

# Free Flight news



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## DIARY

August 16-17 Salisbury Plain	BMFA practice weekend. See FFN 0301. Registered users only. Contact B Aslett 01793 840629.	August 30-31 Salisbury Plain	BMFA practice weekend. See entry for August 16-17.
August 17 North Luffenham	Timperley Flyers Open Day. O/R, O/G, Open Vintage, CdH, Comb.Power inc Electric. See FFN 0303 including rules for Comb.Power. 9am start, no rounds. Number of flights and maxes will be determined on day. Gate fee. BOM applies. All flyers must be BMFA members. Contact: J Wingate 01407 831383 or G Ferer 0161 9284955.	August 30 to September 1 Borden, ON, Canada	Canada Cup. F1A, F1B, F1C World Cup event. Contact: L Farkas, 21 Misty Moore Dr., Richmond Hill, ON, Canada L4C 6P9, Canada, tel: +1 905 886 6959, fax: +1 905 886 3025, email: aljolie@netcom.ca
August 19-25 Deblin, Poland	European Junior Championships. F1A, F1B, F1J+F1P.	August 30-31 Newbigging	Scottish events. Sat: Paisley Trophy (All-in open). Sun: Cranfield Classic. See FFN 0303. Contact: J Arnott, 01383 510279 or arnott.downside@quista.net
August 23-24 Salisbury Plain	BMFA practice weekend. See entry for August 16-17.	August 31 Bosanski Petrovac, Bosnia and Herzegovina	Memorial Izet Kurtalic. F1A, F1B, F1C. M Cabaravdic, Cabaravdica 13, 71300 Visoko, Bosnia Herzegovina, tel/fax +387 32 738209, email malik.c@bih.net.ba
August 29-31 Hakeborn / Kroppenstedt, Germany	1st Volkswind World Cup. F1A, F1B, F1C World Cup event. See FFN 0305. Contact: E Herzog, Am Mühlenholz 10, 39435 Egel, Germany, tel: +49 392 68 31 0 33 mobile +49 175 818 55 84	August 31 Cardington	BMFA Indoor flying. EZB. See FFN 0306. BMFA members only, must be on list. Contact: L Barr, 01628 487544.
August 29-30 Beer Sheva District, Israel	52nd Israel FF Championship. F1A, F1B, F1C World Cup event. Contact: Ofri Sagi, The Aero Club of Israel, Israel. email: office@aeroclub.org.il	September 4-7 Zülpich, Germany	34th International Eifel Pokal. F1A, F1B, F1C World Cup. Contact: P Mönninghoff, Friedrich-Ebert Str. 41, 58332 Schwelm, Germany, tel: +49 (0) 2336 72 48, email: moenninghoff-peter@t-online.de
August 30 Bosanski Petrovac, Bosnia and Herzegovina	Una Cup. F1A, F1B, F1C World Cup event. Contact: Haris Hadzihajdarevic, S. Kulenovica 21, Bihac, Bosnia & Herzegovina, tel +387 61 790183 / +387 37 320 873, fax: +387 37 333 652	September 5 (Friday) Little Rissington	BMFA Southern Gala. O/G (Pilcher), O/R (Flight), O/P (Short), F1H (Ripmax), F1G, F1J/BMFA 1/2A (Quickstart), SLOP, Mini-vintage, E30, CO <sub>2</sub> , HLG, Cat Glider. Contact: D Greaves 01286 652730.
		September 6-7 Near Sheffield	BMFA F1E. Contact & CD: S Philpott, 0121 354448

## WORLD CHAMPIONSHIPS F1A, F1B, F1C, Kunszentmiklós, Hungary, July 27 - Aug 2

The 2003 World Championships in Hungary had been preceded by the 2002 European Champs at the same site. After the Euro Champs CIAM had made a number of recommendations for improvements in the organisation, most of these had been acted upon, so we could look forward to a smooth Champs.....

The national park flying site has had access limited - the Champs were an exception to a general ban on flying there - and so another site near Kunszentmiklós was used for practice before the start of the Champs. Another aspect of the national park restriction was that cars had to be parked beside the road and everything carried to the start line, which could be up to 500m away. The Danes eased this by buying some wheelbarrows, but in reality this restriction was not too much of an inconvenience - often the start line was nearer the car park than had been the case last year.

It was sunny and hot on the first day, Sunday, when the opening ceremony was held, and also for the official practice on Monday. Following a request by New Zealand at the team managers' meeting, a weather forecast for the week was obtained and printed. It showed rain overnight Monday and Tuesday morning but clearing to sun at midday and generally fine after that. It was only during Monday evening that the clouds started to build up and lightning was seen, making it look as though the forecast would be right. There were storms during the night and we had trouble moving cars which had been parked on grass overnight. It was still raining at the field and that continued for most of the F1A morning. The unexpected weather was completed by a steady wind.

Round one was flown to the standard extended maximum of 4 minutes, visibility not being bad since there was a pause in the rain for this round. There was soon a steady stream of maxes accompanied by some notable drops, such as Victor StamoV with only 145. At the British pole a max by Ball was followed by Carter dropping half a minute and near the end of the round Martin Gregorie flying alone glided down for just 183 with his M&K model. The US team had Spence and van Nest max followed by Davis having problems at the end of the round. Jon started towing with 2½ minutes left but towed in. A reserve model was assembled quickly and he went straight up and off with 5 seconds to spare, but getting a flight time of just 140. Just over half the entry of 108 had made the four minutes, while 82 had reached the three minute mark. This latter figure was reflected in there being 15 teams with full team scores. It was to become significant later that the team scores are based on the basic 3 minute max and the definition of extended maxes specifies that any extra time over three minutes counts only for determining individual placing in the event of a tie between individual flyers. On the deficit side all three Canadian flyers had failed to reach three minutes. Also, all three Austrians had dropped - Gerhard Aringer just missing 180 by 1 second, but at least he would have another chance in F1C - while Rudolf Holzleitner dropped six seconds with a 234 flight. Rudolf was the F1A World Champion at the previous Champs in Hungary in 1995.

The rain returned for round two accompanied by the continued 5 m/s wind. Stefan Rump and Jari Valo, both past World Cup winners, had dropped in this round. It rained a bit harder in round three, difficult for glider flying so that by now only 35 full scores remained. It continued to sort out the flyers in round four, this being the end of the road for another 12 people, including Francois Moreau (France), Brian van Nest (USA), and Bill McGarvey (New Zealand).

It was dry by the time of round five and it was generally easier flying, except for four people who dropped including Pieter de Boer and Steffen Jensen. There were three complaints about timekeeping at this time, a relatively low number from so many flights but still very significant for the flyers involved. Two

were against timing the wrong model (one of which was StamoV's model having been confused with someone else's which was a glider purchased from StamoV) and the other was against the poor quality of one pair binoculars which were degraded by being full of condensation.

In round six Anthony Ball failed to get good enough air to max, then in round seven local flyer Ferenc Kerner and Argentinian Walter Palmieri dropped at the last hurdle, to leave just 12 people in the flyoff. This small number out of 108 starters was a clear indication of how difficult the weather had been.

It was sunny and the wind was up to an average of 6 m/sec by the time of the first flyoff. The Russians and Ukrainians were quickly circling downwind of the line, while Aussie Phil Mitchell headed steadily upwind - usefully reducing the distance the model would be downwind of the timekeepers at the end of the flight. Meanwhile, Steve Spence (USA), Dirk Halbmeier (Germany) and Rob Wallace (New Zealand) were waiting with their models on the ground. Halfway through the round came the first launch, near the start line, followed by Yablonovsky, among others. However, while dashing downwind the Ukrainian trod on his line and brought the model down. Both Swedes, one Russian, and an Australian made the five minute max.

It was still breezy and sunny when the seven minute flyoff round started at 19.30. Findahl was first up, heading upwind and left, while his compatriot Hellgren took the same route as Mitchell, again heading straight upwind. Four minutes had gone when Mitchell and Hellgren launched - both good bunts but Hellgren was probably higher. He had an altitude advantage as the gliders drifted past the line and kept that as the models drifted downwind. Meanwhile Pankov and Findahl flew at about the same time. When the times came in Robert Hellgren was the new Glider World Champion - another Swede taking the Swedish Glider Cup- with Sergey Pankov runner up and defending champion Per Findahl taking the bronze medal. Phil Mitchell was unlucky to have reached the final flyoff but left as the odd one out without a medal despite having flown good tactics in both flyoffs. The models were processed and confirmed OK and there was a brief presentation at the scoreboard. Bottles of bubbly to the medallists gave the opportunity for F1 podium style spraying.

Wakefield day dawned misty with more light rain, but only a gentle breeze. The start was delayed by half an hour from the scheduled time of 8.00 when visibility had improved enough for 3 minutes, so a standard max was set. This was not a very difficult task for a modern F1B and 85 of the 98 maxed, the dropped flights including Koei Tsuda (Japan), Hugo Benedini (Argentina), and Dieter Siebenmann (Switzerland). Near the end of the round it was obvious that there was still only light wind and not too much lift so the jury set an extended max of four minutes for round two. The extension took out of contention David Ackery (NZL) and Andrey Khrebtov (RUS), both 10 seconds short, and others including Rosonoks (LAT), Brooks (CAN), Zulic (SLO), and Salzer (AUT).

The weather remained the same throughout the round and so another 4 min extended max was specified for round three. This brought the first drop at the British pole, Ray Jones being just 4 seconds short with 236. Among others to suffer were Pim Ruyter (NED), Richard Blackam (AUS), and Serge Tedeschi (FRA). There was a complaint about timekeeping - they had timed the wrong model for Bob Piserchio and recorded a max for a sub-max flight. Bob and team manager George Batiuk requested a reflight, which we were pleased to grant. Bob maxed on this, so honesty was well rewarded. Along with favourable comments about the max durations this was a remarkably smooth running morning, even with unconventional maxes, but tomorrow would balance this out...

few, the draw for starting positions made and we were ready for the five minute max flight at 17.20. It was still warm but mainly overcast. In the fourth minute of the period Don Blackam was first to fly, soon followed by a mass launch into the lift. Only two failed to max.

By the 18.20 time of the next round there was blue sky to the west but dark clouds were building in most other directions. Conditions were quieter and there was to be no mass launch, instead there were small groups or single launches. On the impressive system purchased for the GB team Woolner judged that a thermal had just gone when he reached the pole. Defending champion Kulakovsky flew now, with a typical good climb, then World Cup winner Kolic went but didn't find helpful air. Solo flights by Blake (USA) and then Woolner were competent flights but without the help needed for 7 min.

After the end of the round we found that just five had made the target. There was Stefanchuk for the Wakefield-dominant Ukraine, Isotalo of Finland, oriental representatives Feng for China and Nakata for Japan, and Horak (Canada) whose best model was still being retrieved.

This select band was lead upwind to make a new launch position with more space downwind. However, the wind shifted such that the original line would have been OK and the models would be taken over the river from the new position. The bridge which was made for last year's Euro Champs had been reinstalled over the river, but this year whenever the wind went over the river it was at a much more acute angle and using the bridge meant a long detour from the direct line. The Americans had their own innovative solution: they purchased an air bed and put models on it and pulled it across the river between retrievers on the two banks.

