

Free Flight news



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DIARY

September 4-7 Zülrich, Germany	34th International Eifel Pokal. F1A, F1B, F1C World Cup event. Contact: P Mönninghoff, tel: +49 (0) 2336 72 48, email: moenninghoff-peter@t-online.de	September 14 Area venues	BMFA 5th Area. O/R Team (Farrow/ Plugge), F1A (SMAE), F1J/BMFA½A, SLOP (Plugge)
September 5 (Friday) NOTE NEW VENUE – see p. 102	BMFA Southern Gala. O/G (Pilcher), O/R (Flight), O/P (Short), F1H (Ripmax), F1G, F1J/BMFA½A (Quickstart), SLOP, Mini-vintage, E30, CO₂, HL.G, Cat Glider. Contact: D Greaves 01285 652730.	September 20-21 Fakenham - Norfolk, UK	Stonehenge Cup. F1A, F1B, F1C World Cup event. Contact: P N Roughton, 125 Broomfield Road, Earlsdon, Coventry CV5 6LA, UK, tel: +44 2476 678 625 / mobile +44 7774 260127, fax: +44 2476 364 287 email: phil@oleo.co.uk, web site: http://www.stonehengecup.freemembers.com/
September 6-7 Near Sheffield	BMFA F1E. Contact & CD: Steve Philpott, 0121 354448	September 20-21 Lillo, Toledo, Spain	Castilla La Mancha. F1A, F1B, F1C World Cup event. Contact: Francisco Garcia Saez, c/Albacate 7, 45300 Ocana, Toledo, Spain, tel +34 925 121 205, fax +34 925 255 794.
September 6-7 Alicante, Spain	5th Copa Tabarca. F1D, F1L, F1M, F4D, F4F. F Martinez, c/San Benito 23-d, 0313 Alicante, Spain, +43 965 208 587	September 26 Raciborz, Poland	Open International Contest F1E. World Cup. Contact: W Dziuba, Ul. Zorska 12 m 2, 44 -203 Rybnik, Poland, tel: +48 32 422 30 81, email: dziuba767@poczta.onet.pl
September 6-7 Salisbury Plain	BMFA practice weekend. See FFn 0301. Registered users only. Contact B Aslett 01793 840629.	September 27 Lubomia, Poland	Governor's Cup. F1E World Cup. Contact: J Wojtak, Ul. Staszica 23 m 18, 47-400 Racibórz, Poland, tel: +48 32 415 36 40, jwojtak@inetia.pl, http://jwojtak.w.interia.pl
September 7 Cardington	BMFA Indoor flying. Fun fly or other flying. See FFn 0306. BMFA members only, must be on list. Contact: L Barr, 01628 487544.	September 27 Kunszentmiklos, Hungary	Arva Janos Memorial. F1A, F1B, F1C. Contact: A Janos, Scherer Ferenc ut.7, 5700 Gyula, Hungary, ani@gyulahus.hu
September 7-9 Orel, Russia	Cup of Aviaprom. F1A, F1B, F1C World Cup. N Negovay, tel: +7 (095) 491 97 47, fax: +7 (095) 491 97 47, fas@cnt.ru	September 28 Area venues	BMFA 6th Area. F1C (Astral), O/G Team (Model Eng/Plugge), F1G (Plugge) Tailless
September 7-12 Cluj Napoca	World Championships F1E, Romania	September 28 Cardington	BMFA Indoor flying. Fun fly or other flying. See Sept 7 entry.
September 10-11 Turda, Romania	Turda Cup. F1E World Cup. Contact: Fed. Romana de Modelism, tel: +40 213 304 040 ext 204, fax: +40 213 304 040 ext 204	October 3-6 Millenium Dome,	European Indoor championships F1D. Also Open International F1D, F1L, F1M.
Sept 12-14 Beja, Portugal	World Cup Taça von Hafe. F1A, F1B, F1C Contact: Anibal Paiva, tel: +351 223 393 740, fax: +351 223 393 749, email: anibalpaiva@mail.telepac.pt	October 4-5 Sculthorpe	BMFA Team Trials. F1A, F1B, F1C. Contact: Mike Woodhouse, 01603 457754

FFn

Please excuse a short issue this month – hurried out to give the Southern Gala news to UK readers – but next month should have reports on three championships – FIE World Champs in Romania, and European A/B/J+P in Poland and European Indoor in London.

POITOU 2003, AUGUST 8-9

A few years ago, when we had an unusually warm few days, particularly if it was at a contest, someone would be sure to say, “Well, if this is global warming, let’s have more of it”. Not this year. The heat wave that swamped Europe for much of the summer made life difficult and uncomfortable, and sometimes even dangerous. Conditions at Poitou were extraordinary, unprecedented for this contest and, for most of us, were fairly nasty. The problem was compounded after dark, with the temperature usually in the 90s until well after midnight. A good night’s sleep – on sheets soaked with sweat within minutes – was rare.

Much of the talk was of the weather; it even took over from complaints about the organisation of the recent World Champs. In response to the crushing heat the Poitou organisers, with virtually unanimous support from the competitors, had changed the format of the event, with four rounds being flown between 7.30 am and noon, and the remainder between 5 pm and 8.20. But to put this in context, on glider day the temperature on the flight line at 5 pm was 108 F (that’s 42 Celsius) and at the start of the final round – just after 7 o’clock – it was still 104 F. It’s easy to be melodramatic about it but if we’d flown during the afternoon, people might well have ended up in hospital.

