

Free Flight news



CONTENTS

European Junior Championships F1A-B-J/P, Deblin, Poland, Aug 19-25	104	BMFA 5th Area Centralised event, Sept 14	114
F1E World Championships, Cluj Napoca, Romania	107	BMFA Southern Gala, Hackpen Hill, Sept 5	114
Napoca Cup F1E, Romania, Sept 5-6	108	BMFA Senior Championship points	115
Turda Cup F1E, Romania, Sept 10-11	108	Team selection corrections	115
European Indoor Championships, London, Oct 2-6	110	BMFA F1E, July 20	115
Israel FF Champs, Aug 29-30	112	Cranfield Classic & Paisley Trophy, Newbigging, Aug 30-31	116
Volkswind, Hakeborn, Germany, Aug 29-31	112	Timplerley League	116
Una Cup, Bosnia Herzegovina, Aug 30	112	Open Rubber League	116
Canada Cup, Borden, Aug 30-Sep 1	112	Biggles League	116
Eifel Pokal, Zulpich, Germany, Sept 4-7	113	2003 BMFA Free Flight Forum	116
Cup of Aviaprom, Orel, Russia, Sept 7-9		UK Competition News	116
Stonehenge Cup, Sculthorpe, Sept 20-21	113		

DIARY

October 1 to December 31 Postal	Bournemouth MAS Club Classic rubber postal. See FFn 0310. Contact: Roy Tiller roy@4ldelisle.fsnet.co.uk, or J Taylor, April Cottage, 44 Malvern Road, Bournemouth Dorset BH9 3AH.	October 17-18 Sacramento, USA	27th Annual Sierra Cup. F1A, F1B, F1C World Cup. Contact: Mike McKeever, tel: +1 916 924 69 24 or +1 916 967 84 75
October 10-12 Novo Mesto, Sent Jernej, Slovenia	2002 Krka Cup. F1A, F1B, F1C World Cup event. Contact: Damjan Zulic, tel: +386 41 610 737, fax: +386 7 33 75 701, email damjan.zulic@insert.si, Web: http://freeweb.siol.net/zulicbor/razpisi/krkacup2003.htm	October 25-26 Near Sheffield	BMFA F1E. Reserve. Contact & CD: Steve Philpott, 0121 354448
October 11 Oberkotzau, Germany	World Cup. F1E World Cup event. Entry fee €25. Contact: Peter Kuttler, Schneebergstr. 26, 95145 Oberkotzau, Germany, tel: +49 (0) 9286 61 87, email: peter-kuttler@web.de	November 1-2 Mühlenthurnen, Switzerland	Euro-Fly 2003. F1A, F1B, F1C World Cup. W Eggimann, Seftigenstrasse 125, 3123 Belp, Switzerland, tel: +41 31 819 17 84, email: eurofly@belponlin.ch
October 12 North Luffenham	Brumfly Gala. O/P, O/R, O/G, F1J/1/4A, CdH, A/1, SLOP, Mini-vintage, HLG and Catapult Glider. Round 1 from 9.00 to 12.00 and 2 rounds flown thereafter for all classes except HLG and Cat.Glider. Flights to be made upwind of a line other than HLG and Cat.G which will be from a box. Field charge. Contact: A Gibbs, 024 76 676507	November 2 Barkston Heath	Falcons Gala. O/R, O/G, F1B, Comb.Power (Timperley rules), Mini vintage. Start 9.00. Contacts: B R Peers 01270 560893, T Dilkes 01785 284368, J Cuthbert 01724 720911
October 14 (Tuesday)	Chobham Tree Chop. See FFn 0309.	November 9 North Luffenham	BMFA Autumn Mini See August News from FFTC. F1H, F1G, F1J/BMFA 1/4A, P30, E30 HLG, Mini-vintage, Cat.Glider, CO2. Also Walsall events Classic G, R, P, Brit.P.
		November 23 Holiday Inn, Coventry	BMFA Free Flight Forum. Start 10am. Contact: M Dilly, tel 020 8777 5533, e-mail martindilly@compuserve.com
		November 30 Barkston Heath	Coupe Europa Coupe d'Hiver 10.00. F1G for Aeromodeller Trophy, Vintage for AAA Cup. See page 116
		Note change of date and venue	
		December 16 (Tuesday)	Chobham Tree Chop. See FFn 0309.

EUROPEAN JUNIOR CHAMPIONSHIPS F1A-B-J/P, DEBLIN, POLAND, AUG 19-25

Report by John Cuthbert

This report should rightly start with a mention of the organisation. Without doubt, this was the best organised Championships I have ever attended. The combined efforts of the Polish Aero Club and our hosts at the Polish Air Academy produced a wonderful event. Congratulations to both parties.

The site was the Academy airfields with unfortunately had it limitations. The main runway ran east to west a measured 2.7km, but the width was less the 1km in places. It was surrounded by tall buildings and very thick forest which caused turbulence in the wind particularly on F1J/F1P day.

Very little flying was done on the two practice days due to poor weather. Fortunately F1A day dawned warm and sunny with a drift of 1-2 mtrs/sec. The 8am caught most flyers off guard due to a very late move of the line by the organizers. However, Matthew Cuthbert was ready at the start and was first to tow. He moved upwind and away from the line to the main runway and released after about 5 minuets producing an excellent bunt launch. Unfortunately the air had changed from the buoyant early morning air when he flew at 7:30am and produced a flight of about 270 sec using his long span Yablonovsky still air model. Now the air had thermal activity and Matthew flew in non rising air to record a flight of 210 sec. This proved to be Matthews only mistake of the contest and to his credit he quickly overcame his disappointment and produced six faultless maxes. He always towed away from the line, finding his own air and D/Ting down from great height.

The second to fly was Richard Jack. Flying his own built bunter he towed upwind for his own air and found a perfect thermal for a safe 240 sec max. Worthy of note is the fact that the electronic timer in the model was also designed and built by Richard, which makes him quiet unique in F1A flying. The timer worked faultlessly and his effort should be recognized and applauded.

Quiet a few flyers, including several of the Russian and Ukrainian team members were using a fast straight tow from the ground. Although flying bunters, they seem to lack circle tow experience and therefore preferred to launch into air marked by other thermaling models. This technique was adopted by the third UK flyer Brindley Taylor. Brindley had had very little opportunity to practice circle towing, although he had shown great promise in the Salisbury training weekend and in the limited practice opportunity at the Championships. These newly learned towing skills were to be put to the test particularly in the last two rounds. Brindley was ready on the line and rearing to go with 35 minuets left in the round he patiently waited on the ground for the right moment to launch. Unfortunately this did not materialize as the air had changed once again. The typical central European weather patterns the air had gone still and dead after the initial short thermal activity this was confirmed by about ten flyers circle towing and spread over a large area of the field who did not find any helpful air. This situation continued for 30minuets until finally a glider was launched at the left hand edge of the line. The model was clearly in lift and quickly joined by two other models. As we were now in the very tail end of the round I discussed with Brindley the possibility of towing down wind to make contact with the thermal. Although this manoeuvre is a difficult one for an experienced flyer, Brindley to his credit said he thought he could do it he started his tow and ran so hard that the model flew into the air. Unfortunately he had unlatched the tow hook and as he relaxed the tension on the line the model bunted down to about 30 feet to glide well for a flight of 136 secs and a sad outcome for his gallant effort. There were thirty supermaxes in the first round and two teams Finland and Ukraine had all three flyers with supermaxes.

Although this was a disappointing start for the British team they continued to fly with great skill and enthusiasm. Richard was unfortunate to drop the second round when his thermal decayed and he recorded a time of 156 secs. He also dropped in round 4 due mainly to launching too early and being pushed out of the front of the thermal. Brindley produced excellently judged maxes after his first round drop. The last two were particularly pleasing as he was left on the line on his own and therefore circle towed for his own lift with great skill producing two excellent launches into large thermals for easy maxes.

At the end of the seven rounds ten flyers had full scores with Matthew the highest of the non maxers in 11th place. Brindley finished 19th and Richard 30th. The team gold was won by Hungary, and Slovenia and Germany runners up. Great Britain team finished in 6th place 32 secs short of a team bronze.

The first fly off commenced at 1700. A large thermal halfway through the round allowed four of the ten contenders to do the 5 minuet max. The 7 minuet and final round started at 1800 in cooling conditions this coincided with a slight change in wind direction which was to have a significant bearing on the final results. First to launch was Andrej Cigt of Slovenia who drifted towards high trees at the edge of the site and eventually glided into the trees, half way up for 253 secs. Eventual second placer Michal Simunek of Czechoslovakia also flirted with the tress but landed safely to record 255 secs. Worthy of note was fourth placed Martijn Gielen of Holland who flew a zoom model (a copy of Ivo Kreetz model) with great skill. The winner Bostjan Bagari of Slovenia launched on his own in the last two minuets of the ten minuet period. The faultless bunt into helpful air took his model over the trees to be clocked off at 323 secs. Bostjan was flying a long span Igor Yablonovsky model. There appeared to be an even split between purchased, borrowed or self built models.

F1B day started even calmer than the glider day, which was most fortunate as the drift was now across the airfield with only about 800 mtrs to the dense woods. The first round super max of 5mins seem a tall order for these young men this proved the case for many peoples "pre match" favourite Gircys Laurynas of Lithuania who recorded 258 secs. This is the young man who finished a creditable third place in last years senior European Championships in Hungary. At the end of the first round only 7 flyers recorded the 5 minuet max. There was a greater spread of performance with the F1B models compared with the F1A's. Some were flying state of the art Andriukov and Stefanchuk models whilst others were using dated wooden models. There also appeared to be a notable difference in rubber quality being used. One aspect worth noting was the number of flights that were in trouble that were eventually saved by swarms of flappers. These young men and women seemed to have endless energy and flapped many models to maxes during the day. I personally would like to see this activity banned once and for all as I believe it has no place in free flight. At the end of the 7 rounds only three flyers had full scores. The fly off took place at 1700 after a 90 degree wind shift which took models straight down the main runway which was fortunate as the wind picked up to about 5 mtrs/sec. All three flyers launched at similar times at the winner Alexey Baurdov of Russia managed the 5 minuet max to add the Junior European Championships to his World Championship win last year. Second place flyer Shauli Rejwan of Israel was not far behind with a score of 259 seconds. In third place was Yevheniy Horban of the Ukraine of 192 secs. Three excellent flights under difficult conditions. The team medals going to Ukraine (gold), Poland (silver) and Israel (bronze).