1	Robert Hellgren	SWE	1260	+60e	+300	+280						
2	Sergey Pankov	RUS	1260	+60e	+300	+266						
3	Per Findahl	W/C	1260	+60e	+300	+222						
4	Phil Mitchell	AUS	1260	+60e	+300	+198						
5	Igor Yablonovsky	UKR	1260	+60e	+287							
6	Steven Spence	USA	1260	+60e	+240							
7	Laura Leino	FIN	1260	+60e	+157							
8	Dmytro Grygoryev	UKR	1260	+60e	+147							
9	Dirk Halbmeier	GER	1260	+60e	+141							
10	Bo Nyhegn	DEN	1260	+60e	+124							
11	Robert Wallace	NZL	1260	+60e	+54							
12	Sergey Makarov	RUS	1260	+60e	+38							
13	Vittorio Brussolo	ITA	178	180	180	180	180	180	180	180	1258	
14	Michal Dvorak	CZE	240	180	180	173	180	180	180	180	1253	
15	Rimantas Indrisionis	LTU	240	180	166	180	180	180	180	180	1246	
16	Marian Popescu	ROM	240	180	180	180	180	154	180	180	1234	
17	Jan Vosejpka	CZE	240	153	180	180	180	180	180	180	1233	
18	Sigitas Jakutis	LTU	160	180	172	180	180	175	180	180	1227	
19	Irhad Hadzimemedagic	BIH	240	180	180	141	180	180	180	180	1221	
20	Edin Sahinovic	BIH	192	143	180	180	180	177	180	180	1220	+12e
21	Mikael Holmbom	SWE	188	180	180	180	180	180	140	180	1220	+8e
22	Jes Nyhegn	DEN	240	180	180	180	180	136	180	180	1216	
23	Frank Adametz	GER	131	180	180	180	180	180	180	180	1211	
24	Victor Stamov	UKR	145	180	180	162	180	180	180	180	1207	
25	Laszlo Farkas	CAN	172	180	180	180	180	134	180	180	1206	
26	Maarten van Dyk	NED	202	180	180	123	180	180	180	180	1203	
27	Francois Moreau	FRA	240	180	180	122	180	180	180	180	1202	
28	Ferenc Kerner	HUN	240	180	180	180	180	180	180	121	1201	
29	Waltter Palmieri	ARG	240	180	180	180	180	180	180	118	1198	
30	Marco Stranieri	ITA	200	180	180	180	180	149	144	180	1193	+20e
31	Yury Titov	RUS	193	180	180	122	180	180	171	180	1193	+13e
32	Igor Bombek	CRO	240	180	180	180	119	180	173	180	1192	
33	Bohuslav Ryz	CZE	240	180	118	170	180	180	180	180	1188	
34	Alain Delassus	FRA	240	125	162	180	180	180	180	180	1187	
35	Anthony Ball	GBR	240	180	180	180	180	135	151	180	1186	+60e
35	Pieter de Boer	NED	240	180	180	180	148	138	180	180	1186	+60e
37	Mario Omrcen	CRO	240	180	158	168	180	180	136	180	1182	
38	Jari Valo	FIN	240	155	180	180	180	180	124	180	1179	

39	Vidas Dimavicius	LTU	206	180	163	180	180	111	180	1174	
40	Martin Gregorie	GBR	183	180	180	180	77	180	180	1157	
41	Lior Bachar	ISR	240	180	168	88	180	180	180	1156	
42	Jerzy Juraszek	POL	209	180	127	128	180	180	180	1155	
43	Jeno Voros	HUN	240	180	180	161	180	180	91	1152	
44	Helmut Fuss	AUT	227	180	165	119	180	146	180	1150	
45	Walter Buergi	SUI	240	180	117	128	180	180	180	1145	
46	Brian van Nest	USA	240	180	180	112	180	132	180	1144	+60e
47	Ants Selgoja	EST	199	180	180	104	180	176	144	1144	+19e
48	Massimiliano Gobbo	ITA	218	144	180	162	180	180	117	1143	
49	Bill Mcgarvey	NZL	240	180	180	147	95	180	180	1142	
50	Ivan Bezak	SVK	220	180	180	133	180	180	100	1133	
51	Cenny Breeman	BEL	224	180	180	180	180	48	180	1128	
52	John Carter	GBR	205	180	148	180	180	78	180	1126	
53	Dai Chijun	CHN	240	180	180	180	120	99	180	1119	
54	Christoph Bachmann	SUI	240	180	156	143	180	99	180	1118	
55	Stefan Rump	GER	240	160	164	180	180	73	180	1117	+60e
56	Ivan Treger	SVK	58	180	180	159	180	180	180	1117	
57	Damjan Zulic	SLO	149	180	116	131	180	180	180	1116	
58	Rudolf Holzleitner	AUT	234	180	44	169	180	180	180	1113	
59	Antoon van Eldik	NED	159	180	180	180	180	51	180	1110	
59	Shoji Shirai	JPN	137	180	180	116	180	180	137	1110	
61	Frederic Dujardin	FRA	145	147	163	137	180	146	180	1098	
62	Attila Szekelyhidi	HUN	240	180	180	80	180	180	115	1095	
63	Anti Kordements	EST	240	180	180	180	180	104	85	1089	
64	Danijel Terlep	SLO	236	180	180	104	180	180	66	1070	
65	Stanislaw Kubit	POL	141	137	180	95	164	170	180	1067	
66	Mariusz Urban	POL	240	108	162	153	180	100	180	1063	
67	Zoran Zivkovic	YUG	169	180	178	124	180	180	46	1057	
68	Steffen Jensen	DEN	240	180	180	180	45	180	110	1055	
69	Jon Davis	USA	140	180	180	180	180	14	180	1054	
69	Gerhard Aringer	AUT	179	180	160	130	180	111	114	1054	
71	Yalcin Olgun	TUR	238	180	78	180	180	180	74	1052	
72	Daniel Crintescu	ROM	232	156	149	180	86	180	118	1049	
73	Nikolay Nikolov	AUS	240	159	180	127	125	93	180	1044	
74	Tica Mica	YUG	125	180	91	156	131	180	180	1043	
75	Vegar Nereng	NOR	130	180	180	89	125	180	157	1041	
76	Gundars Abolins	LAT	87	180	180	147	180	179	85	1038	
77	Sun Dalong	CHN	240	180	180	165	26	121	180	1032	+60e
78	Anders Persson	SWE	233	180	180	180	180	0	132	1032	+53e
79	Shigeki Miyamoto	JPN	205	180	180	117	14	180	180	1031	+25e
80	Zbigniew Lenartowicz	CAN	64	155	180	180	180	92	180	1031	
81	Roman Ceresnik	SVK	240	180	154	165	180	50	116	1025	
82	Haris Hadzihajdarevic	BIH	240	180	138	112	180	92	126	1008	
83	Gilad Mark	ISR	240	180	166	123	89	85	180	1003	
84	Petri Kuikka	FIN	180	180	146	180	53	82	180	1001	
85	Yaron Kraus	ISR	240	180	37	180	180	180	60	997	
86	Christian Gugger	SUI	190	122	180	167	50	180	106	985	
87	Dario Jermol	CRO	240	180	180	131	180	61	71	983	+60e
87	Ardo Parna	EST	240	180	180	38	45	180	180	983	+60e
89	Javier Abad	ESP	240	56	180	96	180	101	180	973	
90	Bostjan Bagari	SLO	240	45	180	172	125	180	69	951	
91	Sun Fan	CHN	240	180	151	27	180	90	123	931	
92	Carlos Ferreira	ESP	240	180	180	180	180	0	0	900	+60e
93	Alejandro Bongioanni	ARG	137	159	180	128	78	38	180	900	
94	Namio Takahashi	JPN	221	180	140	45	180	76	87	888	
95	Vin Morgan	AUS	240	154	180	0	180	177	0	871	
96	Peter Allnutt	CAN	172	144	180	99	65	98	106	864	
97	Svetozar Vujkov	YUG	240	180	180	61	94	73	91	859	
98	Viorel Ciucu	ROM	240	180	180	67	79	67	73	826	
99	Osman Sevgi	TUR	240	180	116	180	49	48	62	815	
100	Semsettin Cifci	TUR	9	149	163	172	180	79	54	806	
101	Anders Klementsén	NOR	240	103	133	108	180	35	47	786	
102	M Miguel Angel Gordillo	ESP	173	115	180	45	51	0	169	733	
103	Rene Limberger	LUX	211	180	180	171	0	0	0	711	+31e
104	Atle Klunghaug	NOR	54	120	146	97	114	93	87	711	
105	Alejandro Neyra	ARG	157	108	180	74	53	56	66	694	
106	Janis Zarins	LAT	145	180	173	180	14	0	0	692	
107	Siegfried Limberger	LUX	214	180	150	87	46	0	0	643	
108	Oskars Grigals	LAT	111	92	180	0	0	0	0	383	
Number of maximums			57	84	73	49	78	55	60		
Number of basic maximums			82	84	73	49	78	55	60		
Number of full scores			57	47	35	23	19	14	12		



## F1A TEAM RESULTS DAUMERIE CUP

	Country	Abbrev	Total	Round-by-round team place								Team member places		
1	Ukraine	UKR	3727	22	16	10	4	2	1	1		5	8	24
2	Russia	RUS	3713	1	1	1	6	4	2	2		2	12	31
3	Czech Republic	CZE	3674	1	15	20	12	7	4	3		14	17	33
4	Lithuania	LTU	3647	19	11	15	7	5	6	4		15	18	39
5	Italy	ITA	3594	17	18	11	5	3	3	5		13	30	48
6	Germany	GER	3588	27	24	19	11	6	9	6		9	23	55
7	Denmark	DEN	3531	1	1	1	1	11	7	7		10	22	68
8	Sweden	SWE	3512	1	1	1	1	1	8	8		1	21	78
9	Netherlands	NED	3499	20	12	6	9	9	12	9		26	35	59
10	France	FRA	3487	22	26	24	21	17	15	10		27	34	61
11	Great Britain	GBR	3469	1	1	9	3	11	13	11		35	40	52
12	USA	USA	3458	25	19	12	13	8	16	12		6	46	69
13	Bosnia Herzegovina	BIH	3449	1	17	17	16	14	11	13		19	20	82
14	Hungary	HUN	3448	1	1	1	14	10	5	14		28	43	62
15	Finland	FIN	3440	1	14	15	7	14	14	15		7	38	84
16	Croatia	CRO	3357	1	1	7	10	13	10	16		32	37	87
17	Austria	AUT	3317	16	10	27	24	18	18	17		44	58	69
18	Poland	POL	3285	24	27	30	30	24	23	18		42	65	66
19	Slovakia	SVK	3275	30	25	22	19	16	17	19		50	56	81
20	Switzerland	SUI	3248	1	22	21	20	22	22	20		45	54	86
21	Estonia	EST	3216	1	1	1	18	20	21	21		47	63	87
22	Australia	AUS	3175	1	21	13	23	19	20	22		4	73	95
23	Israel	ISR	3156	1	1	26	26	25	25	23		41	83	85
24	Slovenia	SLO	3137	21	29	31	29	27	19	24		57	64	90
25	Romania	ROM	3109	1	13	14	15	21	24	25		16	72	98
26	Canada	CAN	3101	31	30	28	22	23	27	26		25	80	96
27	China	CHN	3082	1	1	8	17	26	29	27		53	77	91
28	Japan	JPN	3029	26	20	18	27	29	28	28		59	79	94
29	Serbia & Montenegro	YUG	2959	28	23	23	28	28	26	29		67	74	97
30	Argentina	ARG	2792	28	28	25	25	32	31	30		29	93	105
31	Turkey	TUR	2673	32	32	33	31	30	30	31		71	99	100
32	Spain	ESP	2606	18	31	29	32	31	32	32		89	92	102
33	Norway	NOR	2538	33	34	34	34	33	33	33		75	101	104
34	New Zealand	NZL	2402	34	35	35	35	35	34	34		11	49	
35	Latvia	LAT	2113	36	33	32	33	34	35	35		76	106	108
36	Luxembourg	LUX	1354	34	35	36	36	36	36	36		103	107	
37	Belgium	BEL	1128	37	37	37	37	37	37	37		51		

The 19.35 start was delayed 5 minutes while the jury considered a last minute request from Canada to delay the flyoff until the following morning (funny he didn't think about it before we all walked upwind). All five started winding immediately and in less than two minutes Nakata, Feng and Isotalo were ready. Feng launched first, followed by Nakata, and then Stefanchuk with a typical very good climb. Horak then launched but the model stalled and when it recovered it had lost most of its height and would obviously not be in contention. Last to fly was Isotalo. The models drifted some distance downwind with little lift evident and were visible all the way to the ground. Stefanchuk's timekeepers were the last ones to stop their watches and, since he didn't launch last, it looked as though it was thus a clear victory. This was confirmed when the times showed he was half a minute ahead of Feng who was 11 seconds in front of Nakata.

Model processing confirmed all three flyers to be within the rules. In the spot checking during the day, one Turkish flyer had been disqualified for an underweight model, and the previous day a Latvian glider flyer had been disqualified when found to have a line too long

Thursday, FIC Power day, was overcast but quite bright and only a gentle breeze. Despite this there was considerable carnage in the test flying session before the start. Plenty of models appeared well off trim and crashed. There was also bad luck. Ken Faux was flying the remaining one from his two new 2003 models. After a session the day before this was now flying very well but as it came down on DT it was taken out by Reinhard Truppe's model climbing under power. You could see where the prop had made repeated passes through the wing covering until it reached the spar of the Verbitsky wing.

Today there was no doubt about the conditions so the standard 5 minute max was flown. As usual, Fuzeyev was one of the first to fly and his spectacular folder transition was greeted by the normal applause. At the British pole John Cuthbert got an over-run but was OK on second flight, Ken Faux maxed and so eventually did Stafford Screen, just a couple of minutes before the end of the round. Full maxes were made by a total of 30 out of the 62 competitors. Ukrainian Molchanov was the closest miss, just 4 seconds short of the 300. 51 flyers had reached 180. This figure was repeated in the next round when the standard 180 was max.

The official fuel did not now appear to be a problem, in contrast to the batch that had been supplied earlier in the week. People complained that it did not have enough lubricant. Since the correct amount had been added it can be conjectured that it was not adequately mixed when bottled. A new mix seemed to have avoided this problem.