The F1B and F1C day was, at best, mixed for the British. Stafford Screen suffered from a stall on and off all day, and Alan Jack, who had maxed in Round 3 with a poor climb and transition into excellent air, planted a model deep in the French countryside after a flood-off failure in Round 4.

Mike Woodhouse was doing well until the sixth round, by which time it was getting a bit breezier. He flew in promising air with a group including Roger Blackham (one of several Australians who’d left the mud and confusion of Hungary for something more peaceful in France) and Tedeschi. The climbs were excellent but Woodhouse’s model tightened up on the glide, didn’t recover as expected, and slowly spiralled to the ground. A prop blade had folded over the wing and, of course, it had never happened before. Bernard Aslett also dropped out of contention at this point – the shock of a motor break earlier in the round was assumed to have moved something important because an otherwise reliable model suddenly flew badly.

It wasn’t only the Brits who were having problems. Bob Piserchio had dropped a second in Round 1 and had a puncture returning to the flying field before Round 5 (he seemed remarkably cheerful, however, and his final placing justified his positive approach) and in F1C Aringer didn’t max in either of the first two rounds and retired. His best aircraft had been badly damaged when a friend who was retrieving for him had tripped and fallen whilst carrying it at the World Champs and he was consequently flying aircraft which were, at best, well worn.

Blackham and Tedeschi (who were on adjoining poles and flew at the same time most of the day) seemed set for the fly-off but in the seventh round both their models, which were side by side, seemed to hit a curious patch of air and didn’t gain much height during the last part of the cruise. Neither made the five-minute super-max. Talking of which...

...this was, I admit, the first major contest I’ve reported on for a while, and I was surprised to find how much confusion there

still is about the super max, even amongst some regular international competitors. I haven’t gone to the rule-book to check (this is being written deep in the French countryside), and it may well be that people haven’t yet done enough work to familiarise themselves with the new situation. But, for what it’s worth, there seemed to be uncertainty amongst some at Poitou about (i) whether any max over four minutes is now automatically a super max (rather than just one of the longer maxes we used to know) or whether it has to be formally identified as such in advance; (ii) whether there can be more than one supermax (any number?) in a single contest; and (iii) if there is/are more than one, whether competitors should attempt the later longer flight if they have done a flight of three minutes or more in earlier supermax round(s) (and of course in all the other three-minute, non-supermax rounds) **or** only if they have achieved the relevant supermax(es) of four or five minutes or whatever.

Winner of F1B after a disappointing fly-off was Anselmo Zeri, who is having another good year. His flight wasn’t one off his best but his opponent (exhausted by the conditions and a long retrieve in Round 6?) launched badly and didn’t do himself justice. Zeri, incidentally, was dressed in his usual multi-pocketed military fatigues, and looked more like a bit-part player in Good Morning, Vietnam than a highly competitive model flyer.

Since I was timekeeping on the F1A day I saw only a limited amount of the action. The first four rounds were flown in essentially hot and calm conditions. This had the advantage that retrieving wasn’t a great problem but had the downside that towing and launching was, for some, more-than-usually difficult and draining. Doug Bartle, despite some ‘only-just’ maxes, was flying well, as was Bill Colledge. Aringer continued his troubled weekend by breaking a fuselage into three bits (there’s serious impetus when a model that should be bunting slams into the ground) and then launching a spare model into poor air.

The afternoon was hotter and somewhat windier than the morning and though there were some tricky patches, on the whole it seemed relatively easy to max. In the gin-clear air there were some huge flights including four models circling high against the deep blue sky that Martin Dilly estimated were at 3000 ft or thereabouts.

The fly-off was held in cooling though by no means cool conditions and in relative calm. With flyers towing away in all directions, it was virtually impossible to follow the action. Doug Bartle, with a new and conservatively proportioned model in its first contest, towed in after getting his line wrapped round both his feet and some long grass. He didn’t rush, took his time, waited for his moment towards the end of the round (most of the other models had landed by this point) and launched well to end up with a deserved fifth place, marginally ahead of College.

A few final thoughts on the weather. It was no surprise that one person was taken ill on the flying field late in the Wakefield day: luckily, yet more water, inside and out, and a rest in an air-conditioned car, solved the problem. This time next year, of course, we may be complaining about the wet and chilly weather but a few more summers like this one (France was suffering for months rather than weeks) could have a nasty effect on the tourist trade as well as on farming and on produce prices.

The organisers had arranged for a large agricultural water tank to be available near the flight line. As a means of cooling down, wet T-shirts became briefly fashionable amongst some of the more rotund competitors, but comparing men’s paunches rather than comparing...well, you get the point.

The last word on the Wakefield day came from Peter Tribe who'd spent the day retrieving (the retrievers did a good job in awful conditions) and wandered over to the tank, filled his hat with water and dumped it, cascading water and all, on his head. There was a pause. "Happiness," said Peter quietly, "is a wet hat".
MCW