F1J/P had a disappointing entry of 14 with about 4 flyers flying F1P models. These appeared to have equal performance compared with F1J when well trimmed and flown to the 10 second engine run. Some of the models were not well trimmed resulting in poor climbs and sub max flights.

the power class. As a result I decided to give him a new Cyclon powered FIJ model that I had recently built and it will soon be on its way to Germany. The Team event was once again a close run affair with Russia winning Gold followed by the Ukraine and Poland.

The closing ceremony and banquet went off without a hitch with the winners receiving many trophies. I wondered how they would manage to get them all home safely.

I would like to close this report on a personal note. I would like to congratulate and thank the three young men who represented the UK junior team. Brindley, Richard and Matthew conducted themselves both on and off the field with great credit. They were a pleasure to be with and made the whole experience probably the best I have had in International competition. Can I also thank the fathers, Ken Taylor and Alan Jack for their help and guidance. It was much appreciated. I would love to do this once again and hope that we can encourage more juniors to join in the experience.

1	Bostjan Bagari	SLO	1260	+60e	+300	+323				
2	Michal Simunek	CZE	1260	+60e	+300	+255				
3	Andrej Cigut	SLO	1260	+60e	+300	+253				
4	Martijn Gielen	NED	1260	+60e	+300	+178				
5	Anton Gorskiy	RUS	1260	+60e	+274					
6	Istvan Szentpeteri	HUN	1260	+60e	+233					
7	Lauri Kutvonen	FIN	1260	+60e	+223					
8	Alexey Samsonov	UKR	1260	+60e	+111					
9	Edgar Bernard	FRA	1260	+60e	+80					
10	Lennart Bajorat	GER	1260	+60e	+70					
11	Matthew Cuthbert	GBR	1260	+30e						
12	Balazs Mihaly	HUN	1260	+5e						
13	Oskars Grigals	LAT	169	180	180	180	180	180	180	1249
14	Jan Letko	SVK	240	162	180	180	180	180	180	1242
15	Csaba Nagy	HUN	240	180	180	180	161	178	180	1239
16	Tomas Sedlacek	SVK	240	180	180	180	180	180	150	1230
17	Sylwester Zazula	POL	150	180	180	180	180	180	180	1230
18	Mario Waechtlr	GER	240	180	180	140	180	180	180	1220
19	Bridley Taylor	GBR	136	180	180	180	180	180	180	1216
20	Comte Aurelien Le	FRA	133	180	180	180	180	180	180	1213
21	Snukiskis Modestas	LTU	240	180	180	180	180	180	130	1210
22	Samuel Cesbron	FRA	201	180	180	120	180	180	180	1200
23	Andrei Naloev	RUS	240	116	180	180	180	180	180	1196
24	Volker Bajorat	GER	171	180	180	180	180	124	180	1195
25	Jan Chudoba	CZE	240	180	180	180	112	180	180	1192
26	Pavel Marachovsky	UKR	240	180	180	145	133	180	180	1178
27	Jan Samak	SVK	96	180	180	180	180	180	180	1176
28	Alexey Katin	RUS	207	180	180	180	180	94	180	1174
29	Stas Stankovic	SLO	166	180	180	180	180	104	180	1170
30	Richard Jack	GBR	240	156	180	111	180	180	180	1167
31	Eldar Ahmetov	EST	240	180	180	180	180	84	180	1164
32	Mihkel Joala	EST	240	180	180	180	68	180	180	1148
33	David Kamrla	CZE	196	180	180	126	180	180	120	1146
34	Jakub Zachariasz	POL	240	180	180	180	94	141	180	1135
35	Ofer Ben-Noon	ISR	240	180	146	163	81	180	180	1110
36	Alar Mihhailov	EST	89	180	180	180	112	180	180	1101
37	Stefan Pouwelsen	NED	132	180	180	180	85	147	180	1084
38	Tuomo Kliskinen	FIN	240	180	180	180	26	131	180	1057
39	Motiejunas Tadas	LTU	240	117	115	179	180	103	180	1054
40	Veronyka Vivchar	UKR	240	53	98	180	180	180	180	1051
41	Janis Zarins	LAT	240	49	180	180	86	180	180	1035
42	Shay Faybish	ISR	240	180	180	180	92	135	74	1021
43	Robert Szulc	POL	101	140	180	180	180	58	180	1019
44	Gal Geva	ISR	15	180	180	180	80	180	180	995
45	Selim Omer Gurur	TUR	240	180	180	180	180	68	25	993
46	Niels Wijnhoven	NED	240	51	180	180	89	62	180	922
47	Joona Lehtovirta	FIN	240	110	180	180	62	180	13	905
48	Anil Erdar	TUR	185	180	180	62	100	68	56	826
49	Mert Guner	TUR	70	180	180	180	36	50	37	733
Number of maximums			31	40	46	41	33	34	41	
Number of basic maximums			37	40	46	41	33	34	41	
Number of full scores			31	23	22	20	14	12	10	

F1A TEAM RESULTS

	Country	Abbrev	Total	Round-by-round team place								Team member places		
1	Hungary	HUN	3759	1	1	1	1	2	1	1		6	12	15
2	Slovenia	SLO	3690	7	4	4	2	1	2	2		1	3	29
3	Germany	GER	3675	6	3	3	3	3	4	3		10	18	24
4	France	FRA	3673	9	5	5	9	6	5	4		9	20	22
5	Slovakia	SVK	3648	11	10	10	8	5	3	5		14	16	27
6	Great Britain	GBR	3643	8	7	7	10	8	7	6		11	19	30
7	Russia	RUS	3630	1	6	6	5	4	8	7		5	23	28
8	Czech Republic	CZE	3598	1	1	1	4	7	6	8		2	25	33
9	Ukraine	UKR	3489	1	12	15	15	11	9	9		8	26	40
10	Estonia	EST	3413	12	9	9	7	10	10	10		31	32	36
11	Poland	POL	3384	13	13	12	11	9	12	11		17	34	43
12	Netherlands	NED	3266	10	15	13	12	13	13	12		4	37	46
13	Finland	FIN	3222	1	8	8	6	12	11	13		7	38	47
14	Israel	ISR	3126	15	14	14	13	15	14	14		35	42	44
15	Turkey	TUR	2552	14	11	11	14	14	15	15		45	48	49
16	Latvia	LAT	2284	17	17	17	17	17	17	16		13	41	
17	Lithuania	LTU	2264	16	16	16	16	16	16	17		21	39	

JUNIOR EUROPEAN CHAMPIONSHIP F1B

1	Alexey Baurdov	RUS	1260	+120e	+300									
2	Shauli Rejwan	ISR	1260	+120e	+259									
3	Yevheniy Horban	UKR	1260	+120e	+192									
4	Gircys Laurynas	LTU	1260	+78e										
4	Mykhaylo Makhnytskyy	UKR	1260	+78e										
6	Adrian Pakoca	POL	1260	+72e										
7	Shay Faybish	ISR	1260	+71e										
8	Stas Stankovic	SLO	1260	+55e										
9	Alexsey Kasiyanenko	UKR	297	180	180	180	180	180	180	179		1259		
10	Tomasz Moicidski	POL	253	180	180	178	180	180	180	180		1258		
11	Jan Cihak	CZE	268	168	180	180	180	180	180	180		1248		
12	Zbysek Nemec	CZE	210	163	180	180	180	180	180	180		1243		
13	Lea Marquois	FRA	220	180	161	180	180	180	180	180		1241		
14	Wieslaw Kuczko	POL	209	180	167	168	180	180	180	180		1235		
15	Dominik Tillmann	GER	216	180	180	150	180	180	180	180		1230		
16	Geniady Pavlov	RUS	297	180	180	180	180	180	180	148		1228		
17	Seinauskas Renaldas	LTU	278	180	180	180	180	180	180	133		1213		
18	Vladislav Urban	CZE	300	180	180	180	180	180	180	126		1206		
19	Ittai Shichman	ISR	300	180	180	180	180	180	117	180		1197		
20	Benjamin Marquois	FRA	300	180	180	180	180	180	114	180		1194		
21	Thomas Seren	GER	300	159	180	180	180	180	180	100		1159		
22	Stephen Jallet	FRA	219	147	175	180	180	180	164	121		1147		
23	Aleksey Antonchik	BLR	188	165	153	151	150	142	174	1115				
24	Christian Fux	GER	266	180	168	113	123	175	118	1057				
25	Marius Bliujus	LTU	146	133	169	88	117	180	61	894				
Number of maximums				7	19	19	19	22	20	16				
Number of basic maximums				24	19	19	19	22	20	16				
Number of full scores				7	6	6	6	6	4	3				

F1B TEAM RESULTS

	Country	Abbrev	Total	Round-by-round team place								Team member places		
1	Ukraine	UKR	3779	1	1	1	1	1	1	1		3	4	9
2	Poland	POL	3753	1	1	3	3	3	2	2		6	10	14
3	Israel	ISR	3717	1	1	1	1	1	4	3		2	7	19
4	Czech Republic	CZE	3697	1	5	4	4	4	3	4		11	12	18
5	France	FRA	3582	1	6	6	5	5	5	5		13	20	22
6	Germany	GER	3446	1	4	5	6	6	6	6		15	21	24
7	Lithuania	LTU	3367	7	7	7	7	7	7	7		4	17	25
8	Russia	RUS	2488	8	8	8	8	8	8	8		1	16	
9	Slovenia	SLO	1260	9	9	9	9	9	9	9		8		
10	Belarus	BLR	1115	9	10	10	10	10	10	10		23		

F1J/F1P TEAM RESULTS

	Country	Abbrev	Total	Round-by-round team place								Team member places		
1	Russia	RUS	3080	1	1	1	1	1	1	1		4	5	6
2	Ukraine	UKR	3008	1	2	2	3	3	2	2		3	7	9
3	Poland	POL	2985	3	3	3	2	2	3	3		1	2	11
4	Germany	GER	1667	4	4	4	4	4	4	4		8	12	14

JUNIOR EUROPEAN CHAMPIONSHIP F1J/F1P

1	Tomasz Wludarczyk	POL	180	180	180	180	120	120	120	1080
2	Adam Strycharski	POL	170	180	180	180	120	120	120	1070
3	Mykhaylo Makhnytkyy	UKR	180	169	180	180	112	120	117	1058
4	Oleg Tsyganov	RUS	180	180	180	180	86	120	120	1046
5	Pavel Tamazine	RUS	180	180	180	132	120	120	120	1032
6	Alexandre Nazarov	RUS	180	180	111	171	120	120	120	1002
7	Mykola Ploskikh	UKR	180	180	180	90	120	120	120	990
8	Michael Sondhauss	GER	140	118	180	180	120	120	120	978
9	Stanislav Samus	UKR	180	180	117	140	103	120	120	960
10	Aidap Shigapov	RUS	180	152	107	172	120	26	90	847
11	Dominik Pelka	POL	95	180	124	168	120	28	120	835
12	Johannes Seren	GER	170	180	82	32	52	120	35	671
13	Lukasz Zagerowski	POL	180	45	180	4	0	120	53	582
14	Christian Fux	GER	2	12	4	0	0	0	0	18
Number of maximums			9	9	8	5	8	11	9	
Number of full scores			9	6	4	2	1	1	1	

F1E WORLD CHAMPIONSHIPS

Cluj Napoca, Romania, September 8th to 12th.