By round three it was bright with quite strong thermals, with the dead periods between lift even more in evidence in the next round. Round five started the same way but with ominous dark clouds building up around the field. Sudden heavy rain hit the line halfway through the round which was then stopped. Unusually, the British team had completed all their flights before the rain, but other teams were not so fortunate and had to finish after the restart half an hour later. Even so there were still 25 full scores at this stage. Twenty minutes into round six rain was reported from downwind and almost immediately another torrential downpour hit the starting area and the round was stopped. The starting line was left under water and there were complaints of the difficulties under foot and the potential problems from the rain penetrating the models. Delaminating

trailing edge joints was one of the problems reported. After discussion it was decided to continue round six when conditions would allow and a start time of 15.20 was announced. At 15.15 the rain started again! A new delay of the start was announced with 15.45 as the new target. At this time two flights were made before heavy rain returned at 15.50. For the next 15 minutes it was again unflyable and the jury received a protest against the weather. However, the contest director did not stop the round at this time but no flights were made. When the jury upheld the protest the only course of

action was to extend the round to exclude this unflyable weather. This in turn produced a protest from Russia as unfair against their flyer who had made one of the two flights at the beginning of the restart. This protest was rejected and it was decided to suspend flying for the day and complete the contest with round 7 on Friday morning, the reserve day. The CD had to go along the line to tell teams of the new plans, since the water had stopped the public address system working. People managed to drive their cars out of the slippery muddy car park and a 4x4 was used to tow the organisers' vehicles of the field.

## F1B WAKEFIELD CUP

1	Stepan Stefanchuk	UKR	1260	+120e	+300	+420	+333	
2	Yang Feng	CHN	1260	+120e	+300	+420	+270	
3	Mitsuyasu Nakata	JPN	1260	+120e	+300	+420	+259	
4	Janne Isotalo	FIN	1260	+120e	+300	+420	+203	
5	Ladislav Horak	CAN	1260	+120e	+300	+420	+142	
6	Laurynas Gircys	LTU	1260	+120e	+300	+397		
7	Oleg Kulakovsky	W/C	1260	+120e	+300	+394		
8	Jozsef Krasznai	HUN	1260	+120e	+300	+390		
9	Itzhak Itzhak Ben	ISR	1260	+120e	+300	+364		
10	Kenan Jusufbasic	BIH	1260	+120e	+300	+363		
11	Yang Xinguang	CHN	1260	+120e	+300	+353		
12	Rolandas Mackus	LTU	1260	+120e	+300	+321		
13	Anatoly Zastavenko	UKR	1260	+120e	+300	+305		
14	Anders Broberg	SWE	1260	+120e	+300	+291		
15	Don Blackam	AUS	1260	+120e	+300	+290		
16	Mario Kusterle	ITA	1260	+120e	+300	+269		
17	Malik Cabaravdic	BIH	1260	+120e	+300	+265		
18	Yuriy Blazhevych	UKR	1260	+120e	+300	+264		
19	Mark Woolner	GBR	1260	+120e	+300	+256		
20	Ivan Kolic	YUG	1260	+120e	+300	+252		
21	Vladislav Urban	CZE	1260	+120e	+300	+249		
22	Hakan Broberg	SWE	1260	+120e	+300	+237		
23	Istvan Kocsis	HUN	1260	+120e	+300	+221		
24	Walter Eggimann	SUI	1260	+120e	+300	+220		
25	Giora Herzberg	ISR	1260	+120e	+300	+216		
26	Blake Jensen	USA	1260	+120e	+300	+205		
27	Mitsuo Iwata	JPN	1260	+120e	+300	+200		
28	Mario Lovato	ITA	1260	+120e	+300	+191		
29	Hans Schoder	SUI	1260	+120e	+300	+190		
30	Robert Piserchio	USA	1260	+120e	+300	+169		
31	Zeljko Grepl	CRO	1260	+120e	+300	+125		
32	Anselmo Zeri	NED	1260	+120e	+300	+21		
33	Radik Khuzeyev	RUS	1260	+120e	+286			
34	Marquez Rudesindo	ARG	1260	+120e	+285			
35	Ray Jones	GBR	180	240	236	180	180	1260 +116e
36	Milan Novy	CZE	180	232	240	180	180	1260 +112e
37	David Ackery	NZL	180	230	240	180	180	1260 +110e
37	Andrey Khrebtov	RUS	180	230	240	180	180	1260 +110e
39	Nils-Erik Hollander	SWE	180	229	240	180	180	1260 +109e
40	Viktors Rosonoks	LAT	180	226	240	180	180	1260 +106e
41	Jim Brooks	CAN	180	218	240	180	180	1260 +98e
42	Pim Ruyter	NED	180	240	216	180	180	1260 +96e
43	Stanislaw Skibicki	POL	180	215	240	180	180	1260 +95e
44	Richard Blackam	AUS	180	240	213	180	180	1260 +93e
45	Marian Popescu	ROM	180	209	240	180	180	1260 +89e
46	Naci Bitik	TUR	180	240	201	180	180	1260 +81e
47	Damjan Zulic	SLO	180	197	240	180	180	1260 +77e
48	Ivan Treger	SVK	180	240	190	180	180	1260 +70e
49	Karoly Teth	HUN	180	182	240	180	180	1260 +62e
50	Uli Schmelter	GER	180	196	195	180	180	1260 +31e
51	Virginijus Ivancikas	LTU	180	240	240	180	180	1257
52	John Billam	GBR	180	240	240	174	180	1254 +120e
53	Anatoly Rybghenkov	RUS	180	240	174	180	180	1254 +60e
54	Serge Tedeschi	FRA	180	240	211	173	180	1253
55	Radoje Blagojevic	YUG	180	240	240	180	169	1249
56	Ramon Durendez	ESP	180	194	240	168	180	1248
57	Klaus Leissner	GER	180	181	240	164	180	1244
58	Lea Marquois	FRA	180	240	240	180	180	1236 +120e
58	Dieter Siebenmann	SUI	163	240	240	180	173	1236 +120e
60	Jiao Lifu	CHN	180	240	240	180	155	1235
61	Antonio Sanavio	ITA	158	240	240	180	180	1234
62	Shay Faybish	ISR	151	206	240	180	180	1231

The number of full scores was now down to 22, the drops being Stafford Screen whose model had trim trouble from a slack VIT line which had stretched in the wet, Anatoly Kislovsky (who had made the Russian flight at the beginning of the restart period) and the second Ukrainian to drop Sergey Ktyba. Two or three competitors complained that they had to leave and would not be able to wait for the flight next day. However, there was not too much sympathy for their predicament, since this had been scheduled as a reserve day and it loses its value if it is not used when required.

When the CD announced the plan for round 7 he had told the teams that it would be a 5 minute extended max, which is one of the options the jury had discussed. The weather Friday morning was not bad and, personally, I would have been tempted to go for an extreme 10 minute extended max, but by this time 5 minutes had already become established fact for competitors. While the ground was still very wet the air was much pleasanter with some sun. John Cuthbert flew soon in the round but launched right and from the bunt his flapper went into a tight right turn. It pulled out very low to glide well but spoilt his full score. Next at the British pole Ken Faux did not get any help from the air and glided down a minute short of the target. The others to drop were Zhixi (CHN) and Roy Summersby (AUS).

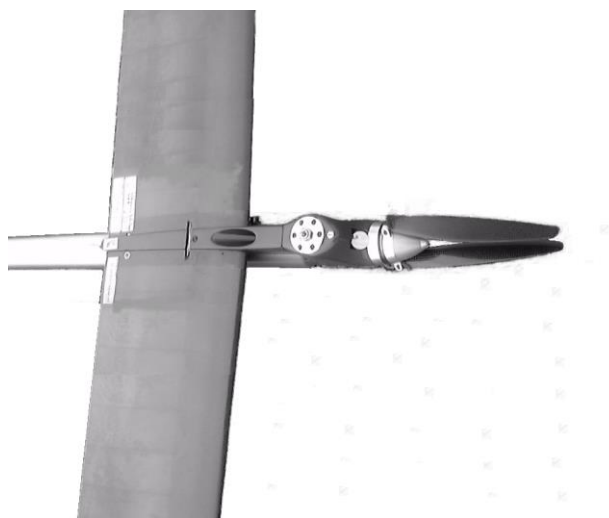
63	Frank Dahlin	DEN	180	240	240	148	180	180	180	1228	
64	Klaus Salzer	AUT	180	215	240	143	180	180	180	1223	
65	Igor Miertus	SVK	180	240	240	164	180	156	180	1220	+120e
66	Guy Buisson	FRA	180	240	202	180	140	180	180	1220	+82e
67	Mirsad Kapetanovic	BIH	180	240	240	180	137	180	180	1217	
68	Peter Magdolen	SVK	180	191	232	180	163	152	180	1215	
69	Juhani Isotalo	FIN	180	240	240	180	180	131	180	1211	
70	Ari Kutvonen	FIN	180	240	240	180	180	180	126	1206	
71	Jens Kristensen	DEN	180	240	240	180	180	180	113	1193	
72	Constantin Popa	ROM	180	197	240	180	180	180	110	1190	
73	Ismet Yurtseven	TUR	180	240	240	115	180	180	168	1183	
74	Bernd Silz	GER	180	240	240	180	180	180	101	1181	+120e
75	Indrek Harjo	EST	146	240	138	177	180	180	180	1181	+60e
76	Horst Wagner	AUT	180	240	240	180	180	180	99	1179	+120e
76	Henk van Hoorn	NED	180	240	240	180	180	180	99	1179	+120e
78	Tomaz Hribar	SLO	180	240	240	108	180	162	180	1170	
79	Jerry Mcglashan	CAN	180	240	149	155	145	180	174	1163	
80	Svetozar Gostojic	YUG	180	230	157	102	180	180	180	1159	
81	Paul Crowley	USA	180	164	119	153	180	180	180	1156	
82	Lincoln Vincent	NZL	180	170	122	180	180	133	180	1145	
83	Henryk Kucharski	POL	139	240	240	166	180	116	180	1141	+120e
83	Eugeniusz Cofalik	POL	180	240	240	107	134	180	180	1141	+120e
85	Urquia Michel Gordillo	ESP	131	105	240	180	180	161	180	1117	
86	Koei Tsuda	JPN	21	240	240	180	180	180	180	1101	
87	Hugo Benedini	ARG	175	240	240	19	180	180	180	1094	
88	Martin Mezhiorak	CZE	180	240	240	180	53	137	180	1090	
89	Helfried Herbsthofer	AUT	180	240	225	41	180	127	180	1068	
90	Terry Bond	AUS	180	240	145	19	180	180	180	1064	
91	Danko Sokolic	CRO	148	192	213	82	180	180	109	1059	
92	Boris Markusic	CRO	167	53	199	154	170	140	180	1044	
93	Dragan Stankovic	SLO	180	240	240	19	72	180	180	991	
94	Oscar Viggiano	ARG	180	112	179	180	180	91	0	922	
95	Nicolae Popa	ROM	180	32	240	0	7	180	77	656	
96	Alexander Mirov	BUL	98	13	0	0	0	0	0	111	
Number of maximums			85	70	75	73	86	81	81		
Number of basic maximums			85	89	87	73	86	81	81		
Number of full scores			85	64	53	46	44	41	34		

## F1B TEAM RESULTS PENAUD CUP

	Country	Abbrev	Total	Round-by-round team place						Team member places		
1	Ukraine	UKR	3780	1	1	1	1	1	1	1	13	18
2	Sweden	SWE	3780	1	1	1	1	1	1	1	22	39
3	Hungary	HUN	3780	1	1	1	1	1	1	1	23	49
4	Lithuania	LTU	3777	1	1	1	1	1	1	4	12	51
5	Great Britain	GBR	3774	1	1	1	10	8	6	5	35	52
6	Russia	RUS	3774	1	1	16	10	8	6	5	37	53
7	Switzerland	SUI	3756	23	21	17	15	11	10	7	29	58
8	China	CHN	3755	1	1	1	1	1	11	8	11	60
9	Italy	ITA	3754	24	22	18	16	12	9	9	28	61
10	Israel	ISR	3751	25	23	20	17	13	12	10	25	62
11	Bosnia Herzigovina	BIH	3737	1	1	1	1	15	13	11	17	67
12	France	FRA	3709	1	1	1	12	16	14	12	58	66
13	Netherlands	NED	3699	1	1	1	1	1	1	13	42	76
14	Slovakia	SVK	3695	1	1	1	13	14	16	14	65	68
15	Germany	GER	3685	1	1	1	13	10	8	15	57	74
16	Canada	CAN	3683	1	1	21	18	17	17	16	41	79
17	Finland	FIN	3677	1	1	1	1	1	15	17	69	70
18	USA	USA	3676	1	20	25	20	19	18	18	30	81
19	Serbia & Montenegro	YUG	3668	1	1	19	19	18	19	19	55	80
20	Japan	JPN	3621	28	27	27	22	21	20	20	27	86
21	Czech Republic	CZE	3610	1	1	1	1	20	21	21	36	88
22	Australia	AUS	3584	1	1	22	24	24	22	22	44	90
23	Poland	POL	3542	26	24	23	21	22	24	23	83	83
24	Austria	AUT	3470	1	1	1	23	23	23	24	76	89
25	Slovenia	SLO	3421	1	1	1	25	27	27	25	78	93
26	Croatia	CRO	3363	27	28	28	27	26	26	26	91	92
27	Argentina	ARG	3276	22	25	24	26	25	25	27	87	94
28	Romania	ROM	3106	1	26	26	28	28	28	28	72	95
29	Turkey	TUR	2443	29	29	29	30	30	30	29	73	
30	Denmark	DEN	2421	29	29	29	29	29	29	30	71	
31	New Zealand	NZL	2405	29	31	31	31	31	31	31	82	
32	Spain	ESP	2365	32	32	32	32	32	32	32	85	
33	Latvia	LAT	1260	33	33	33	33	33	33	33	40	
34	Estonia	EST	1181	34	34	34	34	34	34	34	75	
35	Bulgaria	BUL	111	35	35	35	35	35	35	35	96	

Thus we had 18 in the flyoff, which was set for a 7 minute max, as a direct progression from the 5 minute extended max in round 7. There was some discussion of a 10 minute morning flyoff max, but by this time it hardly fitted the description of early morning with minimum lift. A request to move the start line was met by discussions in Hungarian and no action, so rather than waste further time the same line was used, with the wind going nearly along the line at the 8.30 start time. This flight halved the field, with sub-maxes including a one minute drop by organiser Gabor Zsengeller whose model went behind a downwind haystack (unlikely to have been high enough to glide for a minute), and a low 220 seconds by Verbitsky.

