/

This gives access to weather charts up to 5 days ahead. Less obviously, the Hazards page is useful for us as well. It contains charts showing where severe wind, rain, turbulence and and thunderstorms are likely. Most of this information is in a similar format to satellite images and covers the whole of Europe.

Another site that I use a lot is this:

http://www.itadvice.co.uk/weatherjack/wx.htm

It's basically a page of links grouped by category. The most useful sections for FF are probably the synoptic charts (weather charts, Bracknell is of course the Met Office), the satellite images and, possibly, the webcams. The rest is either specific to full size gliding or more detailed than we need.