Report by Ian Kaynes.

This is the first time that we have been able to bring you a first-hand account of a Championship for slope soaring gliders. It really was new ground for me, not just the first time I had been on an F1E Jury but also the first F1E contest I had ever attended. For a few years I have been interested in trying F1E, so it was also the first Champs for some time that I have also competed in the adjacent World Cup event.

However, it did not start too well. British Airways' computer failure on the Saturday morning delaying the flight to Bucharest and so I would have missed the last onward flight to Cluj. I went home and then back to Heathrow to try again on Sunday, this time successfully, but the delay meant I missed the Napoca Cup World Cup contest. It had been flown in pleasant sunny weather with light winds, allowing all five flights to be flown to a 5 minute maximum, the longest max allowed for the rounds flights and concluded with a 2-man flyoff.

This good weather continued for the next two days and the opportunity for practice was taken by many people, particularly those from countries, such as France and USA, without real F1E sites. I also enjoyed flying at the site which was so much better than my previous test flying from the hill on Chobham Common.

The Bogota Hill site was found last year and used for the Romanian Nationals, a few kilometres further from the town of Turda than the previous site. The new site has grassy slopes in almost all directions, the only negative aspect being the long rough track up to the hill which was no problem in the dry but could become impassable if it rained.

Most competitors were staying at Hotel Napoca in Cluj, which was also the organisers' base. Cluj is a city with population about 300,000 in Transylvania, in the Northwest of Romania. It was about a one hour drive to the hill, once out of the city of Cluj the road was a good 3 or 4 lane highway - quite fast except for the odd surprise like coming over the crest of a hill and finding a horse and cart in the inside lane or cows being herded across the road. The short and simple opening ceremony was held outside the hotel and the evening meal in the hotel also served as the prizegiving for the Napoca Cup.

12 countries had arrived for the Senior Championships and 6 for the Junior Championships, with 36 and 17 competitors respectively. Russia had also entered and asked to pay on arrival, but did not actually arrive. This is a problem in other classes as well as free flight and the FAI will be discussing ways to enforce advance payment and avoid the lost expenses of organisers planning and making bookings for a country which does not arrive.

The World Champs were flown on Wednesday, 10th. A police escort was arranged to help us through the traffic in Cluj, in effect they just found a route out of the city without too many junctions or traffic lights. When we arrived on the hills it was the same pleasant and warm weather with light variable winds, starting overcast but with the sun soon breaking through. A number of launch sites had been marked out in advance to suit different wind directions. Initially the one facing north-west was chosen but before the start signal was given the wind had shifted and everyone was moved the 100m across to the south-east line. A 300 second max was set but there were no flights for the first quarter an hour as competitors looked at the streamers showing wind going down the slope. Juniors from Moldova and Poland were the first to fly. One of the first seniors in the air was Romanian F1E World Cup holder Dan Petcu, with a good bunted launch gliding down into the valley for a max, followed by Pierre Chaussebourg, who had taken third at the Napoca Cup.

A difference from the previous days was that today the Romanian Air Force were repeatedly attacking the nearby range with their Mig-21s, the sounds of explosions suggesting that they were actually dropping stuff on some passes but I never saw anything leave the aircraft. The whole flying area was a military training area, with the only activity being farming with shepherds herded flocks of sheep around the hills.

For round 2 we moved back to the northwest launch line, where the prevailing light wind was soon to turn to be along the face of the slope. The options were to glide down into either of two valleys or aim further left and try to soar on the valley side facing into the wind. A sub-option was to pick a thermal while gliding into the valley to make sure of a max. Bob Sifleet did this to perfection, waiting until he judged there would be lift a quarter of a mile away. The model climbed well above the distant horizon, much higher than those gliding down, for a very easy max. Dan Petcu came unstuck gliding down on to the little hill between the two valleys. Pierre Chaussebourg also came unstuck, gliding into the hill side on a strange course - he had doubts about the steering unit on his model but for some reason persisted and flew it.

We stayed at the same place for round 3, but the wind was now sometimes even down the slope. There were a long ways to fly, interspersed with single models flying and making poor flights. One bunch flew after a promising start by Moldovan junior Sabina Chihai, but without precise glides into the valley several failed to max, including Sabina herself and also the distinctive rear-fin yellow model of Maurice Bodmer (Switzerland). In this round Peter Brocks got the first US sub-max by going down on the middle hill. After Jon Davis' fourth place in the 2001 F1E World Champs, Jon had been hoping to come again and that would have made a full USA team. However, various commitments combined with having been on the F1A team in Hungary prevented him from coming to Romania.

The juniors found round 3 particularly hard, with only two maxes from the 17 flyers. This left Tomas Sedlacek of Slovenia with the only full score after this round.

Lunch was served after round 3, a remarkably civilised affair (first seen on Sunday and Tuesday) with a three course meal served on tables laid out, with tablecloths, at the launch site.

After lunch the forecast northwest wind had established and rose to 3 or 4 m/sec. This allowed effective slope soaring to a good height over the long slope. The 5 minute max was quite easy in these conditions and the number of senior full scores dropped from 10 at lunch to just 8 in the flyoff after round 5, losing Vojtech Zima (CZE) and Claudio Bognolo (Italy) who dropped both rounds 4 and 5. Peter Brocks was one of a few people to be blown back over the top of the hill in the wind.

Tomas Sedlacek had maxed in round 4 but lost his junior lead with a poor flight, leaving Bjorn Hoefs of Germany to take the junior world champion title after dropping just 18 seconds from the full total.

For the flyoff the CD George Arghir chose to go down to almost the bottom of the valley and set a 7 minute max. After jury discussion he backed up the hill a little way but it was still a very low position with a slope to the right obscuring the lowest part of the valley where it turned towards the entrance of the site. There was a light breeze directly up the slope. The majority of flyers set a course along this slope to the right. Jean Luc Drapeau was first to launch and completed his flight of just under two minutes disappearing behind the hill before anyone else flew. Frantisek Kanczok (Poland) was next to launch followed by Bob Sifleet with a few stalls before his model settled down. The others followed in quick succession, the last to launch was Jaromir Orel, the Czech maker of F1E components. After a good bunt launch his model headed further into the valley than most of the others and eventually landed towards the opposite hill. Meanwhile everyone else was down except for Bib Sifleet. He had set the perfect path along the slope for maximum benefit but not so far to the right that the model went out of sight. It glided down the visible part of the valley and eventually landed on the far side of the valley for a time of more than five minutes. This gave him a very clear victory over the second placed Orel who had not managed three minutes.

Bob was flying models by Victor Paireli, who supplies three different F1E models ready to fly except for needing magnets. These are a model for strong winds, a light wind/flyoff model, and one for medium wind (a Marian Popescu design based on an original set of design by Popa Cringu). Prices are in the range of \$350 to \$420 per model. In the flyoff Bob had, appropriately, flown the light wind/flyoff model, although this was a late decision having first come to the line with the medium model he had flown all day.

This was Bob's fifth World Championship, after flying F1A in 1959 and 1977 and F1C in 1969 and 1987. As well as that Bob currently competes in F1A. In the World Cup he is currently placed ninth this year and he finished 30th last year.

The following day there was an excursion to a local gorge in the hills south of Turda. After much driving around Turda a long rough track was found as an alternative access instead of the normal road on which there was a problem with a bridge. Arriving at the entrance to the gorge we were then pointed along a path through the gorge. There had been no warning that this was at least as much of a hiking exercise as flying and retrieving F1E models. The rocky path was narrow and rather difficult for people who had worn ordinary shoes. After 2km someone ran forward to tell those at the front that they had gone to far and should turn round. It had now started to rain and we went back along the path for drinks and a barbecue.

The final day at Cluj was for the Turda Cup open international event. It was raining heavily and the organisers directed us to

the old site, which had a harder surface access road. To emphasise the military nature of the site three tanks were crossing the road as we approached. While dismal the visibility was not too bad, but it was chosen to curtail the competition to three flights and a flyoff. For the first round a max of just three minutes was set but one-third of the entry failed to make it. The launch line was moved downhill for round 2 and a four minute target was given. A similar number dropped this max and for the final round a five minute max was set. This was much more difficult and was made by only five people - one of these was junior Olga Arnaut who had dropped both her earlier flights, and the other four had completed full scores: Vojtech Zima (CZE), Bob Sifleet (USA), and two Romanians Marian Popescu and junior Mihai Sandu.

In my first F1E comp I had started well with a max, missed the next max by just two seconds, but then had a poor third flight when the model flew a course other than the one I had set - as a result of the wing warping in the rain - all the structure and covering behind the spar was traditional balsa and tissue!