F1A 78 flew

1	A Rink	GER	1260	+180e	+315
2	A Van Wallene	NED	1260	+180e	+297
3	C Bachmann	SUI	1260	+180e	+290
4	P Mitchell	AUS	1260	+180e	+273
5	D Bartle	GBR	1260	+180e	+226
6	W Colledge	GBR	1260	+180e	+221
7	J Schellhase	GER	1260	+180e	+217
8	P Seren	GER	1260	+180e	+215
9	I Kreetz	NED	1260	+180e	+213
10	B Trachez	FRA	1260	+179e	
11	H Fuss	AUT	1260	+150e	
12	A Besnard	FRA	1260	+147e	
13	V Croguennec	FRA	1260	+124e	
14	P Aanen	NED	1260	+95e	
15	K Van de Ven	NED	1260	+57e	
16	F Moreau	FRA	1252		
17	F Rapin	FRA	1250		
18	A Hacken	NED	1246		
19	E Bernard (J)	FRA	1222		
20	R Champion	FRA	1218		
21	B Pouzet	FRA	1217		
22	F Aberlenc	FRA	1206		
23	L Larbaigt	FRA	1200		
24	J Pennington	GBR	1195		

F1A-Junior 13 flew

1	E Bernard	FRA	1222
2	B Bernard	FRA	1181
3	M Kabiti	FRA	1117
4	D Seren	GER	1024
5	A Lecomte	FRA	1021
6	M Oxager	DEN	1000
7	R Jack	GBR	998

F1B 30 flew

1	A Zeri	NED	1260	+180e	+275
2	H Schoder	SUI	1260	+180e	+135
3	B Piserchio	USA	1260	+179e	
4	H Van Hoorn	NED	1260	+158e	
5	R Blackam	AUS	1260	+85e	
6	M Evatt	GBR	1260	+42e	
7	P Ruyter	NED	1236		
8	S Tedeschi	FRA	1233		
9	J Flynn	GBR	1216		
10	S Jallet (J)	FRA	1194		
11	M Faassen	NED	1191		
12	D Barberis	FRA	1184		
13	V Greimel	AUT	1175		
14	M Woodhouse	GBR	1166		
15	L Marquois (J)	FRA	1163		

F1C 11 flew

1	C Gretter	GER	1260	+112e
2	A Roux	FRA	1260	+104e
3	R Summersby	AUS	1231	
4	M Reverault	FRA	1144	
5	P Harris	GBR	1120	
6	B Boutillier	FRA	1097	

SUPERMAX

Ian Kaynes: In response to the points raised by Michael Warren in the above report, the key part of the Sporting Code is para 3.1.8 Classification (which applies to F1A, F1B, and F1C). The relevant first part of this para is:

- a) The total time for each competitor for each of the official flights defined in 3.1.3. is taken for the final classification subject to a limitation of three minutes for each flight. This total time achieved is also used to determine team classification.
- b) In order to decide the individual placings when there is a tie, the total time achieved in each of the official flights defined in 3.1.3 will be taken without limitation at three minutes.
- c) In order to decide the individual placings when there is still a tie after the procedure in (b), additional flights shall be made after the last flight of the event has been completed..... (flyoff definition) ...

From item (a) the first stage in producing the result list is to take the total time achieved on all flights taking no more than three minutes from each flight – i.e. as if they all flights had been flown to three minute max. This is absolute, under the current rules there is no opportunity to count more than three minutes from any flight at this stage.

To determine any ties in these results item (b) comes into force. The total from all flights is now taken including any time over three minutes. Note that this is the **total** and does not look at the results on individual flights. This total of extended time matters at any time there is a tie after stage (a). Usually this is when people have made at least three minutes on each flight, but it is just possible that you have a tie with the same sub-max total time and then the extended time decides placing within that tie. This tie-break reason is the for only point in flying to an extended max rather than three minutes if you have already got a flight of less than three minutes on your card. If you look at the World Champs results in the August FFN you will notice the cases where extended time has been used to decide a tie, for examples F1A place 20 and 21 both with a time of 1220 but an extended time of 12 and 8 seconds respectively to decide the order.

So, to look at it in terms of the three specific questions in Michael's report, the answers are (i) yes, any round longer than three minutes is now automatically a supermax; (ii) yes, there can be more than one supermax in a contest; and (iii) to cope with any possible ties, competitors having all their flights of 180 second or more should attempt the supermax if they wish to maximise their chance of improving their position in the final results and it would clearly be absurd not to if, for example, a fly-off or top ten place might be at stake.

However, there may be circumstances in which competitors choose to do the supermax even if they have not done 180 seconds on all their flights. It's worth noting that at this year's Poitou meeting, Chaussebourg and De Boer both did five minutes in the final round though they had previously done sub-180 second flights. The additional two minutes were deleted from their scores and could only have been relevant i.e. the time would only have counted if they had ended up in a tie with some other competitor(s). At best therefore, they could probably only have gained a one or two places. (Though there is always the personal satisfaction, of course, of ending a mixed day with a good flight.) At all depends whether it matters to you that you might end up, say, 33rd rather than 34th or 35th.

VÖRÖS JENO MEMORIAL, KUNSZENTMIKLOS, HUNGARY, AUG 2-3

F1A 143 flew 60 full scores

1	M Kochkarev	RUS	1260	+60e	+300	+321
2	Y Titov	RUS	1260	+60e	+300	+312
3	P Findahl	SWE	1260	+60e	+300	+310
4	I Treger	SVK	1260	+60e	+300	+309
5	R Hellgren	SWE	1260	+60e	+300	+299
6	C Breeman	BEL	1260	+60e	+300	+267
7	A Yaroslav	UKR	1260	+60e	+300	+197
8	V Stamov	UKR	1260	+60e	+285	
9	I Bezak	SVK	1260	+60e	+284	
10	K Ferenc	HUN	1260	+60e	+282	
11	M Kosonozkhine	RUS	1260	+60e	+280	
12	S Attila	HUN	1260	+60e	+279	
13	S Istvan (J)	HUN	1260	+60e	+277	
14	F Aberlenc	FRA	1260	+60e	+275	
15	A Ball	GBR	1260	+60e	+273	
15	C Bachmann	SUI	1260	+60e	+273	
17	P Aanen	NED	1260	+60e	+264	
18	P De Boer	NED	1260	+60e	+261	
18	M Holmbom	SWE	1260	+60e	+261	
20	J Nhyegn	DEN	1260	+60e	+259	
20	A Neyra	ARG	1260	+60e	+259	
20	V Szergej	RUS	1260	+60e	+259	
23	B Rozman	SLO	1260	+60e	+250	