Eugeniy had been using one of his regular geared models, with the new feature of forward folding prop blades. He had developed this as a way of avoiding inconsistent prop folds stuck on the wing, but there was general unease about the danger of having these two sharp carbon blades facing forward on a gliding model. The CIAM Free Flight subcommittee will be discussing it. Verbitsky also had a new flapper which had a flap of more than 60% wing chord. The fixed part was a substantial D-box and the flap had a balsa structure with metal skin. Only the inner panels were flapped, the model originally having included outboard flap panels but this was too heavy. There is a difference of opinion between Verbitsky – who has a continuous and sealed flap hinge – and Aringer who uses a spaced hinge to avoid anticipated problems moving the flap when the wing flexes. Incidentally, the story about the reason for going to three panels each side is that Eugeniy's wing jig was not long enough to make two-panel wings with the required aspect ratio. Another feature of the new flapped model (VE-74) is a T-tail, for the main reason that it is a separate structure plugged on to the boom and as an emergency the boom can be replaced since it contains only the lines and all of the mechanisms and settings are in the T-tail unit.



*Verbitsky's forward folding prop*

The start line was finally moved to the other prepared location and I was amazed to find that the ground conditions were so much better than we had endured on the old line. I had not inspected the other line – trusting the organisers to know their own field – but it would have been much better to have moved there much earlier. Starting at 9.30, the target was now 9 minutes but the weather was now warm and sunny with lift building up. Aringer was first to fly but the motor had a poor run and was given an over-run. He DTed the model by radio. Fuzeyev was next, with another high climb and slight stall on transition. Defending champion Babenko had a stall after bunt and the air looked marginal. Yunfeng had another impressive climb, was given an over-run, and was quickly away with a reflight which joined a soaring bird in good air. He was followed by Aringer's reflight with his flapper. This had

another poor run and pulled out very low but the air was good enough to ensure that the good-gliding model climbed away. Randy Archer also had an over-run but his reflight did not find air which was good enough. Just three maxed – Fuzeyev, Aringer and Yunfeng. Visibility had been near the limit but had not significantly limited any of the flight times, and to preserve this it was decided to fly the next flyoff to the same 9 minute max. The fuselage of Aringer's best model had been broken during the retrieve so he would have to fly a reserve.

The flyoff started at 10.50 and not surprisingly lift picking was the sole consideration. After a seven minute wait Aringer launched, followed by a high climb by Fuzeyev and then a slightly off launch by Yunfeng. The three models were all clearly in good air, but the Chinese power model glided down to land a minute short of the max while the other two maxed.

The jury discussed the situation with the two team managers – with the option of continuing with the idea of a possible reduction in round working time – or wait to the following morning. Both flyers would be available the following day and agreed to this as the better option, although it would complicate the prize giving that evening.

To fast forward to Saturday morning and complete the FIC story, it was a warm sunny morning with light wind. Aringer made a test flight with an old flapper which showed it to be off trim. The flyoff round started at 6.55 and the CD announced a 10 minute maximum. Fuzeyev launched first and had a good climb and smooth unfolding transition – Aringer said to him "That was perfect!". The model glided away at a good height and it was only later in the round that Aringer launched, but the engine did not cut cleanly and he was given an over-run. The timekeepers did not decide it immediately and when they did it was too late to use the radio DT and get the model back for a reflight. Meanwhile Fuzeyev's model had glided down and was given a time within 2 seconds of 9 minutes, giving him the World Champion title to go with last year's European title gained on the same field also in a two man final. Surprisingly, there was no Russian recovery team in place and after the celebrations and prize-giving Leonid set off downwind with Mike Fantham and his GPS.

The field was now taken over by the Voros World Cup contest and surprisingly they had reverted to using the old muddy launch line with the wind blowing along it. I don't know what attraction it held. Remarkable how the weather had returned to typical summer Hungarian hot sunny and dry, which had been absent for exactly the three Championships days.

Returning now to the official closing of the Championships on the Friday evening, prizes were awarded at the sports hall. For FIC Yunfeng was awarded his bronze medal and diploma while the two winners were invited to stand together on the top of the podium. The FIC team result produced a surprise: the official results had not been published in advance and working through the rules gave the top prize to USA, but Italy had expected to take the prize based on the fact that they had all three flyers in the flyoff. However, four teams had full sets of basic 180 maxes and after that team place is determined as the minimum total of the final individual places of the three team members. Helped by Ed Keck and Randy Archer finishing sixth and seventh, the USA had a total of places of 32 and Italy had 34. Without reading the rules there would have been some logic to Italy to expecting to win, but the essential element of the extended max is that it is for determining individual placing only. If it plays a part in team placing it becomes a compulsory max that everyone must fly in case it is needed for team place, but on the other hand in the good conditions most did fly the full max as a matter of pride even if it was not necessary.

After the Championships prize-giving, the World Cup winners of 2002 were honoured (FIA Jari Valo, FIB Ivan Kolic, FIC Gerhard Aringer). All three trophies were there for presentation, and were awarded by the previous (2001) holders



one difference and will be remembered for a long time. There was an interesting contrast of views between those who complained and those who were complimentary about how the event had been managed through the difficult conditions. Let's hope it will be dryer in Argentina in 2005.

1	Leonid Fuzeyev	RUS	1260	+240e	+420	+540	+540	+538			
2	Gerhard Aringer	AUT	1260	+240e	+420	+540	+540	+0			
3	Jing Yunfeng	CHN	1260	+240e	+420	+540	+458				
4	Franco Gradi	ITA	1260	+240e	+420	+334					
5	Artem Babenko	W/C	1260	+240e	+420	+262					
6	Edward Keck	USA	1260	+240e	+420	+252					
7	Randy Archer	USA	1260	+240e	+420	+250					
8	Asim Jusufbasic	BIH	1260	+240e	+420	+216					
9	Pavel Krawczyk	POL	1260	+240e	+420	+136					
10	Gabor Zsengeller	HUN	1260	+240e	+368						
11	Shigeru Kanegawa	JPN	1260	+240e	+354						
12	Giorgio Venuti	ITA	1260	+240e	+309						
13	Claus-Peter Wachtler	GER	1260	+240e	+302						
14	Kenan Jusufbasic	BIH	1260	+240e	+290						
15	Eric Condon	CAN	1260	+240e	+288						
16	Nikolay Rekhin	RUS	1260	+240e	+285						
17	Yevgen Verbytsky	UKR	1260	+240e	+220						
18	Bruno Fiegl	ITA	1260	+240e	+194						
19	Gilbert Morris	USA	277	180	180	180	180	180	300	1260	+217e
20	Manfred Nogga	GER	271	180	180	180	180	180	300	1260	+211e
21	Wang Zhixi	CHN	300	180	180	180	180	180	255	1260	+195e
22	Zou Jiongyu	CHN	245	180	180	180	180	180	300	1260	+185e
23	Ken Faux	GBR	300	180	180	180	180	180	243	1260	+183e
24	Marek Roman	POL	238	180	180	180	180	180	300	1260	+178e
25	Raimond Naaber	EST	298	180	180	180	180	180	236	1260	+174e
26	Peter Maurer	SUI	228	180	180	180	180	180	300	1260	+168e
27	Claus Gretter	GER	269	180	180	180	180	180	248	1260	+157e
28	Tom Oxager	DEN	281	180	180	180	180	180	212	1260	+133e
29	Janos Szecsenyi	HUN	250	180	180	180	180	180	241	1260	+131e
30	Stafford Screen	GBR	300	180	180	180	180	171	300	1251	
31	Timo Niiranen	FIN	202	180	168	180	180	180	300	1248	
32	Michel Reverault	FRA	166	180	180	180	180	180	270	1246	
33	Anatoly Kislovsky	RUS	300	180	180	180	180	164	300	1244	
34	Juri Roots	EST	226	156	180	180	180	180	300	1236	
35	Edin Sahinovic	BIH	138	180	180	180	180	180	212	1218	
36	Olesandr Molchanov	UKR	296	137	180	180	180	180	300	1217	
37	Mirko Karanovic	YUG	240	152	180	180	164	180	245	1216	+125e
38	Roberts Brivnieks	LAT	137	180	180	180	180	179	193	1216	+13e
39	John Cuthbert	GBR	300	180	180	180	180	180	103	1183	
40	Danas Babenskaskas	LTU	204	180	180	146	134	180	184	1180	
41	Srdjan Arambasic	CAN	300	180	99	180	180	180	260	1179	
42	Sergiy Katyba	UKR	300	180	180	180	180	162	110	1172	
43	Kazumasa Sekizawa	JPN	300	180	180	107	158	180	300	1165	
44	Robertas Kiburtas	LTU	180	180	180	167	133	143	170	1153	
44	Milan Pavlov	YUG	163	180	180	180	180	180	90	1153	
46	Henning Nyhegn	DEN	170	77	154	180	180	180	195	1121	
47	Lucien Braire	FRA	287	180	180	180	180	180	38	1118	
48	Frank Schlachta	CAN	240	180	180	180	180	33	254	1113	
49	Uri Zilberstein	ISR	300	31	180	180	180	180	190	1111	
50	Reinhard Truppe	AUT	300	180	180	26	180	176	300	1102	
51	Roy Summersby	AUS	300	180	180	180	180	180	19	1099	
52	Arunas Grasys	LTU	31	180	180	175	170	180	189	1096	
53	Keiichi Kibiki	JPN	300	28	180	161	180	180	300	1089	
54	Piotr Plachetka	POL	230	64	180	168	180	127	300	1079	
55	Kaarle Kuukka	FIN	268	180	180	168	180	180	0	1068	
56	Alain Roux	FRA	283	180	180	125	180	0	202	1025	
57	Oszkar Maczko	HUN	94	180	180	180	180	180	0	994	
58	Sava Lujanski	YUG	110	180	126	95	93	161	240	945	
59	Konrad Janzekovic	SLO	162	98	105	180	127	140	0	812	
60	Janez Groselj	SLO	150	122	136	120	151	124	0	803	
61	Maris Voits	LAT	248	96	0	0	0	0	0	276	
62	Breidaks Ilmars	LAT	21	4	63	0	0	0	0	88	
Number of maximums			30	51	54	49	52	48	32		
Number of basic maximums			51	51	54	49	52	48	50		
Number of full scores			30	28	27	25	25	22	18		

## F1C TEAM RESULTS FRANJO KLUZ CUP AND KOSMONAUTICA VASE

	Country	Abbrev	Total	Round-by-round team place						Team member places			
1	USA	USA	3780	1	1	1	1	1	1	1	6	7	19
2	Italy	ITA	3780	1	1	1	1	1	1	1	4	12	18
3	China	CHN	3780	1	1	1	1	1	1	1	3	21	22
4	Germany	GER	3780	1	1	1	1	1	1	1	13	20	27
5	Russia	RUS	3764	1	1	1	1	1	6	5	1	16	33
6	Bosnia Herzegovina	BIH	3738	12	9	8	7	7	7	6	8	14	35
7	Great Britain	GBR	3694	1	1	1	1	1	5	7	23	30	39
8	Ukraine	UKR	3649	1	10	9	8	8	8	8	17	36	42
9	Poland	POL	3599	1	13	12	12	12	10	9	9	24	54
10	Canada	CAN	3552	1	1	10	10	10	11	10	15	41	48
11	Hungary	HUN	3514	13	11	11	11	11	9	11	10	29	57
12	Japan	JPN	3514	1	15	14	14	13	13	11	11	43	53
13	Lithuania	LTU	3429	15	14	13	13	14	14	13	40	44	52
14	France	FRA	3389	11	8	7	9	9	12	14	32	47	56
15	Serbia & Montenegro	YUG	3314	14	12	15	15	15	15	15	37	44	58
16	Estonia	EST	2496	16	18	18	16	16	16	16	25	34	
17	Denmark	DEN	2381	19	20	19	18	18	18	17	28	46	
18	Austria	AUT	2362	16	16	16	19	19	19	18	2	50	
19	Finland	FIN	2316	16	16	17	16	16	16	19	31	55	
20	Slovenia	SLO	1615	21	21	21	20	20	20	20	59	60	
21	Latvia	LAT	1580	20	19	20	21	21	21	21	38	61	62
22	Switzerland	SUI	1260	22	22	22	22	22	22	22	26		
23	Israel	ISR	1111	22	24	24	24	24	24	23	49		
24	Australia	AUS	1099	22	22	22	22	22	22	24	51		