The flyoff was held close to the bottom of the hill. Sifleet was first to launch, at first going along the left hand slope but soon veering too far left and landing. Zima was next and glided straight across the valley to land on the far side, one second less than a minute. Popescu gave a powerful bunted launch but the model stalled a couple of times before settling down. With less than a minute to go the junior Sandu was adjusting his timer and launched with seconds to spare. A good launch and the model started to soar to a better height than that reached by any of the other gliders. Then calamity, at just over a minute the model DTed from a position where it could easily have flown much more than the 15 seconds needed to win. Sandu was left in third place, behind Marian Poescu as the winner and Bob Sifleet as runner-up today.

The banquet and prize-giving was held in the hotel that evening. The only unfortunate aspect was that some of the Czechs had left for home and so there blank spaces on the podium for senior second places individual and team and second and third place junior individual. In particular this left the junior champion alone on the podium for his award, which removes something from the occasion.

NAPOCA CUP, ROMANIA, SEPTEMBER 5-6

F1E 37 flew

1	R Wolf	AUT	500.00	+46
2	D Petcu	ROM	500.00	+36
3	P Chaussebourg	FRA	492.66	
4	D Benisz (J)	POL	470.32	
5	J Drapeau	FRA	467.66	
6	J Morgala	POL	460.66	

F1E-Junior 9 flew

1	D Benisz	POL	470.32	
2	C Faur	ROM	456.33	
3	M Sandu	ROM	453.99	

TURDA CUP, TURDA, ROMANIA, SEPT 10-11

F1E 42 flew

1	M Popescu	ROM	300.00	+102
2	R Sifleet	USA	300.00	+93
3	M Sandu (J)	ROM	300.00	+87
4	V Zima	CZE	300.00	+59
5	P Gros	GER	288.66	
6	J Smerengai	SVK	288.33	
7	D Petcu	ROM	287.00	
8	P Brocks	USA	280.33	

F1E-Junior 11 flew

1	M Sandu	ROM	300.00	+87
2	O Arnaut	MLD	277.08	
3	A Draghici	ROM	263.66	

F1E WORLD CHAMPIONSHIPS

1	Robert Sifleet	USA	1500	500.00	+308					
2	Jaromir Orel	CZE	1500	500.00	+167					
3	Andreas Tschanz	W/C	1500	500.00	+142					
4	Jean-Luc Drapeau	FRA	1500	500.00	+113					
5	Florian Draghici	ROM	1500	500.00	+110					
6	Frantisek Kanczok	POL	1500	500.00	+109					
7	Zoltan Demeter	HUN	1500	500.00	+106					
8	Stanislaw Kubit	POL	1500	500.00	+46					
9	Kurt Bleuer	SUI	300	251	300	300	300	1451	483.67	
10	Miroslav Polonec	SLO	192	300	300	300	300	1392	464.00	
11	Fritz Mang	AUT	300	185	300	300	300	1385	461.67	
12	Daniel Petcu	ROM	300	183	300	300	300	1383	461.00	
13	Pierre Chaussebourg	FRA	300	178	300	300	300	1378	459.33	
14	Milan Mravec	SLO	179	300	279	300	300	1358	452.67	
15	Karl-Heinz Ritterbusch	GER	149	300	300	300	300	1349	449.67	
15	Claudio Bognolo	ITA	300	300	300	294	155	1349	449.67	
17	Jiri Blazek	CZE	241	262	258	265	300	1326	441.99	
18	Marian Popescu	ROM	300	300	87	300	300	1287	429.00	
19	Maurice Bodmer	SUI	286	196	203	300	300	1285	428.33	
20	Mauro Agosti	ITA	163	263	243	300	300	1269	423.00	
21	Bernhard Schuessler	GER	300	265	103	300	300	1268	422.66	
22	Vojtech Zima	CZE	300	300	300	181	162	1243	414.33	
23	Jan Smerengai	SLO	131	206	300	300	300	1237	412.34	
24	Marco Tomazzoni	ITA	300	262	300	300	60	1222	407.33	
25	Rene Pfister	SUI	300	300	254	300	52	1206	402.00	
26	Alexandru Arnaut	MLD	257	271	300	186	149	1163	387.67	
27	Peter Brocks	USA	300	300	164	300	86	1150	383.34	
28	Reinhard Wolf	AUT	203	158	187	300	300	1148	382.67	
29	Kiss-Balasz Sarussi	HUN	300	221	154	300	92	1067	355.67	
30	Anatol Ghilas	MLD	23	300	122	300	300	1045	348.34	
31	Jozef Morgala	POL	224	191	135	300	144	994	331.34	
32	Jeno Asboth	HUN	300	172	116	53	300	941	313.67	
33	Werner Ackermann	GER	130	215	61	219	300	925	308.33	
34	Jean-Marie Chabot	FRA	134	300	105	77	300	916	305.34	
35	Alexandru Railean	MLD	228	300	8	36	290	862	287.34	
36	Edith Mang	AUT	282	132	300	97	33	844	281.33	
Number of maximums			21	19	20	27	26			
Number of full scores			21	13	10	8	8			

F1E JUNIOR WORLD CHAMPIONSHIP

1	Bjoern Hoefs	GER	300	300	292	290	300	1482	494.00	
2	Martin Horn	CZE	300	300	207	300	300	1407	469.00	
3	Jozef Filip	CZE	278	300	227	300	300	1405	468.34	
4	Adrian Draghici	ROM	296	240	265	300	300	1401	467.00	
5	Patricia Valastiakova	SLO	300	283	191	300	300	1374	458.00	
6	Daniel Bildea	ROM	300	300	212	300	247	1359	453.00	
7	Rasmus Dresler	GER	280	300	145	300	300	1325	441.66	
8	Tomas Sedlacek	SLO	300	300	300	300	91	1291	430.33	
9	Olga Arnaut	MLD	300	300	27	300	249	1176	392.00	
10	Holger Suessmann	GER	300	217	271	300	67	1155	384.99	
11	Kajetan Dziobon	POL	300	104	233	217	291	1145	381.67	
12	Michaela Noskova	SLO	300	300	154	51	300	1105	368.33	
13	Sabina Chihai	MLD	300	300	230	141	117	1088	362.67	
14	Mihai Sandu	ROM	126	250	255	145	300	1076	358.66	
15	Pawel Dumanowski	POL	39	300	300	122	300	1061	353.67	
16	Corina Barbu	MLD	184	143	93	300	300	1020	340.00	
17	Damian Benisz	POL	300	156	163	123	254	996	332.00	
Number of maximums			11	10	2	10	10			
Number of full scores			11	7	1	1	0			

F1E JUNIOR TEAM RESULTS

	Country	Abbrev	Total	Team member places		
1	Germany	GER	1320.65	1	7	10
2	Romania	ROM	1278.66	4	6	14
3	Slovenia	SLO	1256.66	5	8	12
4	Moldova	MLD	1094.67	9	13	16
5	Poland	POL	1067.34	11	15	17
6	Czech Republic	CZE	937.34	2	3	

F1E W/CH SENIOR TEAM RESULTS

	Country	Abbrev	Total	Team member places	
1	Romania	ROM	1390.00	5	12 18
2	Czech Republic	CZE	1356.32	2	17 22
3	Poland	POL	1331.34	6	8 31
4	Slovenia	SLO	1329.01	10	14 23
5	Switzerland	SUI	1314.00	9	19 25
6	Italy	ITA	1280.00	15	20 24
7	France	FRA	1264.67	4	13 34
8	Germany	GER	1180.66	15	21 33
9	Hungary	HUN	1169.34	7	29 32
10	Austria	AUT	1125.67	11	28 36
11	Moldova	MLD	1023.35	26	30 35
12	USA	USA	883.34	1	27

EUROPEAN INDOOR F1D CHAMPIONSHIPS

Held at the Millenium Dome, London, from October 2 to 6

Report by Ian Kaynes.

The original plan agreed by the FAI was for the European Indoor Championships to be held in The Cargolifter hall in Germany. This plan fell through in July when the use of the hall was denied to the German Aero Club. After the airship activity ceased nobody was allowed into the hall and even future use will be doubtful and possibly only short term use will be possible before the roof is replaced. A great pity to lose such a good site well placed in central Europe.

To avoid the loss of another European Indoor Champs - it would have been the first one since 1997 - Laurie Barr offered to accommodate the Champs in the Millenium Dome. This offer was accepted by the FAI and rapid work by Laurie - largely single handed - set up everything for the Champs to take place on the originally planned dates in October. This work was rewarded by good attendance by 15 countries with a total of competitors 37 in senior and 5 in junior. This was a good number given that the journey to London is more difficult for most competitors than the simple drive they would have made to get to Berlin. Also the conditions in the hall are very different, with more variable weather and a much lower ceiling requiring a different style of flying. Accommodation was available at a hotel less than one mile from the Dome, very convenient but, even with the discount arranged, it was much more expensive than the hotels near Cargolifter.

Thursday October 2nd was arrival day and had good conditions for practice flying. This continued on Friday with a good calm and overcast day outside giving good weather inside the Dome. After a marked reluctance to start flying at the 11 o'clock start of the first round, slowly a trickle of reasonable flights came in. By the end of the round Lutz Schraam had taken the lead with a 32 minute, one of three flights over 30 min. The weather improved during the afternoon so that the next round had 10 flights over the half-hour, including the longest 34.07 by Peter Keller and notably a flight almost as long (33.54) by Schraam to give a very clear lead by the end of the day. Geoff Lefever was second, having followed a flight 6 seconds under the 30 in first round by a 31.10 in the second. The top five had a total time of over one hour, much lower than times would have been in Cargolifter but still good for the new rules F1D models in this site.

The British were in pole team position, with Derek Richards and Nick Aikman both having made a pair of good flights to back up Geoff. The Ukraine were second team, with their models notable for sporting a neat variable pitch unit. In true Ukrainian fashion these were available for purchase at €80.

Earlier in the week the forecast for Saturday had been terrible - rain and a cold strong northerly wind - but when the day dawned it did not seem so bad. However, the air was much worse than the day before and it was cold, so that after several hours it felt very similar to the absolute cold of the Romania

salt mine. During the day there were only four flights over 30 minutes, with many models fighting against the turbulent air for times which were lower than their previous best two. Of the few to benefit today, Fabio Manieri from Italy moved up to second with 31.35 and Aurel Popa took third place with the 32.03, the best time of round 3.