F1A-Junior 5 flew

1	I Szentpeteri	HUN	1260	+60e	+277
2	K David	HUN	1204		
3	T Sedlacek	SVK	1190		

F1B 59 flew 26 full scores

1	A Andriukov	USA	1260	+120e	+300	+445
2	P Ruyter	NED	1260	+120e	+300	+441
3	I Kolic	YUG	1260	+120e	+300	+422
4	B Yuri	UKR	1260	+120e	+300	+399
5	I Vivchar	UKR	1260	+120e	+300	+354
6	A Zeri	NED	1260	+120e	+300	+353
6	E Gorban	UKR	1260	+120e	+300	+353
8	T Sarpila (J)	FIN	1260	+120e	+300	+311
9	D Blackam	AUS	1260	+120e	+300	+310
9	J Blake	USA	1260	+120e	+300	+310
11	K Salzer	AUT	1260	+120e	+300	+309
12	T Bond	AUS	1260	+120e	+300	+280
13	A Gey	GER	1260	+120e	+300	+267
14	M Evatt	GBR	1260	+120e	+300	+229
15	B Silz	GER	1260	+120e	+295	
16	V Urban	CZE	1260	+120e	+292	
17	L Vincent	NZL	1260	+120e	+263	
18	M Harald	AUT	1260	+120e	+260	
19	I Zilberg	GER	1260	+120e	+258	
20	R Blackam	AUS	1260	+120e	+232	
21	V Mihaly	HUN	1260	+120e	+230	
22	S Yetis	TUR	1260	+120e	+166	
23	K Jozsef	HUN	1260	+103e		
24	K Baran	TUR	1260	+90e		

F1C 23 flew

1	M Alexandre	RUS	1260	+120e	+300	+381
2	A Yamasaki	JPN	1260	+120e	+300	+267
3	U Zilberstein	ISR	1260	+120e	+300	+211
4	S Katyba	UKR	1260	+120e	+299	
5	A Vjacheslav	UKR	1260	+120e	+283	
6	M Rocca	ITA	1260	+120e	+250	
7	V Sutchev	UKR	1260	+67e		
8	P Laszlo	HUN	1260	+30e		
9	P Maurer	SUI	1243			
10	R Hegenbart	AUT	1238			

MORLEY CLASSIC POWER, CHURCH FENTON, AUG 9

Report by Dave Hipperson

For Church Fenton regulars not acquainted with the characteristics of mid European summer flying conditions those that attended the Morley Classic Power day certainly are now. Zero drift most of the time, sun burning off an early overcast, with temperatures quickly climbing into the 90s (mid 30s centigrade) bringing the consequent difficult lift conditions. Mostly sink of varying strength interspersed with occasional feeble and short lived bubbles of rising air. Occasionally there did seem to be a thicker layer up to 40 feet or so which saved some flights when they were coming down too fast but generally by then it was too late. Ally to this the bold idea of banning artificial thermal detection devices and setting a real 3:00 minute max and it was to prove an exacting day. Your reported made no less than thirteen contest flights with an assortment of models - none of which would have been lost had the DTs failed!

The contest drew a large contingent of nostalgia/classic designs and the facility to enter as many different models as one liked meant most of them got an airing. Alan Brown's distinctive yellow and yellow fleet included a beefy looking Texan, a Swiss Miss, a Glow Worm and out of livery his Stan Hill Vector Director. However it was the somewhat more conventional and practised approaches from the Creep and Dixielander flyers that were to control the results.

Alongside the main event there was a combined glider contest. The heat, lack of wind and 30m line restriction just about killed this contest off. Additionally retiring Morley Club member Allan Abraham had donated a large selection from his workshop including a couple of boxes of Tan II for his 'own rules' precision rubber event. This was much better supported than the Glider contest. No results here as it was not a duration event.

Traditionally the CD for this day has always been Steve Fielding and it could be the whole idea was his in the first place. As usual his approach was clear, professional and polite. The day was split into four 2 hour rounds and although a decision on the max was made before each it turned out in practice to be three minutes for all four flights. Despite this and for the first time in the contest's history there was a flyoff. Indeed at no time in the past up until this day had anyone completed a full score let alone two and today we had three. Nearly four as Colin Foster was a front runner until dumped out at 2:19 on his last flight. There was simply no way you could pick safe air without reference to other models in the sky and most of them had flown by the time Colin was ready. He was too late and it cost him.

The flyoff to a 5 minute max was held at what should have been a cooling 6pm but wasn't - it was still in the 80s, however more comfortable now as a slight but steady drift had sprung up from the south, south east during the fourth round and was neither threatening to take models into woods nor buildings but up the main runway for a change!

