

# Free Flight news



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**An FFn subscription renewal form is included on pages 127 and 128**

## DIARY

November 2 Barkston Heath <i>Venue is confirmed</i>	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	December 21 Church Fenton	Combined Tailless R/P, EOP, Vint R, Classic Power, F1J, V Glider, OG, SLOP, Vint Pwr, Comb E30+Classic G + MV R/P + BP; Comb OR+ OP, Comb C02+ CDH+ P30+ A1+ ½A. CD J Godden.
November 9 North Luffenham	BMFA Autumn Mini See August News from FFTC. F1H, F1G, F1J/BMFA½A, P30, E30 HLG, Mini-vintage, Cat.Glider, CO2. Also Walsall events Classic G, R, P, Brit.P.	December 28 Church Fenton	Combined Power includes OE, Vintage, P30/CDH, E30/C02, OG. CD D. Davitt
November 23 Holiday Inn, Coventry	BMFA Free Flight Forum. Start 10am. Contact: M Dilly, tel 020 8777 5533, e-mail martindilly@compuserve.com	January 4 Church Fenton	Combined Glider, Combined Power includes OE, P30/CDH. CD A. Kelly
November 30 Barkston Heath <i>Venue is confirmed</i>	Coupe Europa Coupe d'Hiver 10.00. F1G for Aeromodeller Trophy, Vintage for AAA Cup. Lady, junior and national team awards See FFn 0310. Contact D Beales +44(0)20 8858 2714 bealesw@aol.com or M Dilly +44(0)20 8777 5533 martindilly@compuserve.com or 20 Links Road, West Wickham, Kent BR4 0QW	February 10 (Tuesday)	Chobham Tree Chop. See FFn 0309.
December 16 (Tuesday)	Chobham Tree Chop. See FFn 0309.	February 17 (Tuesday)	Chobham Tree Chop. See FFn 0309.
		15 February Sculthorpe	BMFA Winter Open. O/P (Frog Senior), O/R, O/G, SLOP, EOP, Vintage. Contact: Mike Woodhouse 01603 457754 CD Michael Marshall
		7 March Area Venues	BMFA 1st Area. O/R, (Gamage), F1C (Halfax/Plugge), F1H Mini-Vintage(Plugge)

## FFn

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and note that if you pay online there is no need also to mail the subscription form.

Usually at this time I can offer the option to buy the latest NFFS Symposium Report via FFn. However, NFFS have recently changed personnel handling the publications and unfortunately they have not yet responded to confirm supply or price of the 2003 Sympo. Apart from not knowing the price I do not want to take your money in advance while the supply is in doubt, even though it will mean more work all round sending separate payments later. Hopefully I will have some news next month.

## RUBBER TESTING WITH CATAPULT GLIDERS

By Phil Ball

I think some of your readers might be interested in a new method of rubber testing that I used to compare the new Tan Super Sport against a known batch of high output Tan 2.

I decided to compare the rubber by timing the flights of two Catapult Gliders launched almost simultaneously on a calm late evening flying session. The method consisted of using two catapults one with Tan 2 and one with Super Sport and two CLGs of known comparable performance, I then launched both models as close together as possible and recorded the times and then swapped the catapults and repeated the exercise. These tests were then repeated several times with different samples from the rubber batches to increase the validity of the tests. The two CLGs were capable of flights around 60 and 70 seconds respectively when launched simultaneously using Tan 2 on the evening of the tests.

When the simultaneous flights using the Tan SS and the Tan 2 were taken the 60 sec model achieved a 60 secs average on Tan 2 but the 70 sec model only achieved 60 secs average on the Tan SS, when the catapults were switched the 60 sec model only achieved a 52 sec average on Tan SS and the 70 sec model achieved a 69 sec average on Tan 2.

I accept that these are only a rough guide to the rubber output but they are comparisons under flight conditions so I would have to say that Tan SS is about 15% down on good Tan 2. Using these results as a basis for use in my Open Rubber models I intend to reduce the motor length and strand up accordingly and also save my remaining Tan 2 for fly offs and use the SS for rounds flights!

## US NATS, 2003; TAKING A SECOND LOOK

Documentation provided by the Academy of Model Aeronautics and the National Free Flight Society following the conclusion of this year's National Championships makes for interesting reading for anyone interested in the health and future of free flight in the USA. A quick glance at the results has encouraged the development of a much more 'in-depth' analysis, because there appeared to be several significant trends, some of which have been merely a suspicion in the past – but are now demonstrable as clear facts.

The US Nats site, at the AMA headquarters at Muncie, Indiana, was host to competitors flying in 66 individual categories this

year – covering events run under AMA, NFFS and Old Timer (SAM) rules. However, the number of individual classes is a few less – 51, since the more popular classes are sub-divided to provide opportunities for Juniors and Seniors to compete in their own event. The US Nats is a five day session, Monday through Friday, with 10, 8, 10, 12 and 11 categories over the five days.