Weather was brighter on Sunday but still cold. When it was realised that the possible times might again be low, the German team submitted a protest against an event on the Friday. Rainer Lotz had his round 2 flight disallowed when the model was judged underweight after a 31 minute flight (models and motors were being weighed after the flight, if the time had over 25 or more minutes). There was a question about the motor being weighed with the O-ring removed (the correct most precise way) but the model not having the O-ring added. The protest was disallowed because it had not been submitted immediately after the incident - which is required by the rules and also would have allowed further checking at the time. It would have made a big difference to Rainer's score and the German team position, since his next best flight was 9 minutes. He did improve on this score with a 26 minutes in round 5.

The round times had been moved earlier on Sunday, starting flying at 10.00, but few people flew early and there was a jam of people wanting to fly at the end of the round. Instead of allocating timekeepers to a team, a pool was established with a pair of timekeepers brought forward whenever a competitor wanted to fly. This used the available timekeepers to best advantage and generally worked well with little waiting time at except for a few busy periods. Conditions were better than Saturday but, while there was less turbulence, there was strong drift and some lengthy steers were required to bring models away from the sides - in particular the support pylons. Bob Bailey kept busy offering a recovery service for the models which were hung up in awkward places, successful in getting most of them back.

By contrast with Shraam's clear lead, there was a pack of people at the 61 minutes mark and it would be a close fight for second and third places. Jonas Romblad moved up to lead this group with 31.35, the highest time in round 5.

The final round, starting immediately after round 5 finished. Lutz Schraam reinforced his lead with a 33.13, a one minute improvement over his previous second best flight, and to demonstrate his good flying, this was the only flight in round 6 above 30 minutes. He was the only person to break the 30 minute barrier. The British team failed to improve on their first day times except for Derek Richards making 28.41, but this added only 6 seconds to his score and did not affect his or the team's position. By the end of the day the top three remained as Schraam, Romblad and Manieri. The team places were lead by Ukraine, with GB in the silver position just under two minutes behind and Romania taking bronze.

The prize-giving was held in the Dome at the end of the flying. The European Championship trophy (which most people had forgotten existed!) was awarded to Schraam and a new trophy donated by Laurie Barr was awarded to the winning junior, which went to Philip Lotz.

Despite the disappointing conditions on the second and third days, most people had appreciated the last minute hosting of the event in London and Laurie was thanked at the prize-giving with a Tshirt signed by all the competitors.

Open International

Flown concurrently with the Euro Champs. Notable for a double win by Daniel Billam and in F1D Clive King flew an EZB with reduced motor to meet F1D 0.6g rule and spaced with balsa.

F1D October 4 5 flew single flight

1	Bob Bailey	GBR	31.28
2	Ron Green	GBR	24.43
3	Clive King	GBR	10.02

F1M October 3 10 flew Best 2 from 6

1	D Billam (J)	GBR	18.10	17.59	36.09
2	G Kent	GBR	17.50	18.05	35.55
3	L Barr	GBR	17.32	17.42	35.14
4	M Green	GBR	15.36	15.29	31.05
5	J Billam	GBR	14.19	12.44	27.03

F1L October 5 13 flew

1	D Billam (J)	GBR	20.48	22.06	42.54
2	R Wilson	GBR	18.23	20.33	38.56
3	M Green	GBR	18.50	18.02	36.52
4	P Watt	GBR	18.39	17.52	36.31
5	R O'Neill	GBR	18.00	17.34	35.34

EUROPEAN INDOOR CHAMPIONSHIP 2003 INDIVIDUAL RESULTS

1	Lutz Schramm	GER	32.14	33.54*	29.37	0.00	30.22	33.13+	67.07	1	1	1	1	1	1
2	Jonas Romblad	SWE	30.04+	11.57	28.57	29.37	31.35*	18.16	61.39	3	24	9	8	2	2
3	Fabio Manieri	ITA	24.40	30.02+	31.35*	14.04	10.23	27.05	61.37	12	10	2	2	3	3
4	Aurel Popa	ROM	7.36	29.08+	32.03*	26.04	25.20	15.56	61.11	32	27	3	3	4	4
5	Oleh Korniychuk	UKR	30.08	30.44*	0.00	30.26+	27.19	16.30	61.10	2	3	5	4	5	5
6	Geoffrey Lefever	GBR	29.54+	31.10*	16.59	15.12	28.32	26.36	61.04	4	2	4	5	6	6
7	Peter Keller	SUI	26.38+	34.07*	0.00	21.12	0.15	10.37	60.45	9	4	6	6	7	7
8	Corneliu Mangalea	ROM	10.21	30.20*	25.30	0.15	29.49+	28.06	60.09	31	25	13	14	8	8
9	Oleksandr Kovalyov	UKR	29.12	30.55*	29.13+	23.08	26.11	28.20	60.08	5	5	7	7	9	9
10	Andras Ree	HUN	28.01	31.08*	0.00	0.17	28.28+	19.36	59.36	7	6	8	9	10	10
11	Derek Richards	GBR	28.35	29.37*	26.05	25.01	23.29	28.41+	58.18	6	7	10	10	11	11
12	Nick Aikman	GBR	27.43+	30.21*	5.43	0.00	0.00	26.26	58.04	8	8	11	11	12	12
13	Sergiy Mosolov	UKR	24.21+	33.27*	0.00	17.59	23.47	0.00	57.48	13	9	12	12	13	13
14	Gert Brendel	NED	0.00	0.00	30.47*	0.32	26.48+	24.19	57.35	0	0	34	35	14	14
15	Edward Ciapala	POL	18.17	24.19	26.24	28.24+	28.39*	26.30	57.03	24	23	18	15	15	15
16	Dezso Orsovai	HUN	17.30	0.09	27.37+	5.45	25.41	29.00*	56.37	26	34	27	28	22	16
17	Sven Pontan	SWE	19.37	26.03+	18.55	29.49*	0.00	18.27	55.52	22	19	25	13	16	17
18	Jean-Francois Frugoli	FRA	25.18	28.48*	5.35	22.43	26.30+	24.02	55.18	10	11	15	17	17	18
19	Rainer Lotz	GER	0.06	0.00	28.37*	9.17	25.59+	19.05	54.36	35	36	36	32	18	19
20	Slobodan Midic	SCG	14.48	28.13*	25.54	22.32	26.21+	23.52	54.34	29	21	14	16	19	20
21	Dan Amoraritei	ROM	1.07	23.46	26.08+	22.51	27.59*	22.10	54.07	34	33	20	23	20	21
22	Jan Dihm	POL	23.36	25.14	17.30	27.01*	26.47+	0.00	53.48	15	15	21	19	21	22
23	Werner Nimptsch	GER	19.31	26.14+	20.29	26.46*	19.02	0.13	53.00	23	18	24	18	23	23
24	Dieter Siebenmann	SUI	22.41	29.18*	0.00	6.17	1.21	23.24+	52.42	18	12	16	20	24	24
25	Didier Barberis	FRA	23.45	24.38+	20.13	18.34	6.54	27.17*	51.55	14	16	22	24	28	25
26	Daniel Medina-Mangas	ESP	21.11	27.40*	24.15+	12.59	0.00	5.51	51.55	20	14	17	21	25	26
27	Jerzy Markiewicz	POL	21.39	25.31*	19.45	18.04	24.55+	22.43	50.26	19	17	23	26	26	27
28	Mikita Kaplan	CZE	25.08*	25.01+	4.30	22.04	0.00	13.33	50.09	11	13	19	22	27	28
29	Zoltan Sukosd	HUN	6.50	21.24+	19.06	0.15	20.24	26.48*	48.12	33	30	30	30	32	29
30	Robert Champion	FRA	23.17+	22.19	21.13	24.16*	14.21	20.15	47.33	16	20	26	25	29	30
31	Klara Kaplanova	CZE	23.05*	19.53	10.12	22.32+	0.17	20.56	45.37	17	22	29	27	30	31
32	Pentti Nore	FIN	17.45	19.10+	24.48*	15.39	0.00	0.00	43.58	25	26	28	29	31	32
33	Franco Pianigiani	ITA	10.39	17.22	12.57	11.01	18.56+	23.03*	41.59	30	31	35	36	34	33
34	Giacomo De Angelini	ITA	15.10	17.12	13.42	10.05	18.58+	21.50*	40.48	28	28	33	34	35	34
35	Leif Englund	FIN	20.02*	5.47	16.59	18.30	18.59	19.39+	39.41	21	32	31	31	33	35
36	Zdenek Cinert	CZE	16.09	15.05	16.40+	13.51	12.40	19.07*	35.47	27	29	32	33	36	36
37	Harro Erofejeff	FIN	0.00	7.04	2.50	1.16	13.11*	13.04+	26.15	0	35	37	37	37	37
No.of best flights in each round			3	15	5	4	4	6							
No.of 2nd best flights in each round			6	8	5	3	10	5							
No.of scoring flights in each round			9	23	10	7	14	11							
No.flts exceeding 20 min			21	26	18	16	20	21	122						
No.flts exceeding 25 min			11	21	13	8	16	11	80						
No.flts exceeding 30 min			3	10	3	1	2	1	20						

EUROPEAN INDOOR TEAM RESULTS

Country	Abbrev	Total	Round-by-round places					
1	Ukraine	UKR	179.06	2	1	1	1	1
2	Great Britain	GBR	177.26	1	2	2	2	2
3	Romania	ROM	175.27	13	10	3	3	3
4	Germany	GER	174.43	7	8	7	4	4
5	Hungary	HUN	164.25	6	9	6	7	5
6	Poland	POL	161.17	5	4	5	5	6
7	France	FRA	154.46	3	3	4	6	7
8	Italy	ITA	144.24	8	6	9	9	8
9	Czech Republic	CZE	131.33	4	5	8	8	9
10	Sweden	SWE	117.31	9	11	11	10	10
11	Switzerland	SUI	113.27	10	7	10	11	11
12	Finland	FIN	109.54	11	12	12	12	12
13	Netherlands	NED	57.35	0	0	15	15	13
14	Serbia and Montenegro	SCG	54.34	14	14	13	13	14
15	Spain	ESP	51.55	12	13	14	14	15