John Godden launched first and the pattern on his Creep, always a model happiest when trimmed for a wide sweeping turn, had tightened and it wasn't high enough. Good air helped it glide on well. A minute or two later Rushby launched a similar design quickly followed by Hipperson's Dixielander. The Norvel powered Creep stuttered a couple of times on the climb but had done better than Godden's. Hipperson's Dixy on the other hand sounded rough at the start, possibly over compressed, then half way up the AM35 seemed to come to

life and the model accelerated to the top and was positively flung off into good air. It might just have been that at that half way point the model flew into serious lift which unloaded the motor some more and allowed it to rev giving the impression that the climb was caused by the motor when it was actually being caused by lift! The aeroplane certainly gained height for the first minute of the glide and the 5 minute max was assured. There was a further safety net here for the lone Diesel in this finale. The rules benefited it over a glow if on this last flight there was tie.

The prizegiving rewarded all very well with cash, goods and wine. Definitely a contest worth building something special for.

Both events flown to four 3:00 maxes in 2hr rounds

Classic Power (12 sec run - 21 flew)

1	D.Hipperson	12:00+5:00	Dixielander	(Diesel)
2	F.Rushby	12:00+ 3:02	Creep	(Glow)
3	J.Godden	12:00+2:45	Creep	(Glow)
4	D.Hipperson	11:49	Dixielander	(Diesel)
5	F.Rushby	11:35	Creep	(Glow)
6	C.Foster	11:19	Dixielander	

Combined Glider

30 m line - K factors to assist Classic and Vintage

1	H.Perkins	4:57
2	A.Kelly	3:26
3	A.Duncan	0:40

TIMPERLEY GALA, North Luffenham, Aug 17

Report by Dave Hipperson

Entries were less than might have been expected for this usually prestigious event. Possibly many people had experienced the deterioration of the venue over the last year and thought better of it. It certainly came as a shock, after so many comfortable contests recently on Church Fenton, to have to deal with such a scruffy field strewn with obstacles. As usual we appeared to be the poor relation as far as the user pecking order was concerned despite our vastly superior numbers. A tiny handful of radio flyers most of whom had left by lunch time and quite modest paracending activity both had priority but to be fair it was the south easterly breeze that was the biggest problem. Such a direction on this drome took models across the shortest dimension of the field and flying from anywhere threatened us with a veritable array of hazards.

Closed high security fencing around the main buildings on the North West corner and to the east of them three large storage hangars. The apparently clear area between being taken up by a golf course on this day busy with members who seemed to take savage delight in moving models, waving them about, or putting them roughly in their club house, even when they were not in the way. All rather tiresome bearing in mind that to get to this area flyers had to either negotiate a rolled barbed wire barricade laid right across their path or make a very long detour around its end both of which gave enough time for the golfers to do their worst.

The host club dithered for some time after the advertised start before selecting a suitable control spot but really they were in an impossible position. The shortened max for the high performance classes was a great pity and rendered the open events (apart from glider) a formality but in this situation with so much obstruction downwind there was no option. No way of DTing long and flying over as only a few hundred yards behind lay worse trouble - the vast expanse of Rutland Water. Indeed a number of long flights, delayed by slow or late DTs in strong

lift, of which there was quite a bit particularly early in the day, still managed to reach this. Perhaps we can attribute the low glider scores to the difficult towing surface. No hard standing in a convenient direction and everywhere else tall grass hiding uneven ground. John Cooper's challenge came all in the last hour but not without cost. He put his last flight on a hangar roof where it stayed overnight.

As is appropriate for the club that pioneered the combined power idea, it was this event that drew the best support despite the proximity of the water. Of course Slow Open models proliferated; on balance the best ones tend to have the edge when the state of the art machines are limited to only 5 sec. However it was a pure Open model that triumphed despite a short run and poor transition in the flyoff but the first event to be decided was CDH flown off at just before 6pm. After Don Thompson's model dropped out after a promising start the three other qualifiers held on to nearer the end of the ten minute period to find helpful air and all fly very well. Hipperson's was eventually recovered from the far side of the lake thanks to some careful boat enthusiasts. Soon after Chris Strachan's new Lanzo proved the only real performance flight of the night in Vintage beating some quite meagre scores. Even his was a typical dead air time and retrieved from in front of the reservoir.

All day combined power had seen much excellent flying. It was an incredible coincidence that Dave Clarkson should have yet another model removed from the edge of this drome by a passing member of the public (who took another at the same time and phoned later - too late!) and hence be unable to continue. The power flyoff, as already mentioned, was dominated by the early launch of Trevor Payne but his flight was joined well into the glide by a number of Slow Open models, some of which got as high if not higher on their longer runs, certainly Barnes, Cordes and Kenward did. The latter then deliberately DT'd himself out of a sure place if not a win when from good height and helpful air he popped at the same 1:55 that he had been using all day when by now there was room for 5 minutes!!

John O'Donnell's Open Rubber flight started inelegantly with numerous power stalls but eventually sorted itself out to win by some margin and carry the lake to land in the dry. Ferer's was also retrieved but from the beach on far side after the inevitable dunking. Hats off to the 'officials' on the water who were most helpful all day even to the point of lending Dennis Davitt a life jacket when he insisted on checking the water surface for his electric open flyaway that too had cleared the lake and landed on the narrow peninsular the extends from the far side. Others such as Ralph Sparrow and Dave Limbert had models retrieved by boat and brought safely back to the upwind club house for collection. The appearance of the picnic areas around the edges of this the UK's most successful inland sailing venture did, it has to be admitted appear, in the words of one flyer seeing it for the first time "to resemble the banks of Ganges". Rather disconcerting for the first time free flight retrievers but a memory that will stay for ever. Doubtless they were all lovely people but there were simply hordes of Indians on all the picnic beaches. Not something one would expect to see in rural Rutland!