## COMBINED F1A+F1B+F1C TEAM SCORES CHALLENGE FRANCE

	Country	F1A	F1B	F1C	Total
1	Russia	3713	3774	3764	11251
2	Ukraine	3727	3780	3649	11156
3	Italy	3594	3754	3780	11128
4	Germany	3588	3685	3780	11053
5	United Kingdom	3469	3774	3694	10937
6	Bosnia & Hercegovina	3449	3737	3738	10924
7	United States	3458	3676	3780	10914
8	Lithuania	3647	3777	3429	10853
9	Hungary	3448	3780	3514	10742
10	China	3082	3755	3780	10617
11	France	3487	3709	3389	10585
12	Poland	3285	3542	3599	10426
13	Canada	3101	3683	3552	10336
14	Japan	3029	3621	3514	10164
15	Serbia & Montenegro	2959	3668	3314	9941
16	Finland	3440	3677	2316	9433
17	Austria	3317	3470	2362	9149
18	Denmark	3531	2421	2381	8333
19	Switzerland	3248	3756	1260	8264
20	Slovenia	3137	3421	1615	8173
21	Israel	3156	3751	1111	8018
22	Australia	3175	3584	1099	7858
23	Sweden	3512	3780		7292
24	Czech Republic	3674	3610		7284
25	Netherlands	3499	3699		7198
26	Slovakia	3275	3695		6970
27	Estonia	3216	1181	2496	6893
28	Croatia	3357	3363		6720
29	Romania	3109	3106		6215
30	Argentina	2792	3276		6068
31	Turkey	2673	2443		5116
32	Spain	2606	2365		4971
33	Latvia	2113	1260	1580	4953
34	New Zealand	2402	2405		4807
35	Norway	2538			2538
36	Luxembourg	1354			1354
37	Belgium	1128			1128
38	Bulgaria		111		111

## KAZAN CUP, Kazan, Russia, Jun 27-30

### F1A 60 flew

1	S Pankov	RUS	1260	+268
2	Y Titov	RUS	1260	+210
3	E Tsoy	RUS	1260	+171
4	G Mkrtchan	RUS	1260	+170
5	S Cheremisinov	RUS	1246	
6	S Makarov	RUS	1241	
6	A Chesnokov	RUS	1241	
8	S Kozirev	RUS	1212	
9	Y Zaytcev	RUS	1208	
10	L Anohin	RUS	1199	
11	Y Evdokimov	RUS	1195	
12	D Polyayev (J)	RUS	1190	
13	P Russky	RUS	1183	
14	A Petrov	RUS	1179	

### F1A-Junior 6 flew

1	D Polyayev	RUS	1190	
2	A Katin	RUS	1170	
3	A Gorskiy	RUS	1112	

### F1B 43 flew

1	A Burdov	RUS	1260	+300
2	R Huziev	RUS	1260	+280
3	A Rodionov	RUS	1260	+279
4	G Gorbach	RUS	1260	+238
5	N Mikheev	RUS	1260	+230
6	O Kulakovskiy	UKR	1260	+207
7	A Vereskov	RUS	1260	+131
8	V Komarov	RUS	1250	
9	U Mustafin	RUS	1241	
10	S Ilin	RUS	1232	
11	A Novikov	RUS	1226	

### F1C 16 flew

1	A Kislovskiy	RUS	1260	+300
2	A Drozdov	RUS	1260	+270
3	A Kislovskiy	RUS	1260	+250
4	A Mikhaylenko	RUS	1193	
5	A Trofimov	RUS	1186	

# GLIWICE F1A WORLD CUP, GLIWICE, POLAND, JUNE 27-29

## F1A 24 flew

1	B Ryz	CZE	1200	+60e	+120	+120
2	M Urban	POL	1200	+60e	+120	+70
3	D Stezalski	POL	1200	+60e	+120	+51
4	I Treger	SVK	1200	+60e	+45	
5	T Drozdziński (J)	POL	1200	+45e		
6	J Kurgan	POL	1200	+24e		
7	H Urban	POL	1200	+13e		
8	J Melde	GER	1200	+7e		
9	P Nosko	SVK	1195			
10	S Kubit	POL	1179			

## F1A-Junior 5 flew

1	T Drozdziński	POL	1200	+45e
2	J Zachariasz	POL	1089	
3	J Letko	SVK	1038	

# KHARKIV CUP, Kharkiv, Ukraine, July 4-6

## F1A 37 flew

1	D Grygoryev	UKR	1260	+300	+407
2	Y Artemenko	UKR	1260	+300	+328
3	V Isayenko	UKR	1260	+300	+327
4	V Beschasnyy	UKR	1260	+275	
5	R Lavrinov	UKR	1260	+266	
6	Y Grushkovskyy	UKR	1260	+229	
7	V Stamov	UKR	1260	+224	
8	E Kantipaylo	UKR	1260	+222	
8	V Pryanikov (J)	RUS	1260	+222	
10	O Samsonov (J)	UKR	1260	+205	
11	V Pisanny	UKR	1260	+198	
12	B Van Nest	USA	1260	+190	
12	P Morakhovskyy(J)	UKR	1260	+190	
14	V Lazarevych	UKR	1258		
15	O Stoyev	UKR	1254		
16	P Allnutt	CAN	1231		
16	I Yablonovskyy	UKR	1231		

## F1A-Junior 10 flew

1	V Pryanikov	RUS	1260	+222
2	O Samsonov	UKR	1260	+205
3	P Morakhovskyy	UKR	1260	+190
4	S Mozyrs'ka	UKR	1223	

## F1B 24 flew

1	A Zastavenko	UKR	1260	+120e	+600	+349
2	V Vivchar	UKR	1260	+120e	+600	+311
3	A Ribchenkov	RUS	1260	+120e	+593	
4	Y Blazhevych	UKR	1260	+120e	+539	
5	O Kulakovskiy	UKR	1260	+120e	+467	
6	S Stefanchuk	UKR	1260	+120e	+362	
7	V Starostenko	UKR	1260	+120e	+281	
8	M Kovalenko	UKR	1260	+115e		
9	I Vivchar	UKR	1260	+100e		
10	B Van Nest	USA	1260	+78e		

## F1C 12 flew

1	V Semenyaga	UKR	1260	+120e	+600
2	S Katyba	UKR	1260	+120e	+344
3	A Babenko	UKR	1260	+120e	+229
4	O Molchanov	UKR	1237	+120e	
5	I Andryuschenko	UKR	1230	+120e	
6	E Carroll	USA	1192	+120e	

## F1H 12 flew

1	V Novychenko	UKR	600	+134
2	V Beschasnyy	UKR	600	+123
3	Y Kantipaylo	UKR	597	
4	B van Nest	USA	578	

## F1G 8 flew, 4 in flyoff

1	Y Horban	UKR	600	+270
2	V Starostenko	UKR	600	+258
3	S Stefanchuk	UKR	600	+230

## F1J 3 flew, all full scores (3rd no flyoff)

1	V Tregubenko	UKR	600	+420
2	E Carroll	USA	600	+401

# ANTONOV CUP, KIEV, UKRAINE, July 11-13

## F1A 38 flew

1	I Kolumbet	UKR	1260	+60e	+300
2	D Levchenko (J)	UKR	1260	+60e	+213
3	P Allnutt	CAN	1259		
4	A Kozyrenko	UKR	1236		
5	V Lazarevych	UKR	1235		
6	S Volodichev	RUS	1234		
7	V Stamov	UKR	1221		
8	V Chop	UKR	1220		
9	V Isayenko	UKR	1216		
10	V Bolgov	UKR	1215		
11	V Pisanny	UKR	1204		
12	T Drozdziński (J)	POL	1200	+45e	
13	P Morakhovskyy(J)	UKR	1200		
14	O Pshenychnyy	UKR	1196		
15	Y Grushkovskyy	UKR	1194	+60e	
16	V Vivchar (J)	UKR	1194	+15e	

## F1A-Junior 12 flew

1	D Levchenko	UKR	1260	+60e	+213
2	T Drozdziński	POL	1200	+45e	
3	P Morakhovskyy	UKR	1200		
4	V Vivchar	UKR	1194	+15e	
5	O Samsonov	UKR	1159		

## F1B 27 flew

1	S Stefanchuk	UKR	1260	+300	+361
2	S Molchanov	UKR	1260	+300	+358
3	M Makhnyskyy (J)	UKR	1260	+300	+304
4	O Savyskyy (J)	UKR	1260	+300	+275
5	V Starostenko	UKR	1260	+300	
6	Y Blazhevych	UKR	1255		
7	Y Gorban (J)	UKR	1250		
7	I Vivchar	UKR	1250		
7	M Kovalenko	UKR	1250		
10	V Vivchar	UKR	1235		

## F1C 13 flew

1	A Babenko	UKR	1260	+420
2	I Andryuschenko	UKR	1260	+281
3	V Sychov	UKR	1260	+267
4	S Katyba	UKR	1260	+249
5	E Khaenok	UZB	1249	
6	E Carroll	USA	1245	

## F1H 10 flew

1	V Stamov	UKR	600	+240	+295
2	V Beschasny	UKR	600	+240	+228
3	V Novychenko	UKR	600		

## F1G 9 flew

1	S Stefanchuk	UKR	600	+60e	+235
2	Y Horban	UKR	600	+60e	+198
3	O Bukin	UKR	600	+60	+150

## F1J 4 flew

1	E Carroll	USA	600	+60e	+300	+261
2	V Tregubenko	USA	600	+60e	+300	+246

## SCANIA CUP, Rinkaby, Sweden, July 11-13

Report by Bernard Aslett.

The opportunity of two World Cup contests over one weekend has become deservedly popular. However, the "Best laid plans..." syndrome, is always waiting to strike, as readers may detect later.

Six Brits had travelled as well as four Aussies (plus wives), the latter on a commendable preparation for the WCs in Hungary. Dutch and German contingents, together with the Scandinavian regulars made up a considerable field.

Pre contest trimming allowed an appraisal of the two Rinkaby sites. A grass airfield and approx. 1 mile to the north a larger area of grazing land. Both sites had preferred directions due to the presence of trees. The grazing site also had the occasional low stone wall made of loose stones which had the appearance of having been smoothed in ancient times by the passage of ice. Another feature was the length of the day. At these latitudes summer days are long - approx 19 or even 20 hours, so that early morning/late evening flying was readily available.

The Scania Cup organisation had an authoritative weather forecast which gave strong winds for the Saturday (improving for Sun/Mon) which proved to be the case, so when the early Sat briefing sensibly proposed a transfer to the Sun reserve day, it met with general approval.

Sunday dawned with light winds, but variable in direction. By the first round (0830) the direction was threatened by trees, and sure enough, time was dropped by some competitors going OOS. Thermal activity was prominent by the second round (eg. 6 mins. to the ground), and one report had a Swedish glider being run over on the road between the two sites. A hold was directed, to allow a move, and proved to be the first of five altogether.

The car convoy moved around the perimeter for approx. 1 mile, and gear was carried to a proposed site some ½ mile from the cars. Many competitors were unaware at this point that cars could not go onto the site due to sandy areas. The column of competitors eventually came to a halt awaiting instructions. None were forthcoming and the restart time came and went. Eventually, it transpired that the organisers were being frustrated by further wind shifts. Finally, a further ½ mile move was directed, even further from the cars.

Now the best laid plans began to unravel! Some power fliers felt they had carried their gear far enough, others were beginning to realise that their water was nearly a mile away in the cars, this in temperatures of 85F/30C. Third and fourth rounds were completed but by this stage further wind shift was causing several models to be tree'd.

Another move was announced, inevitably even further from the cars. The contest now began to take on the appearance of a Hollywood Biblical epic, depicting the "Lost Tribes of Israel", as the competition straggled out across the site. Some competitors had to make a double journey to manage all their equipment. It appeared that the CD was becoming concerned over the amount of time lost as the fifth round was started before several competitors had reached the new line, never mind setting up.

There was only one further move and this was for the flyoff. Rounds 6 and 7 were flown from the same line as for the 5<sup>th</sup>. The last two rounds required longer retrieves, paradoxically almost back to the parked cars.

A further admin. problem requires mentioning. Recording of flight times was very time consuming. There was a queue for entry to the score sheet, then a further queue to have it entered on the score board. This delay was unacceptable when competitors were already losing time due to the moves.

John Cuthbert topped F1C but not without considerable problems from his "timer eating" Hummer geared model. Bror Eimar tied for third place in F1B, and with a great gesture, allowed the visitor to fly off unopposed.