JUNIOR EUROPEAN INDOOR CHAMPIONSHIP INDIVIDUAL RESULTS

1	Philip Lotz	GER	8.39	26.47*	19.30	24.20	22.20	24.53+	51.40	5	4	2	1	1	1
2	Mariusz Rogowski	POL	22.57	24.54+	23.40	26.12*	0.00	24.27	51.06	1	1	1	2	2	2
3	Krystian Jarczyk	POL	19.48	20.33+	19.59	23.00*	19.06	19.54	43.33	2	2	3	3	3	3
4	Michal Pukowiec	POL	18.56	19.33+	3.00	11.55	21.26*	18.33	40.59	3	3	4	4	4	4
5	Gabriela Kaplanova	CZE	14.47+	0.02	12.45	5.40	11.46	20.53*	35.40	4	5	5	5	5	5

ISRAEL FF CHAMPS, Beer Sheva, Aug 29-30

F1A 89 flew

1	Y Shelef	ISR	900	+630
2	R Herzberg	ISR	900	+535
3	D Berg	ISR	900	+441
4	B Lerer	ISR	900	+420
5	S Limor	ISR	900	+400
6	O Noon (J)	ISR	900	+397
7	Y Fux	ISR	900	+342
8	M Furman	ISR	900	+281
9	R Hausman (J)	ISR	900	+266
10	Y Titov	RUS	900	+241

F1A-Junior 24 flew

1	O Noon	ISR	900	+397
2	R Hausman	ISR	900	+266
3	A Studnik	ISR	900	+217
4	A Keren	ISR	900	+27
5	A Aharon	ISR	900	+9
6	A Salinson	ISR	870	

F1B 14 flew 13 full scores

1	O Weisfelner	ISR	900	+148
2	O Noon (J)	ISR	900	+143
3	V Man	ISR	900	+140
4	I Itzhak	ISR	900	+125
5	I Shichman (J)	ISR	900	+122

F1C 1 flew

1	O Cohen	ISR	770	
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VOLKSWIND, Hakeborn, Germany, Aug 29-31

F1A 74 flew

1	S Rump	GER	900	+60e	+300	+371
2	M Kosonozhkin	RUS	900	+60e	+300	+266
3	B Ryz	CZE	900	+60e	+300	+238
4	M Wachtler (J)	GER	900	+60e	+300	+131
5	G Aringer	AUT	900	+15e		
6	D Halbmeier	GER	886			
7	J Rabes	GER	882			
8	B Honig	GER	873			
9	A Schmidt	GER	867			
10	J Zarins (J)	LAT	860			
11	O Grigals (J)	LAT	853			
12	F Adametz	GER	849			
13	T Drozdowski (J)	POL	848			
14	T Weimer	GER	847			
15	W Gerlach	GER	845			
16	P Witkowski	GER	843			
17	J Schellhase	GER	839			
18	O Stoev	UKR	833			
19	J Melde	GER	830			

F1A-Junior 16 flew

1	M Wachtler	GER	900	+60e	+300	+131
2	J Zarins	LAT	860			
3	O Grigals	LAT	853			
4	T Drozdowski	POL	848			

F1B 28 flew

1	H Wagner	AUT	1260	+420
2	P Windisch	GER	1260	+366
3	B Silz	GER	1239	
4	T Seren (J)	GER	1229	
5	Y Waltonen	FIN	1218	
6	A Gey	GER	1215	
7	H Schoder	SUI	1206	
8	O Kilpelainen	FIN	1180	
9	H Hauptmann	GER	1176	
10	O Bukin	UKR	1168	

F1C 11 flew

1	M Nogga	GER	1260	+267
2	C Wachtler	GER	1260	+237
3	R Summersby	AUS	1178	
4	U Glissmann	GER	1080	

UNA CUP, BOSANSKI PETROVAC, BOSNIA-HERZEGOVINA, AUGUST 30

F1A 11 flew

1	D Zulic	SLO	635	
2	R Mimic	BIH	611	
3	S Limo	BIH	570	
4	M Omrcen	CRO	522	
5	A Vidensek	SLO	512	

F1A-Junior 0 flew

F1B 6 flew

1	D Zulic	SLO	701	
2	M Cabaravdic	BIH	690	
3	M Kapetanovic	BIH	540	

F1C 3 flew

1	N Pinjo	BIH	496	
2	K Jusufbasic	BIH	426	

CANADA CUP, BORDEN, CANADA, AUG 30-SEPT 1

F1A 10 flew

1	T Boiadjev	CAN	2320	
2	I Fradkin	USA	2293	
3	R Sifleet	USA	2266	
4	A Schlosberg	USA	2256	
5	C Lenartowicz	CAN	2251	

F1A-Junior 0 flew

F1B 9 flew

1	A Andriukov	USA	2400	+300
2	W Ghio	USA	2400	+254
3	T Linkosalo	FIN	2400	+209
4	J Clapp	USA	2311	
5	T Iorger	USA	2278	

F1C 4 flew

1	A Kirilenko	USA	2400	
2	B Gutai	USA	2272	

34TH INTERNATIONAL EIFEL POKAL, ZÜLPICH, GERMANY, SEPTEMBER 4-7

F1A 76 flew

1	A Hacken	NED	1230	+60e	+300
2	R Kreetz	NED	1230	+60e	+291
3	A Schmidt	GER	1230	+60e	+97
4	M van Dijk	NED	1230	+10e	
5	G Aringer	AUT	1230	+3e	
6	O Pshenychnyy	UKR	1222		
7	I Kreetz	NED	1219	+60e	
8	R Kleine	GER	1219		
9	H Fuss	AUT	1218		
10	K Van De Ven	NED	1215		
11	H Stoffels	GER	1203		
12	W Gerlach	GER	1197		
13	S Poawellsen (J)	NED	1194	+60e	
14	J Valo	FIN	1194		
15	S Spruytenburg (J)	NED	1193		
16	B Van De Kerkhof	NED	1191		
17	D Seren (J)	GER	1180		
18	V Isaenko	UKR	1178		

F1A-Junior 16 flew

1	S Poawellsen	NED	1194	+60e	
2	S Spruytenburg	NED	1193		
3	D Seren	GER	1180		
4	O Grigals	LAT	1125		
5	I Szentpeteri	HUN	1113		

F1B 47 flew

1	B Silz	GER	1260	+30e	+300	+420
2	J Vivchar	UKR	1260	+30e	+300	+371
3	P Ruyter	NED	1260	+30e	+300	+362
4	D Paff	GER	1260	+30e	+300	+333
5	A Zeri	NED	1260	+30e	+300	+324
6	H Helmbrecht	GER	1260	+30e	+300	+313
7	H Van Hoorn	NED	1260	+30e	+300	+297
8	V Rosonoks	LAT	1260	+30e	+289	
9	S Tedeschi	FRA	1260	+30e	+272	
10	R Seifert	GER	1260	+30e	+268	
11	M Woodhouse	GBR	1260	+30e	+257	
12	I Zilberg	GER	1260	+30e	+247	
13	R Trumpf	SUI	1260	+30e	+245	
14	V Virchar	UKR	1260	+30e	+231	
15	H Stoffels	GER	1260	+30e	+211	
16	H Meusburger	AUT	1260	+30e	+10	
17	F Voskens	NED	1254			

F1C 14 flew

1	A Roux	FRA	1260	+30e	+300	+356
2	M Nogga	GER	1260	+30e	+300	+329
3	R Summersby	AUS	1260	+30e	+300	+287
4	U Glissmann	GER	1260	+30e	+255	
5	C Gretter	GER	1260	+30e		

CUP OF AVIAPROM, OREL, RUSSIA, Sep 7-9

F1A 57 flew

1	I Zavgorodny	UKR	1260	+210	
2	M Kotenko	RUS	1260	+126	
3	V Stamov	UKR	1256		
4	A Zaseka (J)	RUS	1245		
5	V Lazarevych	UKR	1230		
6	M Kochkarev	RUS	1200		
7	A Kreysik	RUS	1198		
8	Y Titov	RUS	1197		
9	L Anokhin	RUS	1178		
10	A Khibin	RUS	1154		
11	V Bardin	RUS	1144		
12	V Volkov	UKR	1133		

F1A-Junior 6 flew

1	A Zaseka	RUS	1245		
2	V Pryanikov	RUS	1058		
3	V Vivchar	UKR	990		

F1B 28 flew

1	A Zastavenko	UKR	1260	+120e	+317
2	A Burdov	RUS	1260	+120e	+306
3	I Vivchar	UKR	1260	+120e	+184
4	O Kulakovskiy	UKR	1260	+98e	
5	M Kovalenko	UKR	1260	+79e	
6	R Khuziev	RUS	1260	+66e	
7	V Man	ISR	1252		

F1C 12 flew

1	A Babenko	UKR	1260	+120e	+420
2	A Drozdov	RUS	1260	+120e	+351
3	O Molchanov	UKR	1260	+120e	+157

TAÇA VON HAFE, Beja, Portugal, Sep 12-14

F1A 6 flew

1	P Marachovsky (J)	UKR	1260	+60e	+216
2	B Pereira	POR	1260	+60e	+197
3	J Abad	ESP	1203		

F1A-Junior 1 flew

1	P Marakhovsky	UKR	1260	+60e	+216
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F1B 5 flew

1	R Peers	GBR	1260	+134e	
2	S Tedeshi	FRA	1260	+106e	
3	A Kasiyorenko	UKR	1260	+41e	

F1C 0 flew

STONEHENGE CUP, Sculthorpe, Sep 20-21

F1A 35 flew

1	P Findahl	SWE	750	+222	+320
2	P Williams	GBR	750	+222	+207
3	R Hellgren	SWE	750	+210	
4	A Ball	GBR	750	+192	+222
5	J Cooper	GBR	750	+192	+205
6	J Carter	GBR	750	+186	
7	C Edge	GBR	750	+163	
8	A Jack	GBR	750	+135	
9	S Darmon	GBR	750	+119	
10	G Peck	GBR	750	+95	
11	D Bartle	GBR	732		
12	M Cuthbert (J)	GBR	730		
13	J Howick	GBR	718		
14	M Holmbom	SWE	714		