As always the Timperley management had done a great deal of work obtaining prizes. To such an extent that at one point it looked like there might have been more prizes than recipients. Contestants must try harder to get to these presentations or ensure someone is there to represent them if such lavish proceedings are to continue. Your reporter's memory will always be of John O'Donnell presenting, winners collecting and June refilling the table from a colossal horde of goodies

behind her. Trophies, wine and much appropriate and well thought out modelling goods were on offer. Very much worth the entry and the effort. Given a better venue this could have been a sensational contest but clearly many people declined to fly after seeing the dangers downwind. North Luffenham is totally unsuitable for Free Flight in a south easterly wind.

All maxes 2:00

Open Glider

1	G.Peck	6:00
2	J.Cooper	5:52
3	G.Turnbull	5:14
4	J.Howick	5:06
5	P.Robinson	3:57
6	B.Horsley	2:00

Open Rubber 7 flew

1	J.O'Donnell	6+10:04
2	G.Ferer	+6:59
3	T.Dobson	+4:35
4	P.Woodhouse	+4:19
5	C.Foster	+3:47
6	W.Hodkinson	+3:30

Combined Power 15 flew

1	T.Payne	6:00+4:43	Open Power
2	M.Sibson	+4:33	Slow Open Power
3	S.Barnes	+4:00	Slow Open Power
4	P.Lang	+3:00	Electric Open Power
5	R.Kenward	+2:56	Slow Open Power
6	A.Cordes	+2:41	Slow Open Power

Coupe d'hiver 5 flts, 8 flew

1	D.Hipperson	10+8:58
2	G.Sharp	+5:57
3	R.Vaughn	+5:26
4	D.Thompson	+1:58
5	T.Grey	9:38
6	D.Oxbourgh	7:47

Vintage 11 flew

1	C.Strachan	6:00+5:49
2	P.Woodhouse	+3:32
3	T.Rushby	+1:49
4	C.Foster	+1:33
5=	R.Alban	6:00
5=	T.Hall	6:00

FAI WORLD CUP F1A, F1B, F1C

F1A

1	P Findahl	SWE	130	SC-1	DK-2	VJ-3
2	A van Wallene	NED	122	DK-1	PT-2	SC-4
3	P Mitchell	AUS	118	SN-1	AC-2	PT-4
4	I Treger	SVK	108	DZ-1	VJ-4	GL-4
5	S Jakutis	LTU	107	ES-1	PZ-3	BL-6
6	B Ryz	CZE	105	JP-1	GL-1	
7	B van Nest	USA	104	AC-1	SN-2	KH-12
8	J Valo	FIN	94	HL-1	BC-2	
9	I Bezak	SVK	92	DZ-2	JP-4	VJ-9
10	Y Titov	RUS	89	VJ-2	KZ-2	
11	A Rink	GER	88	PT-1	SC-8	DK-9
12	M Lihtamo	FIN	87	BC-1	ES-7	HL-10
13	K Kulmakko	FIN	83	BL-1	BC-9	ES-11
14	C Bachmann	SUI	83	JP-3	PT-3	VJ-15
15	M van Dijk	NED	81	MM-2	JP-9	DK-7
16	E Kantipaylo	UKR	79	ES-2	BL-7	KH-8
17	M Kochkarev	RUS	76	VJ-1	MM-16	KZ-18
18	H Tahkapaa	FIN	73	DK-3	HL-6	BC-5
19	D Halbmeier	GER	72	BL-2	HL-12	DK-11
20	R Sifleet	USA	72	HC-1	MM-5	

F1A-Junior

1	M Cuthbert	GBR	130	HL-1	DK-1	SC-3
2	J Zarins	LAT	127	ES-1	SC-1	BC-4
3	I Szentpeteri	HUN	122	SV-1	VJ-1	JP-6
4	E Ahmetov	EST	114	BC-1	BL-3	ES-3
5	J Letko	SVK	104	PZ-2	JP-3	GL-3
6	B Mitchell	AUS	100	AC-1	SN-1	
7	T Drozdinski	POL	92	GL-1	AN-2	
8	J Samak	SVK	85	JP-1	PZ-3	
9	T Motiejunas	LTU	78	BL-1	ES-4	
10	A Mikhailov	EST	60	ES-2	BL-7	
11	R Jack	GBR	59	DK-2	PT-7	

F1B

1	A Zeri	NED	146	PT-1	DK-1	JP-2
2	B Silz	GER	146	JP-1	SC-1	DK-2
3	W Ghio	USA	137	MM-1	HL-1	SC-3
4	I Kolic	YUG	135	SV-1	PC-1	VJ-3
5	D Blackam	AUS	122	AC-1	SN-1	VJ-9
6	P Ruyter	NED	112	VJ-2	MM-3	HL-3
7	A Zastavenko	UKR	106	PZ-1	KH-1	
8	S Molchanov	UKR	103	AN-2	ES-2	BL-6
9	A Burdov	RUS	99	KZ-1	MM-4	HL-11
10	R Blackam	AUS	97	AC-2	SN-3	DK-4
11	O Kulakovsky	UKR	95	MM-2	PZ-4	KZ-6
12	L Gircys (J)	LTU	90	BL-1	PZ-8	ES-6
13	A Andriukov	USA	90	VJ-1	HL-7	MM-14
14	T Linkosalo	FIN	87	ES-1	BC-6	BL-8
15	S Stefanchuk	UKR	87	AN-1	HL-9	PZ-12
16	B van Nest	USA	83	SN-2	AC-4	KH-10
17	R Blagojevic	YUG	80	SV-2	PC-2	
18	R Peers	GBR	75	DK-3	BC-4	HL-10
19	B Biedron	USA	73	HC-1	MM-6	
20	Y Waltonen	FIN	72	PZ-3	DK-6	BC-7