Assistance at the flyoff was affected by non maxing competitors being involved with retrieval of earlier rounds models from trees, and in some cases, rediscovery of model boxes left in nether regions of the field. Competitors finally cleared the field around 10.00pm so that with the need for a meal and a shower it left precious little time for the early morning call at 3.00am and the Nordic cup.

### F1A 44 flew

1	P Findahl	SWE	1260	+336
2	B Nyhegn	DEN	1260	+234
3	P Witkowski	GER	1260	+227
4	A Van Wallene	NED	1260	+216
5	H Salminen	FIN	1260	+208
6	S Jakutis	LAT	1260	+200
7	F Hoffmann	GER	1251	
8	A Rink	GER	1235	
9	V Nereng	NOR	1231	
10	H Tahkapaa	FIN	1215	
11	J Zarins (J)	LAT	1209	
12	T Weimer	GER	1208	
13	D Findahl (J)	SWE	1204	
14	P Kukka	FIN	1196	
15	B Rotteveel	NED	1190	
16	J Heikkinen	FIN	1183	
17	M Cuthbert (J)	GBR	1174	
18	J Nyhegn	DEN	1166	
18	L Buch-Jensen	DEN	1166	
20	G Brinks	NED	1159	
21	P De Boer	NED	1156	
22	M Van Dijk	NED	1143	

### F1A-Junior 6 flew

1	J Zarins	LAT	1209
2	D Findahl	SWE	1204
3	M Cuthbert	GBR	1174

### F1B 26 flew

1	B Sitz	GER	1260	+374
2	J Korsgaard	DEN	1260	+327
3	W Ghio	USA	1260	+313
3	B Eimar	SWE	1260	+313
5	A Zeri	NED	1260	+307
6	A Selfert	GER	1260	+299
7	R Blackham	AUS	1260	+279
8	P Monninghoff	GER	1260	+203
9	M Hoffmann	GER	1260	+193
10	R Locassan	NED	1253	
11	B Aslett	GBR	1239	
12	R Wiesiolek	GER	1235	
13	J Kristenssen	DEN	1223	
13	M Kiskinen	FIN	1223	

### F1C 6 flew 3 full scores

1	J Cuthbert	GBR	1260	+415
2	J Roots	EST	1260	+276
3	R Summersby	AUS	1260	+21

## HURON CUP, BORDEN, CANADA, July 12-13

### F1A 9 flew

1	B Sifleet	USA	1260
2	C Lenartowicz	CAN	1230
3	I Fradkin	USA	1174
4	T Tzvetkov	USA	1161
5	O Erguner	USA	1135

### F1B 3 flew

1	B Biedron	USA	1260
2	D Wood	USA	1224

### F1C 1 flew

1	A Kirilenko	USA	1260
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### F1A-Junior 0 flew

## NORDIC CUP OF DENMARK, RINKABY, SWEDEN, JULY 14

Report by Bernard Aslett

Numbers were undoubtedly affected by the close proximity of the two contests. Again there were light winds, but only three moves were required, also, the last one for the flyoff. Significantly, the distances needed were not as great as the previous day and competitors were always in reasonable contact with their vehicles.

The contest direction was clearly more experienced comprising the family Nyhegn. Flying commenced at 5am. with four rounds to 9am., the first round to 4min. for F1A and 41/2min. for F1B/C, and restarted at 5pm. through to 8pm. The flyoffs (glider) started at 8.45pm. in the lightest of drift with the sun fortunately not in drift direction.

There was no power flyoff, John Cuthbert having surpassed Roy Summersby's score in a two man contest. Juri Roots and companions were reported as having overslept!

Van Wallene took glider with an impressive flight just exceeding 5min. and Per Findahl underlined his current form in tying for second place with 4.37. The re-fly (at 9.30pm.) was always close but finally Per held on with a flight of 4.34 some 15-20 seconds longer than third place. Also impressive was young Mathew Cuthbert. He has reached a stage of confidence in finding his own air, and apart from his Scania Cup first round had a clean score all weekend. Following a good launch in the flyoff, his glide had his dad muttering, but was probably, mostly, an indication of air layering. His model settled down and made a very creditable 4.15 for fifth place overall. This flight also gave him first place in Juniors.

The F1B flyoff was held at 9.00pm. in similar conditions to glider. Going for 7min. only Zeri got close with 6.43. Silz was second and Peers third with 5.38, Blackham was fourth with 5.36 and Ghio fifth. Walt had had a long journey to improve his World Cup points and only marginally managed it, but characteristically accepted it stoically. Russell had flown much better than the previous day when uncharacteristically he had been cavalier with his air picking. As with glider, models had initially looked under elevated on the glide, but settled down at approx. 50metres height, suggesting layering of the air. Temperature at F1B flyoff was 75F/24C.

A rapidly set up prize giving provided the successful with some handsome glass. Tom Oxager officiated, giving a striking (but probably unintentional) imitation of Victor Borge, and Tom if you read this, that is meant as a compliment.

Last fliers left the field around 10.30pm.

So thus the Scania/Nordic cup competition drew to a close. The physically taxing conditions of Sunday were not helped by a minority of competitors who disregarded the rules. Despite the initial briefing reminding us that times must be entered EACH round, this was not adhered to, and the same offenders were launching from almost anywhere, but the line..

However, much of this was balanced by traditional Scandinavian hospitality and friendliness. Further, who could fail to be charmed by the beautiful Rinkaby wild flowers, and a rare delight, the woodland wild strawberries and raspberries.

### F1A-Junior 4 flew

1	M Couthbert	GBR	1260	+60e	+255
2	R Jack	GBR	1010		

### F1A 41 flew

1	A Van Wallene	NED	1260	+60e	+300
2	P Findahl	SWE	1260	+60e	+277 +273
3	H Tahkapaa	FIN	1260	+60e	+277 +261
4	T Weimer	GER	1260	+60e	+263
5	M Couthbert (J)	GBR	1260	+60e	+255
6	F Hofmann	GER	1260	+60e	+253
7	M Van Dijk	NED	1260	+60e	+247
8	P Witkowski	GER	1260	+60e	+245
9	A Rink	GER	1260	+60e	+242
10	H Hartman	SWE	1260	+60e	+236
11	D Halbmeier	GER	1260	+60e	+231
12	J Heikkinen	FIN	1260	+60e	+111
13	P Mitchell	AUS	1260	+53e	
14	U Edlund	SWE	1260	+38e	
15	M Lihtamo	FIN	1260	+33e	
16	B Rotteveel	NED	1257		
17	M Meyer	GER	1229		
18	H Salminen	FIN	1226		
18	A Jack	GBR	1226		
20	J Nyhegn	DEN	1225		
21	K Kongsted	DEN	1209		

### F1B 17 flew 10 full scores

1	A Zeri	NED	1260	+90e	+403
2	B Siltz	GER	1260	+90e	+340
3	R Peers	GBR	1260	+90e	+338
4	R Blackham	AUS	1260	+90e	+336
5	P Monninghoff	GER	1260	+90e	+329
6	Y Waltonen	FIN	1260	+90e	+307
7	W Ghio	USA	1260	+90e	+299
8	T Linkosalo	FIN	1260	+90e	+264
9	T Bond	AUS	1260	+90e	+196

### F1C 2 flew

1	J Cuthbert	GBR	1167		
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## CORRESPONDENCE

From Dave Hipperson

In response to Dave Clarkson's suggestion in the June issue that we ought to think about reduced flight events for windy days on small fields. I respect that such events had a track record during F&M but I believe he is now looking at this from the wrong end.

True we have an ageing base of contestants but if it is saving legs that is the criteria then please *fewer* flights rather than *shorter* ones. Plenty of contest back in the 50s were flown to two flights why not again? It reduces model risk on a windy day as it's the launch and landing that are the dangerous times not the duration of the flight. Indeed it could be argued that the model is safer just off the drome than on it - certainly safer than on the runway as those that flew at the Nats will attest.

Aerodromes have not got any smaller. I remember flying the first time on Church Fenton in 1962. It is identical in size now, if anything less cluttered. Furthermore there are far fewer of us flying now and we have shorter maxes already, better timers and radio trackers. Neither am I aware of any field perimeter that has suffered any substantive increase in roads or houses in the past decade or two. We are not in the America position and Dave's quoting of their system is a bit misleading anyway as when they fly AMA events it is to an endless succession of flights not stopping until a max is dropped. Sometime people have to make dozens of flights in a day. I don't think Dave or anybody else would view that as an improvement!

I have every sympathy with Dave and others who have medical conditions that limit their mobility. It will indeed come to us all eventually. However I think it would be dangerous to frame competitions around this low denominator which in most cases would require some retrimming or special models, when there are other ways to do it. Remember fewer flights will protect models, reduce fatigue and still allow the more energetic to fly in more than one class and hence boost entries.



## EUROPEAN JUNIOR FREE FLIGHT CHAMPIONSHIPS – THE BRITISH TEAM

With thanks to John Cuthbert, a few words from the British team travelling to Poland later this month...

My name is **Richard Jack** and I will be 17 years old at the Championships, which will be my first. I have won the Frog Junior three times with an open rubber model but I've only recently taken up gliders. I competed in the Trials earlier this year and, though only very briefly, in this years Nationals where I had an unfortunate technical problem. I also practising every time the weather allows it, and I am planning to compete in the Poitou contest in early August as further practise for Poland.

I will be taking two models of my own, one I built myself and one my Dad gave me to practise with, plus another two of my Dad's (which I hope I won't have to use!). The model I built myself is carbon and has an electronic timer that I partially designed and built on a work experience project with my Dad at Newcastle University.

I hope to enjoy the Champs and learn more from the other competitors. And, of course, any success would be greatly appreciated!

My name is **Brindley Taylor** and I am 14 years old and have been flying in BMFA competitions for five years. I mainly fly glider and have won events at the Nationals, including three National Junior Championships and wins in Frog Junior and Windrush glider. I competed in the Stonehenge Cup in the year 2000 and placed halfway up in the field.

I am really looking forward to flying in the European Junior Championships and I am enjoying the coaching sessions with team manager, John Cuthbert, who is teaching me the finer points of circle towing and bunt launching.

My name is **Matthew Cuthbert**, and I'll be 16 years old at the Championships. This is my first Champs. I have flown in the Nationals when I was younger but now I fly more World Cup events abroad, travelling with my Dad – I hope these experiences will help me in Poland. I will be taking models produced by Igor Yablonovsky, small-span rounds models and a long-span fly-off model. I recently flew in the Nordic Cup in Sweden and finished 5th in a 12-man fly-off.

I am very much looking forward to the Champs and wish all the team members the best of luck.

## NEWS FROM BMFA FF TECH COMMITTEE

### 1. Free Flight-the future-2004 and beyond

The FFTC believes that we should formulate a plan to be implemented by the BMFA in the next two years to ensure that Free Flight, and particularly Free flight competition, remains a vigorous and widespread part of the UK modelling scene. With this in mind the FFTC has commenced the drafting of a paper laying out a possible way forward.

The present draft is a collection of proposals encompassing a wide range of ideas; the next step is to involve the BMFA Officers for their thoughts before the FFTC meeting in September, when a 'paper for discussion' will be prepared. This paper will be circulated later in 2003. At the time of circulation the mechanism for input and discussion will be explained.

The FFTC are aware that parts of 'draft .3.3' of the paper have become available and have already been the subject of discussion among some modellers. At this time the FFTC is

not seeking comment; please wait until the finalised discussion paper is circulated. However the FFTC wishes to emphasise that the opportunity for full participation will be made available when the final paper is circulated later in the year, and no changes to the present procedures will be made until this consultation has been concluded.

### 2. Autumn Mini

The Summer Mini programmed for 13<sup>th</sup> July has been postponed, and will now be the Autumn Mini to be held at North Luffenham on 9<sup>th</sup> November. The classes will be F1H, F1G, F1J/BMFA1/2A, P.30, E30 HLG, Mini-vintage, Catapult Glider, and CO2.

Walsall MAC have kindly agreed to organise this event, and will combine it with their 'classic' event. Consequently, in addition to the events listed above, your choice of classes will also include Classic Glider, Rubber, Power, and Brit Power.

### 3. Summary of rule change proposals for 2004

The proposed rule changes below are the result of the seven suggestions and resulting feedback that the FFTC has received this year. They will be finally prepared and submitted as proposals to Technical Council after the next FFTC meeting on 13<sup>th</sup> September. (Clearly those where we are suggesting no change will not go to Tech. Council). Any further feedback to the usual address before then please.

The FFTC would like to thank everyone who has fed back to us on these topics. In total we have had 65 items of correspondence and we must apologise for not replying to them, but all have been copied to all committee members and given careful consideration. It is disappointing when your pet proposal has not been adopted but please rest assured that it has been considered. Thank you all!

#### 1 No. of flights in Mini.

Proposal Change mini vintage to 3 flights. No other changes.

Wording :- amend 3.12 (c) to include:

*five official flights (or three flights in the case of mini vintage)*

Explanation. There is strong support in the ageing population flying mini vintage for a reduction to three flights. It is also felt that this reduction will permit more flyers to make entries in further classes on a contest day.