F1A-Junior 4 flew

1	M Cuthbert	GBR	730		
2	D Findahl	SWE	518		

F1B 24 flew

1	R Peers	GBR	1140	+300	
2	D Greaves	GBR	1140	+276	
3	P Martin	GBR	1132		
4	M Woodhouse	GBR	1127		
5	I Vivchar	UKR	1126	+300	
6	M Woolner	GBR	1126		
7	R Jones	GBR	1125		
8	K Salzer	AUT	1120		
9	P Ruyter	NED	1119		
10	B Spooner	GBR	1109		

F1C 8 flew

1	J Cuthbert	GBR	1140	+420	
2	R Baggott	GBR	1140	+297	
3	R Summersby	AUS	1140	+112	
4	A Jack	GBR	1091		

BMFA 5TH AREA CENTRALISED, SEPT 14

Open Rubber Team event (Plugge) 71 flew

1	J Hook	Crookham A	7.30+13.48
2	G Sharp	C/M	7.30+12.08
3	D Neil	Bristol & West A	7.30+10.05
4	G Ferrer	Timperley A	7.30+9.50
5	S Willis	Croydon	7.30+9.44
6	R Vaughn	Crookham B	7.30+8.57
7	N Allen	East Grinstead A	7.30+8.56
8	J O'Donnell	Timperley A	7.30+8.49
9	I Davitt	Morley A	7.30+8.10
10	J Godden	Morley B	7.30+7.34
11	G Turnbull	Vikings A	7.30+7.19
12	J Knight	Bristol & West C	7.30+7.06
13	D Greaves	Bristol & West B	7.30+6.26
14	T Hargreaves	Morley B	7.30+6.08
15	R C Pollard	Tynemouth	7.30+5.50
16	M Woodhouse	Vikings A	7.30+5.47

Open Rubber team event, Farrows Shield, 22 teams

1	Morley B	22.30+19.24
2	Morley A	22.30+17.14
3	Bristol & West B	22.30+15.00
4	E Grinstead	22.30+8.56
5	Bristol & West 'A'	22.25
6	Bournemouth	22.18
7	Tynemouth	22.12
8	Croydon	22.11

SLOP (Plugge) 27 flew

1	D Clarkson	Timperley	7.30+13.08
2	P Ball	Grantham	7.30+7.10
3	I Wilkinson	Morley	7.30+5.30
4	S Barnes	Morley	7.30+5.07
5	D Limbert	Morley	7.30+3.11
6	C Foster	Morley	7.30+2.27
7	A Oakley	Grantham	7.11
8	D Neil	Bristol & West	7.04
9	M Parker	Crookham	7.01

F1J 8 flew

1	S Screen	Birmingham	10.00+6.58
2	D Hipperson	C/M	10.00+5.30
3	R Baggott	Birmingham	10.00+3.59
4	J Thompson	Crookham	10.00+3.34

BMFA SOUTHERN GALA, The White Horse, (Manor Farm, Hackpen Hill) Sept 5

Report by Dave Hipperson for FFn

If the venue sounds like a pub then therein lies a story and its worth telling. A few weeks before this event, scheduled traditionally to fall on the first Friday in September at Little Rissington, Dave Greaves, co-organiser with Bristol & West Club members Gerry Pink and Bernard Aslett, were informed that because a film company had built a set on the drome free flight activity would have to be very limited. So limited in fact that it rendered the site unusable. This after an extortionate PSA licence of something approaching £400 had actually been paid!

Necessity being the mother of invention and now facing yet another BMFA postponement at best or cancellation at worst Bernard Aslett who had been aware for some years of a possible site just off the edge of the Marlborough downs, farm fields bordering a road he regularly drove, was galvanised into action. He located the land owner and immediately received a positive response when he asked him if he could use his Manor Farm fields on the day in question for the Southern Gala. There was a fee but very much in-line with typical PSA licence, virtually no other restrictions and doubtless a lot less paperwork! Furthermore the farmer then took it upon himself

to inform his neighbours of what was going on and not to worry if a few models strayed onto their property.

The area in question, approximately a square mile, is between the A4361 and the escarpment that forms part of the Ridgeway walk five miles north west of Marlborough. To make location easy and in good time for our meeting the Anglo Saxons had cut an attractive White Horse into the hillside! Surrounding this core area similarly uncluttered fields stretched away into the distance. All that was needed now was for dry weather as farm fields can be treacherous for cars in the wet and of course a wind in any direction but directly off the escarpment as clearly this would have rendered flying all but impossible. We got the dry - there had been no appreciable rain for weeks. As far as the wind, something very strange happened.

A considerable east south easterly breeze greeted us - the very worse direction - straight off the hill. As someone put it perfectly, we were about to use a slope soaring site the wrong way around! No one was in much doubt that turbulence would be horrendous as control was set up right under the hill. Indeed the signs were there immediately as close to the growing line of cars the stiff breeze was cut to a light drift. Thermistors and streamers were erected in the forlorn hope of measuring something and first flights began. By rights anything that flew should have been hit by the curl over and pushed to the ground but it didn't happen! There was a bit of rocking and rolling but nothing serious. Nowhere near as bad as Port Meadow earlier in the year or Barkston in a Southerly or even Rissington last time when many Open Rubber models actually crashed.

Power seemed totally untroubled, and the same with Rubber. Open Glider maxes were fewer but scores still quite good and a flyoff in AI! Even the Mini classes particularly Vintage faired well the majority of flights simply flying out gently across the first field in just the way they might had there been no obstruction up wind. It remains a complete mystery how such an obviously hostile contour had virtually no effect. It shows that there are still things about air flow that we have yet to learn. Most interesting.

The wind decreasing slightly and veering to the South and then blowing along the ridge rather than over it further improved the afternoon even if it did mean a move of control into a raw field with no grass track. This gave those with heavier vehicles some headaches but everyone got there in the end. This was the ideal place and should have been the first control point. Raised slightly above the downwind field but not so sheltered by the ridge the last couple of hours of the contest was pure Southern Gala.

Flyoffs there were but manageable and grouped together in two periods. First off Open Rubber, Open Power AI & CDH, then, Slow Open power ½A Power E30 and Mini Vintage.

Neil Allen consolidated his high ranking in the Senior Championships by qualifying for both groups. Still well on form in Power but topping Mini Vintage with a sensational flight from his Dynamite. Trevor Payne used his biggest (10ft span Nelson 4l power) model to take Open Power but only just and surprisingly disappeared whilst still up. Visibility was, even during the day, not all it might have been. John O'Donnell suffered too. He may well have made the longest Open Rubber flyoff - something a little short of half an hour, but was not seen long enough to win. Coupe d'Hiver was disappointing for everyone but Mays who flew last in air that improved towards the end to lift an average climb and glide on out of sight and still up.

Slow Open Power qualifiers flew close together. Parker's Dixilander made a perfect pattern but simply with insufficient glide for this time of the day. Kenward launched a little left and flat and rolled over to loose height but made a creditable score. Fairly neutral air greeted the E30 finalists, both models climbing well but Brigginslaw's having the legs on the glide in particular. This win gave him the Grand Slam of all three BMFA major E30 events this year. Later in the period John

Bailey produced possibly the most perfect power flight of the evening with his arrow straight F1J climb and perfect pull out. The model then glided like Payne's colossus, in huge circles even doing a few odd ones to the left half way through the repertoire - always a sign of a fine trim in perfect air. His score exceeded all other power models that night was great to watch and landed safely in the fields a little over two miles downwind.

The star performance of the day however came from Phil Ball who by the time of the flyoffs had qualified in Open Rubber and Slow Open Power. He and Allen were the only people that made two flyoffs. He didn't get the best air just slight help in Rubber but still won with a typical time of around a quarter of an hour. His flight was still well in sight when it DTed down from considerable altitude - nicely judged. A few minutes later in Slow Open power he seemed to have the others hypnotised into flying when he did - hence he won on performance with a still air flight. In so doing he became the first person ever to collect 30 BMFA Senior Champs points in one day as he had already won Catapult Glider! He so nearly made it a further record breaking four wins when, a flight short in HLG, the hooter for the end of the contest sounded. A few yards away from the box and needing only 49 seconds to win his fourth contest in one day! His Senior Champs lead is now massive, almost double the score of the two men behind him. This Southern Gala performance must rank amongst the most perfect of all time and frightening close to the yet unattained four full wins. He is the worthy Senior Champion.

There was a presentation but due to a clerical oversight (a member of the FFTC stood up to bravely take the flack) no certificates to award. However it gave winners an opportunity to shake the hands of those responsible for saving the Southern Gala and creating what has to be admitted was a successful if novel event. However the euphoria over the venue would be short lived if ever we were to try to use it in more conventional British Summer weather - that is wet. In that case even the grass 'set aside' surrounds to the fields would quickly become impassable and it would be necessary to fly the event from the central metalled road adjacent to the barns or simply walk out. Those attending any future contest at this site would do well to consider that this may be necessary. Come prepared like you might for Port Meadow.