F1C

1	J Cuthbert	GBR	151	SC-1	BC-1	DK-1
2	C Gretter	GER	144	PT-1	ES-1	JP-2
3	J Roots	EST	122	BL-2	BC-2	SC-2
4	A Babenko	UKR	105	PZ-1	AN-1	KH-3
5	S Seydel	GER	84	JP-1	PZ-3	
6	A Mikhaylenko	RUS	81	VJ-1	KZ-4	
7	G Zsengeller	HUN	77	SV-1	PZ-4	
8	S Katyba	UKR	70	KH-2	VJ-4	AN-4
9	G Aringer	AUT	69	HL-1	PZ-8	
10	R Kiburtas	LTU	67	ES-2	BL-4	
11	A Roux	FRA	62	PT-2	PZ-6	
12	R Summersby	AUS	61	PT-3	SC-3	
13	E Keck	USA	55	MM-1		
14	A Kislovskiy	RUS	53	KZ-1		
15	R Seinauskas	LTU	52	BL-1		
15	V Semenyaga	UKR	52	KH-1		
17	D Thomas	AUS	50	AC-1		
18	A Kirilenko	USA	50	HC-1		

Key to competitions included in these results:

			numbers flying in each class			
			F1A	F1AJ	F1B	F1C
MM	Maxmen	USA	47	3	49	29
BC	Bear Cup	FIN	27	8	14	3
HL	Holiday on Ice	NOR	61	2	40	6
AC	Australian FF Champs	AUS	12	1	14	3
SN	Southern Cross Cup	AUS	10	1	12	0
BL	Baltic Cup	LTU	55	13	17	12
ES	Estonian FF Cup	EST	41	10	13	8
SV	20th Srem Cup	YUG	16	6	6	2
JP	XVII Jihocesky Pohar	CZE	94	17	38	11
PZ	19th Puszt Cup	HUN	100	14	44	16
PC	Prilep Brand Cup	MKD	12	3	6	0
DZ	Memorial Djordja Zigica	YUG	22	1	5	0
KZ	Cup of Kazan	RUS	60	6	43	16
GL	World Cup Gliwice	POL	24	5	0	0
KH	Kharkiv Cup	UKR	37	10	24	12
SC	Scania Cup	SWE	44	6	26	6
AN	Antonov Cup	UKR	38	12	27	13
HC	Huron Cup	CAN	9	0	3	1
DK	Nordic Cup of Denmark	DEN	41	4	17	2
VJ	Vörös Jenő Memorial	HUN	143	5	59	23
PT	Poitou	FRA	78	13	30	11

BMFA SENIOR CHAMPIONSHIP POINTS

Positions at end of July

1	P Ball	88.5	18	F Rushby	21
2	J O'Donnell	54	19=	C Strachan	20
3	N Allen	46	19=	D Davitt	20
4=	S Philpott	45	19=	J Cooper	20
4=	T Grey	45	22	J Cuthbert	19.5
6	D Hipperson	42	23	G Sharp	19
7	A Ball	35	24=	P Watson	18
8	G Ferer	32	24=	R Brigginsshaw	18
9=	I Davitt	31	26=	A Jack	17
9=	P Harris	31	26=	B Lavis	17
11	R Peers	29	28=	E B. Jones	16
12	S Screen	26.5	28=	M Woolner	16
13=	J Carter	25	30=	D Bartle	15
13=	T Payne	25	30=	P Lang	15
15=	M Dilly	23	32=	M Bull	13
15=	R Baggot	23	32=	M Woodhouse	13
17	M Bennis	22	32=	P Woodhouse	13

BOURNEMOUTH CLUB CLASSIC POSTAL

Bournemouth MAS will run a Club Classic Rubber postal competition from October 1 to December 31. Details of the class and list of models at that time were given in the July FFN. For any update of rules or list of approved models or other details contact by e-mail Martyn.Pressnell@btinternet.com or Roy Tiller at: roy@4ldelisle.fsnet.co.uk, or by post from John Taylor, April Cottage, 44 Malvern Road, Bournemouth Dorset BH9 3AH, send SAE and an additional first class stamp.

Rules for Postal Competition 2003

The BMAS is pleased to announce that a postal competition will be held for CLUB CLASSIC rubber models, from 1 October 2003 to 31 December 2003 inclusive.

The winner and the full results will be announced in the model press. The winner will receive an appropriate prize. The award of the club classic trophy will be deferred until the first centralised event.

3 Competition Rules for Postal Competitions

3.1 The definitions and competition rules as given in sections 1 and 2 respectively are fully applicable, except for rules 2.2, 2.10, 2.15 which are covered by the provisions below.