#### 2 Catapult glider

Proposal Define catapult in more detail. No other changes.

Wording :- amend 3.49 (a) to read

*The glider must be launched by means of a catapult, powered only by rubber*

(i) *The maximum weight of rubber allowed is 2 grams and can be made up into any number of strands of any width.. (Note for guidance. a 12 inch length of 0.25 wide strip weighs close to 2 grams)*

(ii) *The rubber may be attached to a handle. The maximum handle length shall be 6 inches.*

Explanation. To tighten up the definition in an increasingly popular class

#### 3 Tailless

Proposal Keep as open rubber, open power, open glider by adding a clause to ban any other power source

Wording :- add 3.17.2 (c)

*Neither CO2 nor electric power is permitted*

Explanation. Correction of an anomaly to retain the current situation

#### 4 Open Rubber

Proposal No change, keep as Open.

Explanation. To keep Open Rubber as the senior rubber event. Experimental contests for "small open rubber (sic)" are being trialled by clubs and will give a measure of interest.

#### 5 BOM for juniors.

Proposal No change

Explanation. The BOM rule does not apply in FIA, F1B, F1C and F1E (ref 3.2.1) and this provides sufficient scope for a potential junior team member to practice.

#### 6 Mini Vintage power

Proposal Change maximum engine capacity to 0.85cc

Wording :- amend 3.11.6 (d) to

*maximum capacity 0.85cc*

Explanation. to eliminate the need to use 'special' engines enabling any potential flier to purchase a suitable motor at a Model Shop or a Swap Meet. The current size limit makes the only suitable motor in production in the UK, the PAW 80, of questionable legality. The current size limit of 0.76cc has made Mini-Vintage Power the domain of those who possess one of the very hard to obtain VA 049 Diesel or the equally hard to obtain certified 'small' PAW 80 motors.

#### 7 EOP

Proposal No change.

Explanation. No new approach has been suggested for the timing of EOP engine runs. It is observed that electric radio duration classes use engine noise and model behaviour to confirm successful operation of the off switch on the transmitter to detect run times. The current rule 3.48 (e) already supports similar confirmation of run times.

### OXFORD MFC DREAMING SPIRES GALA, JULY 6

Report by Andrew Crisp

The second free flight rally which the Oxford MFC has run this year was lucky to have picked a "day of days". It was so calm at the start, that it was difficult to know where to site control. The 1.30 max seemed a trifle conservative as, for the morning at least, mini vintage jobs were DTing down virtually on the launch spot from climbs of several hundred feet.

Naturally towing vintage gliders (sans circle tow, of course) with vintage legs in the calm conditions was a bit of a strain, and the scores reflected this.

In the afternoon the gentlest of drifts set in from the west, but the only model that was lost, to my knowledge, was a **scale job** that hit lift after quite a short motor run and was last seen at cloud base over Oxford. Name and address but (obviously) no DT!

The newly introduced Rapier 30 class looked quite exciting and deserves to be featured at more rallies. Not having tried it, it seemed to me that, despite all the hissing and fury, there is not all that much power to play with and that ultra-light structure is beneficial, as in Jetex of old.

Perhaps FFn could feature some drawings and experiences to stimulate interest in this new class. (Ed: as always, all contributions gratefully received).

#### Lightwt Vintage Rubber 23 fl E30/P30 16 flew

1	D Beales	4.30+4.36	1	T Grey	4.30+5.04
2	P Seeley	+2.41	2	D Thompson	+3.52
3	C Strachan	+2.32	3	P Lang	+3.26

#### Nostalgia Glider 10 flew

1	T King	4.30+2.06
2	R Kenward	+1.56
3	E Ashcroft	+1.16

#### Vintage Glider 10 flew

1	P Seeley	4.30
2	E Ashcroft	4.26
3	T King	4.12

#### Vintage HLG 4 flew 9x1.00

1	M Hadland	5.01
2	A Crisp	4.55
3	P Tolhurst	3.12

#### Rapier 30 8 flew 5x1.30

1	C Shepherd	6.40
2	A Longhurst	6.30
3	C Newman	4.00

#### Open Tailless 2 flew

1	C Strachan	4.30+3.05
2	A Longhurst	+3.03

#### Scale 25 entries, 24 flew

		static	flight	total	
1	B Dennis	Avro 504K	190	160	350
2	M Smith	Sopwith Dove	174	160	334
3	D Knight	Bristol M1B	160	134	294

### MORLEY/HEATH COMMON, CHURCH FENTON, JULY 12

Report by Dave Hipperson

It has been hotter on Church Fenton but not very often. The Morley Club's annual do got a top of the range English summer's day with a breeze sufficient to cool the skin but not enough to take maxes off the drome. Maxes there were a plenty too especially in the rather conservatively set Midi Vintage event where 2 minutes could and was exceeded with ease by all but the gliders. The contest was slow to get underway as the morning drift switched back and forth from south west to north west - an inconvenient range on this particular drome, at one time there were two distinct groups flying from different places but few had models get away over the fence. The organisers gave an early indication that they knew what they were doing by staying put in the original position to which everyone eventually returned.

The programme for this contest is altered a little each year. This time a single design event, Dixielander Power, was introduced. This did nothing to reduce British Power entries but Midi Vintage and Combined Mini were down on last time.

To suggest that no one left the confines of the field would be untrue but as a rule they were the DT failures or occasional boomers. None of your reporter's six qualifying flights would have gone much out even without DT. (Of course I could have a performance problem!) By the end flyoffs were needed in everything but Al/CdH where Rogerson's Coupe d'Hiver had maxed out ahead of a game John Carter flying the more difficult Al option. Davitt could have changed things but suffered horrendous turbulence on his last CdH flight. When well away it was upset by something and dived vertically to earth. Not far from the dreaded Church Fenton 'Bermuda Triangle' that I have reported on before as producing occasional and very severe local turbulence. It would appear it is still active even on days of relatively light drift.

By early evening the wind had switched again and this time positively back to the North West so control was moved for the flyoffs and re-stationed perfectly on the edge of the north-south runway, way away from buildings and trees and with a good long stretch of aerodrome downwind.

British Power went first. It was 6pm and the temperature was still hovering around 80F (26C). Alan Brown launched followed by Hipperson's T34 which failed to stop. Fortunately it was spot on trim and hence a mere speck in the sky at 2000 feet or so when the motor ran out of fuel a minute and half later. A reserve was already being assembled. Meanwhile Fielding and Limbert flew. Dave Limbert's flight was perfect and in good air. It went on to win with a majestic time just reaching the edge of the dreaded Paradise Wood from which it was retrieved but not without some loss of blood to the insects.

Hipperson's re-flight had to be with his Y Bar and he only just made it. However despite the rush the Nostalgia model fluked good air and it too glided off losing height very slowly.

The midi Vintage flyoff was next and the early launches from Northrop and Foster contacted the back of the Brit Power thermal, Colin Foster's Thor glider floating it out to win despite the betting having to be on Northrop's Lanzo. O'Donnell too was in reasonable air with his Nats winning New Look but a stall picked up on the glide and the model was down too soon to be useful. He had much better luck in P30!

The Dixie finale was between just two. Hipperson waited for Foster to launch and then went with him. The later had the better climb but as with all duration events it's not the height but the time in the air that wins. Colin had much better air from the start and bounced along happily to be eventually joined by Hipperson's quite rapidly descending model. Colin had the height advantage when it mattered - at the end. An impressive win from someone increasingly rare nowadays - competitive in all three disciplines glider, rubber and power and rather worryingly improving in all of them! A sensational night for him with a double flyoff win - the best performance of the weekend by far *and* he flew in Brit Power!

Stan Horne and Gordon Warburton had made a very good job of the day and now presided over an amusing prize presentation. Still very warm and calm enough afterwards to tempt a few into staying on for a spot of trimming. A rare sight nowadays after a comp. Everything was recovered including the Hipperson flyaway (a couple of miles) which had only been in the air for half an hour. Almost disappointing from a 90 second run! You can always rely on it being a good comp. if it's on Church Fenton.

All events 3x2.00 max except Dixielander 3x2.30 max

#### Dixielander 8 flew

1	C Foster	7.30+3.14
2	D Hipperson	+3.07
3	P Woodhouse	6.46
4	D Clarkson	5.39
5	T Hargreaves	4.19
6	S Barnes	4.07

#### British Power 10 flew

1	D Limbert	6.00+9.43
2	D Hipperson	+6.08
3	A Brown	+4.10
4	S Fielding	+2.40
5	D Clarkson	5.38
6	T Hargreaves	5.14

#### A1/CDH combined 7 flew

1	N Rogerson	6.00
2	J Carter	5.46
3	D Davitt	5.19
4	K Bates	3.56
5	P Robinson	3.15
6	T Chambers	1.21

#### P30 11 flew

1	J O'Donnell	6.00+9.05
2	R Sparrow	+3.05
3	D Davitt	5.29
4	T Rushby	4.35
5	H Perkins	4.23
6	R Dennis	4.18

#### Midi Vintage 10 flew -7 flew off

1	C Foster	6.00+7.25	Thor Glider
2	J Northrop	+6.25	4oz Lanzo
3	G Ferer	+5.38	Korda/Buckeridge
4	G Beal	+4.39	Climber
5	J O'Donnell	+4.29	New Look -8oz
6	T Rushby	+0.22	Lanzo

## BEAULIEU MINI VINTAGE, JULY 20

John Thompson: We arranged a mini vintage competition on July 20, for Beaulieu licence holders only. A southerly 15/20 mph plus wind straight towards the forest required a 4 flight 1.30 max. Roger Wilkes lost one in the forest, others were pretty close. There was a total of 8 entries. Entry fees (no prizes) totalling £40 were donated to "Save the Children" charity.

1	M Parker	6.00
2	J Taylor	5.50
3	T Challis	5.28

## TYNEMOUTH MINI RALLY, Newcastle Town Moor, July 20

Report by Brian Martin.

A small group of fliers turned up despite weather forecasts predicting showers and wind. The rain did not materialise and most of the day was sunny and warm (70F) with a turbulent 15 mph South wind blowing across the 3/4 mile length of the flat grass surface of the Town Moor.

Flights were either beaten down by turbulence from the upwind City Centre, or climbed away in lift, a 1.30 max keeping all models within the site including a 3.50 flight in a calmer patch. With a three flight format the atmosphere was relaxed, some even had time to visit the nearby Eldon Square shopping centre.

#### Comb F1G/Mini Vint Rubber

1	R Pollard	4.30	MV
2	R Stokes	3.32	MV
3	B Martin	3.31	CdH
4	P Lumsden	3.10	CdH

#### Comb 1/2A/Brit Power

1	A Jack	3.50 1/2A
2	M Quinn	2.19 1/2A
3	P Lumsden	0.46 1/2A

## CLEEMAC/KNAVESMIRE, Ch Fenton, July 26

Report by Dave Hipperson

Possibly an even larger attendance than a fortnight before with a similar fine forecast. If actual participation wasn't quite as great it might have been the time consumed and frustration caused by the continually shifting drift was to blame. Predicted to be from the South West it was, some of the time, but just as often due South or due West and usually when one had moved to accommodate the last change! It even got quite blowy in the middle of the day - over 10 mph, we're getting spoilt - the trees close on the South edge of the field causing turbulent confusion for many on launch. For the same reason lift spotting was tricky but when it came it was often big time, occasionally sucking up into threatening dark cumulus. In the lightweight classes this was a positive embarrassment and many were the stories of models that went AWOL. John Pool had to say goodbye to his Collector on an early flight which finished up a speck in the sky and Ron Pollard in the same class spent all day retrieving his three Gollywock flights when they either refused to come down or when they did landed in a tree! If anything those that started slowly or even late benefited from steadier conditions at the finish of the day when more cloud rolled in and for a while it looked like rain. Whereas at lunch time flyoffs didn't look big at all, even Mini Vintage having only two or three qualifiers, by the close it was a different story.

Ian Davitt got his CO2 flights in very quickly and then took some time and effort with A1 against the P30s - a tricky option particularly when there are three of the best P30 men were on the field. Slow Open Power was combined with Nostalgia and the weighting heavily favouring the glow motors. No 12 second allowance was given to Diesel - everything ran off ten apart from Nostalgia. Even in this class the flyoff only filled in the last hour or so, particularly as Ball had taken time during the afternoon to max out in Catapult glider after a discouraging start in power. His last maxes were made pretty late but when complete he was favourite for the flyoff. Colin Foster did his Timperley points and position great good when once again he dominated with his Vintage Glider but neither his nor Hipperson's Dixys were successful this time, both out of the money due to a dropped flight each.