All Open events 3x 3:00

Open Glider, Pilcher Cup, 14 flew

1	A Cameron	Crawley	9.00
2	M Dilly	Croydon	8.55
3	A Ball	Grantham	8.14
4	M Cook	Maidstone	7.58
5	W Colledge	Birmingham	7.53
6	G Madelin	C/M	7.32

Open Rubber, Flight Cup, 12 flew, 6 F/O

1	P Ball	Grantham	9.00+14.33
2	J O'Donnell	Timperley	9.00+12.14
3	T Dobson	Timperley	9.00+9.58
4	G Ferer	Timperley	9.00+8.51
5	M Stagg	Maidstone	9.00+8.29
6	S Darmon	Birmingham	9.00+2.44

Open Power, Short Cup, 8 flew

1	T Payne	Biggles	9.00+6.47
2	S Screen	Birmingham	9.00+6.37
3	N Allen	E Grinstead	9.00+5.18
4	P Watson	Birmingham	8.54
5	R Baggott	Birmingham	8.26
6	D Cox	Crookham	5.56

A1 Glider F1H, 9 flew

1	R Heap	Biggles	10.00+2.41
2	J Cooper	Biggles	10.00+1.47
3	B Lavis	Biggles	8.19
4	J Carter	Falcons	8.11
5	T Knight	Crawley	6.51
6	T Page		4.16

Coupe D'Hiver F1G, 19 flew

1	G May	C/M	10.00+4.31
2	E Challis	C/M	10.00+2.29
3	D Hipperson	C/M	10.00+2.19
4	A Longhurst	C/M	9.57
5	R Vaughn	3 Kings	9.45
6	D Oxborough	C/M	9.34

F1J:½A, Quickstart Trophy

1	J Bailey	Biggles	10.00+7.15
2	P Harris	Birmingham	10.00+4.21
3	E Hopgood	Crookham	4.51
4	F Chilton	Crookham	2.00

Mini Vintage, 18 flew

1	N Allen	E Grinstead	10.00+6.47
2	R Tiller	Bournemouth	10.00+4.29
3	C Strachan	Biggles	10.00+4.06
4	C Chapman	Bristol & West	9.48
5	J Minshull	C/M	9.46
6	J Knight	Bristol & West	9.39

SLOP, 9 flew

1	P Ball	Grantham	9.00+6.35
2	R Kenwood	Croydon	9.00+4.54
3	M Parker	Crookham	9.00+3.49
4	A Shepherd		7.54
5	M Sibson	Grantham	6.00
6	P Harris	Birmingham	5.40

CO2

1	I Davitt	Morley	10.00
2	S Philpott	Birmingham	7.49

E30

1	R Brigginsshaw	St. Albans	6.00+6.10
2	T Grey	C/M	6.00+5.20
3	P Lang	Maidstone	6.00+4.07
4	A Whitehead	Grantham	2.06

HLG

1	M Page	Peterborough	383
2	M Bennis	Peterborough	352
3	A Crisp	Biggles	351
4	P Ball	Grantham	334
5	J Oulds	Crawley	265
6	M Barford	CM	215

Catapult Glider, 8 flew

1	P Ball	Grantham	284
2	M Bennis	Peterborough	239
3	A Crisp	Biggles	205
4	E Drew	Bristol & West	180
5	D Brawn	Biggles	155
6	M Barford	CM	144

BMFA SENIOR CHAMPIONSHIP POINTS

Positions at end of Fifth Area event

1	P Ball	124.5	6	T Grey	48
2	J O'Donnell	60	7	S Screen	41.5
3	N Allen	59	8	A Ball	39
4	D Hipperson	52	9	G Ferer	38
5	S Philpott	49	10	P Harris	36

TEAM SELECTION CORRECTIONS

These are corrections to the team selection results given on page 74 of the July FFn. First, we had headed the item incorrectly - the event at Salisbury Plain on June 20-21 was the SECOND team selection for 2004.

Three corrections provided by BMFA are: In F1A Martin Gregorie's score was 981, in F1B, Joe Flynn's time was 1114, in F1C John Thompson's result was not shown (placed 7th with a time of 610, giving 18 points.

BMFA F1E JULY 20 8 flew

1	Trevor Faulkner	413%	3	Steve Philpott	363%
2	Robert Hart	407%	4	Peter Dolby	354%

CRANFIELD CLASSIC & PAISLEY TROPHY

Held at Newbigging, Aug 30-31, report by Jim Arnott

The weather on both days was excellent. A gentle breeze from the North was seldom more than 8 mph and it was warm and dry throughout the weekend. Models were being carried out over the Todholes Valley where the valuable crops had been harvested leaving only one silage field, to which we had access.

On Saturday, the Paisley Trophy was an all-in-open event. Bruce Duncan, Urlan Wannop, and Jim Arnott completed their full houses with Open Rubber models, along with George Blair flying a potent OS19 powered Gloworm. In the fly-off, Bruce was away early, flying his nostalgic Iraquis. Jim's Screwtop followed two minutes later. While the Iraquis missed the lift and was up and down in 4.39, the Screwtop centred in good air and continued climbing after the prop fold. After 10 mins the thermal decayed and the model started a slow descent from over 1000 ft, but too late to avoid the slope lift in front of Black Mount and at 19.59 it was clocked off as it disappeared into the standing cloud above the 1500 ft hill. George and Urlan declined the opportunity to fly away.

1	J Arnott	9.00+19.59	3	G Blair	9.00+ dnf
2	B Duncan	9.00+4.39	5	G Gilkes	8.47
3	U Wannop	9.00+dnf	6	A Tulloch	7.19

The Cranfield Classic on Sunday enjoyed similar good conditions. There were 14 Cranfield models present. The Gloworm continues to be most favoured with five examples. There were three Lucky Lindy's, and two of the others La Bestia, Mister Max, and Ascender No18. Although a narrow band of trees encroached into the flight line at 2.30 distance, maxes were landing in the large open ground beyond. Only one flight landed in the trees but this was enough to rob Ewan of a place in the fly-off. Four reached the fly-off. Alan Brown's No18 and George Blair's Lucky Lindy made good pattern flights in neutral air. Jim Arnott's Gloworm tightened badly on the motor run to finish low for a poor flight. Gordon Price's Gloworm had a tight spiral vertical climb into a bouyant patch of air. The model held height for several minutes before the thermal built and the Gloworm climbed away to go out of sight at 22.30. It was returned the following day, having been found on the outskirts of Biggar, six miles from the site.

1	G Price	9.00+22.30	Paw249	Gloworm
2	G Blair	9.00+3.30	OS15	Lucky Lindy
3	A Brown	9.00+2.52	ST g20d	Ascender No18
4	J Arnott	9.00+1.35	OS15	Gloworm

Certainly a weekend of fly-off excesses where a radio activated D/T would have been most welcome.

TIMPERLEY LEAGUE

Up to and including last day of SAM Europ Champs 25th Aug.

1	J O'Donnell	9 9 9 9 6 6 4	61
2	D Hipperson	9 9 9 9 6 6 3	57
3	G Ferer	9 9 6 6 4 4 3 3	44
4	C Foster	9 9 9 4 4 4 2 1	42
5	G Beal	9 6 6 6 3 3 2	35

OPEN RUBBER LEAGUE

Positions as of September 12. Remaining events Brumfly, Falcons Galas.

J.O'Donnell	9 8 6 6 6 4	35
P.Ball	9 9 9 3	30
G.Ferer	6 12 4 4 4 3	30
J.Arnott	18 6	24
W.Hodkinson	9 2 1	12

The above score presume that the windiest event will be the British Nationals and so points awarded at that have been doubled and shown in italics hence an *, a 12 and an 18 appearing. Scores underlined denote throw away scores as contestants can only count their best 5

BIGGLES LEAGUES 2003

Results to September 6. Breakdown of points from each event shown as number of points in each of the 5 or 6 events in order. Events still to count for both classes: Autumn and Brumfly

F1H

Flown: Northern, Easter, Nats, Oxford, Scottish, Southern

1	J Cooper	25	069406
2	B Lavis	19	634204
3	R Heap	16	006109
4	J Carter	12	000903
5	K Harrison	6	000060
5	J Oulds	6	000600
7	P Tribe	5	020300

F1J

Flown: Northern, Easter, Nats, Scottish, Southern

1	P Harris	17	90404
2	J Bailey	12	06006
3	A Brown	6	00060
3	A Jack	6	00600
3	P Woodhouse	6	60000
6	T McLaughlin	4	00040
6	C Hickmott	4	40000

2003 BMFA FREE-FLIGHT FORUM

The twentieth of the highly-successful BMFA Free-Flight Forums will be held in the Walmesley Room at the Holiday Inn, Coventry on Nov. 23rd, starting at 10 a.m. This is the day after the BMFA AGM and prizegiving at the same venue. It's an ideal opportunity to attend the AGM, enjoy the dinner, meet other flyers in a relaxed atmosphere and then follow it up the next day by catching up on the developments, techniques and aerodynamics of free-flight at what has become one of the annual fixtures of British model flying. Questions are welcome.

Among the topics to be covered will be F1H Gliders, Russian Thermal Detection Equipment, F1B Propellers, Hand-Launched, Catapult-, Boost and Discus-Launched Gliders, and several others. We are specially lucky to have Gerd Wobbeking over from Germany to present two papers, one on P-30 airfoil and turbulator testing in the CargoLifter hangar, and the other on the blunt leading edge tailplane airfoils he has developed for F1A and Slow Open power models.

Lunch will be available and the finish will be at around 5 p.m. The cost for the session will be just ¥8, with proceeds going towards the expenses of the teams that represent us at World and European F/F Championships. Pre-booking will ensure that you get a seat, so send your cheque, payable to 'BMFA F/F Team Support Fund', to the BMFA at Chacksfield House, 31, St. Andrews Road, Leicester LE2 8RE, marking the envelope 'F/F Forum'.

UK COMPETITION NEWS

FALCONS GALA will be at Barkston Heath on November 2. Events are Open Rubber, Open Glider, F1B, Combined Power (Timperley rules), Mini vintage. Start 9.00. Contacts: B R Peers 01270 560893, T Dilkes 01785 284368, J Cuthbert 01724 720911

COUPE EUROPA 2003 Coupe d'Hiver contest will be held at RAF Barkston Heath on Nov. 30th, 2003 starting at 10 a.m. Please note this is a change of date and venue from that provisionally announced.

This year F1G flyers will compete for the historic Aeromodeller Trophy and Vintage flyers for the AAA Cup, with awards for top junior and lady competitors.. National teams will compete for the Flitehook Europa Trophy, with the top-scoring three F1G flyers from each nation making up its team.

Entry - £7 (12 Euro) or £9 (15 Euro) for two classes; this includes airfield admission. Pre-entry fees will be £6 (10 Euro) per class, or £8 (13 Euro) for two. Fees for pre-entered overseas flyers can be collected on the field.

Organisation will be in the hands of Croydon & DMAC. For further information please contact David Beales on +44 (0)20 8858 2714 or e-mail; bealesw@aol.com or Martin Dilly on +44 (0) 20 8777 5533 or e-mail; martindilly@compuserve.com, or at 20, Links Road, West Wickham, Kent BR4 0QW.