3.2 The Competition Director responsible, on behalf of the club, is John Taylor.

3.3 Flights may be made at any flying site within the UK.

3.4 All flights must be made on the same day, of the entrant's choice, within the specified period.

3.5 The flight maximum will be 2 1/2 minutes. One unlimited fly-off flight.

3.6 The use of thermal detecting equipment is not permitted. However streamers may be used.

3.7 The record of flights shall be made on the standard Flight Card (below), or on a photocopy.

CLUB CLASSIC Rules and list of approved models can be obtained by e-mail from:- Martyn.Pressnell@btinternet.com or Roy Tiller at: roy@4ldelisle.fsnet.co.uk or by post from John Taylor, send SAE and an additional first class stamp.

CLUB CLASSIC POSTAL COMPETITION 2003 - ENTRANCE FORM AND FLIGHT CARD

Please accept this entry and flight times for the competition.	
I have read the Definitions and Rules of the competition and complied with these in full.	
NAME Print & Sign	
ADDRESS	
Phone No.	BMFA/SAM No.

1 st . Flight.....	Timekeeper (Sign & Print)
2 nd . Flight.....	Timekeeper (Sign & Print)
3 rd . Flight.....	Timekeeper (Sign & Print)
F/O Flight.....	Timekeeper (Sign & Print)
Total (mins/secs)	

Models Flown.....	
Date.....	Location.....
Weather and any other comments.....	
.....	
.....	
.....	

Please copy and complete this form and send to the CD:

Mr John Taylor, April Cottage, 44 Malvern Road,
Bournemouth, Dorset, BH9 3AH

by Friday 9th January 2004. There is no fee payable. Thank you for entering the competition

EUROPEAN INDOOR CHAMPIONSHIPS

From Laurie Barr, a plea for more timekeepers, to perform on any or all of the dates in the European Indoor Championships, at the Millennium Dome, In London, on October the 3/4/5th of October.

Apart from being quite a spectacle, a unique occasion, in a unique building, I offer them a "free lunch", and if finances permit, a free banquet ticket, which will be held in the Chinese restaurant, on the ground floor of the Express by Holiday Inn, inside the Millennium complex.

I already have a good number of volunteers, but due to the historic number of teams coming to the dome, I need a minimum of at least another 12 timers.

Please help, by calling, 01628 487544, or E-Mail lgbarr@tiscali.co.uk, or drop a post card to- Laurie Barr, Herries Cottage, Winter Hill Road, Pinkneys Green, Maidenhead, Berks. SL6 6PJ. I will need your contact details, name phone number etc. Many thanks, Laurie.

COUPE D'HIVER CHAMPIONSHIP 2003

Ian Davitt reports that the remaining events in 2003 counting toward the Championship are:

BMFA Southern Gala
BMFA Autumn Mini (as the rescheduled Silent Mini)
Aeromodeller 80gsm trophy

CdH at Brumfly is being flown to 3 flights only, and is therefore no longer eligible.

CHOBHAM TREE CHOP

By Geoff Smith

Yes, it's come round again. Following the successful switch to mid-week, the dates agreed with the warden for 2003/2004 are as follows:

October 14th, December 16th, February 10th, February 17th (all are Tuesday)

Meet in the Clump car park at 10am.

This exercise is good PR as our efforts are noted by English Nature who now manage the Common. If you have any energy left, a spot of trimming usually follows in the afternoon, weather permitting.

NOTICEBOARD

From Martin Dilly:

FFN Readers may not be aware of ScrollSanders. They consist of cloth-backed abrasive strips in various grades and in 1/4" and 1/2" widths. They clip onto the drive pegs of a scroll saw in place of the blade and appear to be worth investigating for such jobs as sanding the concave and convex edges of rib templates and sanding jobs in restricted space. Check www.scrollsander.com for details of this US company.

If your rubber winder lacks a counter a resettable one priced at £4.50+ VAT is listed in the current catalogue from J & L Industrial Supply. Their free phone number is: 0800 66 33 55 and their free fax is: 0800 58 00 58. Website is: www.jlindustrial.co.uk. J & L also have a vast range of machine and hand tools.

WANTED

From Ralph Sparrow: Carbon/Kevlar 66g/sq.m. plain weave. If you have any of this material surplus to requirements please contact me. Ralph Sparrow, phone 0161-439 8021 or E mail ralph@sparrowr.freemove.co.uk

SOUTHERN GALA FRIDAY SEPT 5TH

Contest Director David Greaves has experienced considerable difficulty in arrangements with Little Rissington, some of which can be considered as reprehensible.

Accordingly an alternative site has been arranged, and an area map is provided. Generally, an approach from either the North or the South would be necessary.

- From the North --- establish the A4361 (previously A361) South of Swindon. From the village of Wroughton, the required turning is 4 miles South. Proceed past Wroughton Airfield (Science Museum) on the left, and on this fast road look for BELL INN also on the left. This is approx. 400 yds. prior to the required turn. TURN LEFT at signs ROCKLEY/HACKPEN HILL. You can confirm correct turn by noting a chalk white horse on the hillside 1 1/2 miles ahead. Continue for 0.9 miles, then turn RIGHT onto farm road, meeting at Barns approx. 0.4 miles ahead.
- From the South --- establish A4361 at Avebury just North of the A4. The ROCKLEY/HACKPEN HILL turning is approx. 4 1/4 miles from Avebury. TURN RIGHT, and proceed as if approaching from the North.

Sign posts headed SMAE will be placed. Bicycles may be used on site where possible. It is intended to meet at the Barns for a 0900 briefing of this new site. Finally, the organisers wish to thank Ian and FFN for assistance in spreading this information.