The attractive combined nature of the contest was further enhanced by the facility to enter the same event in either or both the combination classes. This, of course, increases entries but also improves the contestants' chances and seems a more interesting solution than simple re-entry. The facility was used quite a bit in Power and also by Mark Benns in HLG/Catapult glider, the catapult side of which is now emerging as the higher performance option. Both Ball and he gave high quality performances all day and their flyoffs were only spoiled by a

cool turbulent patch that came through at the crucial moment. This was the first event to be decided, at 5:15pm after what was possibly a rather early finish bearing in mind the daylight available. However the flyoffs were exciting. None more so than Power where once again there didn't seem to be much real assistance about under the rapidly thickening overcast. Ball's big glow powered model made its best flight of the day and was easily the winner. Other Slow Open times were a fair reflection of typical performance standards but the real eye opener was Dave Clarkson's flight. His light Fox 15 powered Dixielander was as high as Ball's and his final position and award for Top Dixy made amends for a slightly thin time he has been having of late.

The Mini Vintage finale also supported the evidence that the lift had gone with the two top men scoring what one might expect from the very best models in the class and only when everything is just right. J.O'Donnell's lesser effort was once again eclipsed by his demonstrative win in P30, a class in which he's appearing to look more and more comfortable. This is the sixth time he has scored Timperley League points in the class this season!

It would be inappropriate not to positively congratulate the organisation for this one. Easy for Clubs like Cleemac and Morley (two weeks before) to serve up the same as usual. But neither do this. This contest in particular is 'tuned' a little every time it has been flown and now bears little resemblance to the oddity it started life as on York Race Course years ago for which, of course, we all thank John Pool. Tony Rushby now adjusts it imperceptibly each year to keep it fresh and in step with demands and trends and it works. Furthermore the Club seem to take pride in the control efficiently and are thinking very hard all the time. They moved the whole set-up at least once during the day to the best place and were always happy to show score boards to everyone interested even at crucial times towards the end. This is not always the case as contests! Thanks are therefore due to all that worked so well during the day, Anne and Helen as well as Pete Robinson and Tony Rushby himself.

#### A1/P30 Tony Balding Shield 2.00x3 flights 11 flew

1	J O'Donnell	6+3.57	P30
2	D Davitt	+2.48	P30
3	R Sparrow	+2.40	P30
4	I Davitt	5.55	Al
5	H Perkins	5.10	P30
6	P Robinson	4.47	Al

#### Mini Vintage 2.00x3 flights 15 flew

1	G Ferer	6.00+4.10	Buckeridge
2	G Sharp	+4.07	Senator
3	J O'Donnell	+3.19	Mick Farthing
4	N Rogerson	+2.43	Buckeridge
5	R Pollard	+2.25	Gollywock
6	J Leitch	+2.24	Civy Boy

#### Slow Open/Nostalgia Power 2.30x3 flights 14 flew

1	P Ball	7.30+7.05	Slow Open
2	D Clarkson	+5.02	Nostalgia Top Dixielander
3	A Cordes	+4.27	Slow Open
4	D Limbert	+4.21	Slow Open
5	J Godden	+3.26	Nostalgia Creep
6	C Hickmott	+3.11	Slow Open

#### Vintage+Classic Glider 2.30x3 E30/C02 2.00x3 flights

1	C Foster	7.30	1	I Davitt	6.00+4.05
2	G Beal	7.04	2	T Grey	+3.40
3	M Howick	6.52	3	H Perkins	+2.06
4	A Kelly	6.37	4	A Dunsterville	5.35
5	J Howick	2.06	5	A Duncan	4.46
6	D Robinson	1.00			

#### Under 25" Span Rubber 1.30x3 flights

1	M Sanderson	4.30	F A Moth
2	R Sparrow	4.28	Fledgling
3	D Davitt	4.11	Fledgling

#### HLG/Catapult Glider 1.00x5 flights

1	P Ball	5.00+0.37	Cat
2	M Benns	5.00+0.30	Cat
3	M Benns	4.20	HLG
4	P Tolhurst	3.30	Cat
5	K Bates	3.22	HLG

### SCOTTISH NATIONALS, Newbigging, Jun 28-29

#### F1A 9 flew

1	R. Sabey	750
2	D Oldfield	724
3	A Jack	723
4	C Foster	673
5	R Jack	627
6	G Gilkes	531

#### F1B 5 flew

1	M Woodhouse	750+329
2	B Martin	+261
3	P Martin	+232
4	K Gibson	558
5	U Wannop	186

#### Vintage 7 flew

1	A Brown	7:30+3:56
2	G Ferer	7:30+3:14
3	C Foster	7:07
4	B Duncan	6:27
5	G Blair	6:16
6	B Shanks	5:53

#### A1 4 flew

1	K Harrison	4:56
2	B Duncan	4:42
3	G Gilkes	3:47
4	B Shanks	3:13

#### Rubber 11 flew

1	B Duncan	7:30+11:03
2	J Arnott	+8:33
3	G Ferer	+6:21
4	R Pollard	+6:14
5	B Martin	+4:50
6	C Foster	+3:41

#### Glider 5 flew

1	D Oldfield	7:30
2	R Sabey	6:24
3	J Eland	6:08
4	C Edge	5:59
5	A Jack	1:56

#### Coupe d'Hiver 2 flew

1	G Gilkes	4:49
2	U Wannop	1:33

#### ½A-F1J 3 flew

1	A Brown	6:00
2	T McLaughlin	5:03
3	G Blair	4:00

#### Power 4 flew

1	A Jack	7:18
2	C Foster	7:04
3	G Blair	6:36
4	A Brown	6:33

### HIPPERSON LEAGUES

#### Open Rubber League

Positions as of end July. Remaining events Timperley, Southern, Brumfly, Falcons Galas.

1	P.Ball	993	21 pts
2	J.O'Donnell	6644	20 pts
3	G.Ferer	6444	18 pts
4	J.Arnott	96	15 pts
5	W.Hodkinson	92	11 pts

It should be pointed out that at present the double points bonus for the windiest event will be awarded to those scoring at the British Nationals therefore O'Donnell and Amott's points could be increased to 26 and 24 respectively if there is no event windier for the rest of the season!

#### Timperley League

Points up to and including Cleemac event July 26

1	J.O.Donnell	99996642	54 pts
2=	G.Ferer	99644332	40 pts
2=	C.Foster	9994441	40 pts
4	D.Hipperson	996663	39 pts
5	D.Davitt	96643	28 pts
6=	G.Beal	66632	23 pts
6=	J.Carter	9643	22 pts

### FRENCH INDOOR CHAMPIONSHIPS, BORDEAUX VELODROME, JUNE 7-8 2003

Report by Bob Bailey

This year as an unusual prelude to the Championships I was asked to come 2 days early to teach the French modellers how to build light weight indoor models. My suggestion of running a question and answer session was accepted, so travel arrangements were made to accommodate 2 days. Unfortunately we found out on the day (Tues 3<sup>rd</sup>) that a French strike had resulted in our ferry travel being cancelled. The 'Masterclass' was of one day duration, punctuated by a leisurely (and excellent) French lunch and was held at the local model club in Bordeaux and attended only by local modellers.

6 UK and 2 Spanish fliers made up the international entry.

The contest followed the usual format with 1hr 20min sessions for all classes except F1D. Ironically the top 35 cm times now often exceed the top F1D times! Conditions were difficult in the morning on both days with strong drift across the cycle track and some downdraught effect in the upper pyramid which meant that EZB was won on the first day. Daniel Medina achieved the best EZB time, and only just failed to win.

I had an unusual steering problem with the 35 cm model when I had to negotiate a 30deg bank on the cycle track together with the 3' high outer barrier. The only way was to turn the model through 180deg and release, hence moving the flight circle back towards the centre. This had to be repeated at least 3 times, but the effort was worthwhile, giving me my back up time of 29.24.

As usual, the organisation was efficient and a good array of trophies and medals was presented. After each event, the relevant National Anthem was played. No ghastly renditions here as has happened at past World Championships! The French winners (1<sup>st</sup> 2<sup>nd</sup> and 3<sup>rd</sup>) were presented with the very smart FFAM (Federation Francais d'Aeromodelisme) medals which are for me far preferable to the certificates presented by BMFA. It would be good to have something similar for BMFA National Championships with certificates for other domestic events.

#### F1L

1	R Bailey	GBR	22:22	21:29	43:51
2	D Medina Mangas	ESP	22:34	20:48	43:22
3	G Jones	GBR	20:21	19:49	40:10

#### F1M

1	F Ducassou	FRA	16:47	16:30	33:17
2	M Green	GBR	16:50	16:14	33:04
3	G Lefever	GBR	16:23	15:54	32:17

#### Micro 35

1	R Bailey	GBR	32:21	29:24	61:45
2	E Roch	FRA	22:29	21:40	44:09
3	V Croguennec	FRA	22:29	20:17	42:46

#### F1D

1	R Bailey	GBR	31:27	30:08	61:35
2	D Medina Mangas	ESP	28:50	27:51	56:41
3	A Diaz Manuel	ESP	28:23	28:08	56:31

### BMFA INDOOR NATIONALS

Held at the Millenium Dome, Greenwich, London, July 1-3. Additions to the results published in FFN last month

#### EZB/F1L Houlberg Silver Trophy *Correction to last month*

1	L Barr	24.11	23.59	48.10
2	J Tipper	23.33	22.42	46.15
3	B Bailey	22.24	23.38	46.12
4	G Lefever	22.23	22.01	44.24
5	J Billam	20.38	19.37	40.15
6	D Greaves	19.04	19.52	38.56

#### Mini Stick/Living room Stick

1	J Tipper	12.27	11.48	24.15
2	L Barr	11.39	12.02	23.41
3	C King	9.06	10.05	19.11
4	R Wilson	6.49	9.53	16.42
5	N Bathe	7.30	8.54	16.24
6	U Wannop	7.05	5.01	12.06

#### F1D Houlberg Silver Medal Trophy.

1	J Tipper	30.10	29.43	59.53
2	L Barr	27.46	28.35	56.21
3	G Lefever	22.15	29.01	51.16
4	N Aikman	27.12	00.00	27.12

#### Aeromodeller Trophy - Team Trials, flown Tues/Wed

1	R Bailey	32.23	34.05	66.27
2	R Green	31.08	32.15	63.23
3	J Tipper	28.08	30.22	60.32
4	D Richards	29.30	30.22	59.52
5	G Lefever	30.16	29.01	59.17
6	L Barr	27.46	28.35	56.21

#### Catapult Glider (best 2 flights from 6) 12"span 8 flew

1	M Bennis	84.5	85.4	169.9
2	M Page	77.5	80.2	157.7
3	C Campen	68.0	65.0	133.0
4	N Bathe	64.5	67.8	132.3
5	M Barford	58.7	58.8	117.5
6	K Bates	46.0	49.5	95.5

#### HLG F1N (best 3 flights from 9) 9 flew

1	M Bennis	62.6	63.3	61.1	187.0
2	M Chapman	63.9	58.1	58.7	180.7
3	C Campen	50.0	55.5	52.8	158.3
4	J Walker	55.88	50.91	50.66	157.4
5	M Hadland	43.5	45.2	42.0	132.3

#### HLG (best 2 flights from 6) 12"span 3 flew

1	M Bennis	43.9	47.9	91.8
2	C Campen	25.6	27.1	52.7

#### National Champion, Dave Yates Trophy

1 L Barr 32 pts, 2 J Tipper 25 pts 3 R Bailey 10 pts

### EUROPEAN INDOOR CHAMPIONSHIPS

During July Gerhard Woebeking had some sad news about the event planned to take place in Germany at the Cargolifter in October: "We will not get entrance into the hangar at least not before in December the heating period starts. The "Insolvenzverwalter" claims insurance reasons. Without electricity no alarm systems, without alarm systems no insurance at all. I must cancel our Nationals in September and the Euro Champs F1D in October 2003. It is a great pity."

In response Laurie Barr offered to arrange for the Millenium Dome as an alternative venue. The offer was accepted by CIAM and Laurie has booked the dome for the same days in October, that is practice on October 2nd and competition on October 3rd, 4th and 5th. An open international for is also planned at the same time for F1D, F1L, F1M and possibly F1N and indoor scale. Obviously it is very different to travel to London rather than the central European location of Germany. Laurie is keen to receive entries from the teams as soon as possible to find out how many will come to aid planning, he has currently paid the deposit on the booking. He has been requesting timekeepers and helpers – a great chance to see the site in use by top international flyers. If you can assist please contact Laurie on 01628 487544 or email lgarr@tiscali.co.uk

### F1A/B/C EUROPEAN CHAMPIONSHIPS '04

The F1A F1B F1C European Championships 2004 were awarded to Romania, without any details of date or venue at that time. The Romanian Modelling Federation have now announced that the Euro Champs will be held at Buzau from July 25 to 31 2004. This, of course, is the field used for the 2000 Euro Champs, with very mixed memories of the site.

### UK COMPETITION NEWS

BRUMFLY GALA will be held at North Luffenham on 12th October 2003. Events will be Open Power, Open Rubber, Open Glider, FIJ1/2, CdH, A/1, SLOP, Mini-vintage, HLG and Catapult Glider. First round will be 9a.m to 12 noon and two rounds flown thereafter for all classes except HLG and Catapult Glider.

Flights to be made upwind of a line other than HLG and Catapult Glider which will be from a box. Field charge. Contact Alan Gibbs 024 76 676507.