A notable change in recent years has been the arrival of much new blood, due in the main to the efforts of the NFFS team which is adopting a new approach to educating school and college students into the vagaries of this most abstruse of sporting activities. This year, the NFFS has taken further steps to encourage young people's participation by offering what are in effect subsidies in support of those enthusiastic enough to pursue model flying in an active and competitive way.

The results of this encouraging development were much in evidence at Muncie during the early part of the week. Prospective team members for next year's international (Junior) championships were encouraged to visit and fly. Special training prior to the event were followed by competitive trials where 'parental influence' was barred – to give the entrants the chance to make their own judgments on when to fly! Given that there have been times in the past when the flyer has been merely the person lobbying the model and acting under the instructions of a team manager, this innovative approach will be welcomed by many. In one sense, this year was a stressful baptism for some; the weather during the early part of the week was miserable – not particularly cold for the hardy types, but with rain and wind – and a horrid direction, which brought the start line into the lee of trees on the south west boundary of the field. Contestants were therefore subjected to much more rigorous flying conditions than many had experienced previously and although it may be that they are unlikely to find similar weather at a championships, it's still feasible. Better to learn something on home territory rather than in some foreign field many miles from home!

As luck would have it, from about 3pm on the Monday, the weather improved and conditions returned to the typical summer continental weather system with calm mornings, sunshine, increasing breeze around the middle of the day (usually) and respectable flying weather throughout. Rain finally arrived once more during the Friday afternoon prize-giving ceremony – nothing to dampen the spirits of those who'd had a week of fun and competition.

Now for a few numbers. On the negative side, it is becoming apparent that the proliferation of 'Gas' classes is taking its toll. On Monday for example, seven of the ten contests had mechanical motive power. Entry numbers in the power classes (6 internal combustion, one electric) were 165, but the average number of people actually recording any score at all (73), was between a one third and two thirds of entries – and mostly less than half. While this might have been affected by the poor weather on that day, similar turn-outs were evident during the rest of the week, when the weather was far superior for free flight activity. Closer examination of the score sheets tells a story; those who are good at the game start well – and go on, while those who have problems are discouraged to even complete their first three flights. Comments in a previous article on this topic apply; if you screw up one class, don't waste time persevering – move to another class!

Of course, there is a brighter side to the large number of entries – revenue for the AMA and NFFS! Better still, there is far less work to do at the contest table. But it's interesting to see what classes are finding support. Would you believe FAI? In the senior (A,B,C) classes for example, the percentages flying

were 86, 72 and 83! Given that the World Champs were on in Europe, with several prospective contestants away, it makes one think. Also, the 120 second classes were well supported, with 46 (38 out of 53 entries in Senior & Open; 7 out of 8 in Junior) flying in F1G - that's 74% overall.

Given that there were 842 returned scorecards over the five days, some events were especially popular and well supported. Old Time Catapult had 32 entries, with 23 flying (72%); Old Time Hand Launch, 29, with 14 flying (48%); Hand Held Catapult - Junior, Senior and Open events, 106, with 69 flying (65%); and Open Hand Launch Glider attracted 80 entries, with 51 recording scores (64%). The 'pig pen', particularly on Wednesday and Thursday, was very well populated during flying hours with both contestants and visitors, making these events fascinating for all who cared to visit. Maybe this is one event where free flight competitive flying could be classified as a spectator sport.

It's also pleasing to note that the other events which still drag in scorecards to the scoreboard are the rubber band classes. With all the tales of woe concerning the likely unavailability of good rubber, it's reassuring that people are not being put off flying these classes. Moffet (flown Monday in the rain) was 72% supported; Open Mulvihill (Wednesday, lovely weather) 71% and Old Time Rubber Stick, on the closing day, 63%. Compare these ratios with the power models; one has the sneaking suspicion that the organizers believe it's best to leave things alone. The multiplicity of classes generates revenue which keeps the show on the road. Cutting back the classes would merely result in the individual entry fees having to be increased from the current \$5 a 'pop'. That's assuming that flyers continue to enter in the optimistic hope that they WILL fly in the classes they've entered - one day.

Nevertheless, if one accepts the principle that competitive model flying is about scoring maxes - and eventually coming to the top of the pile by winning an event (and therefore beating those flying alongside you in the same class) surely it 'de-tunes' an event if you come third - and there were only three flyers! One can't help but feel that, with six engine displacement categories in AMA, a further three in 'Classic' models; six (from 1/4A to C, plus ignition) in Nostalgia; two in Old Timer; plus 020 Replica, Cargo, Payload and Pee-Wee 30 (ignoring for the moment the two Electric classes A and B), twenty-one engine-category classes is perhaps 'over-egging the pudding'? Of course, these are the views of an alien, but it would be interesting to hear the thoughts of US citizens on the topic. PSM

## OBERKOTZAU INTERNATIONAL, OBERKOTZAU, GERMANY, OCTOBER 11

### F1E 19 flew

1	F Draghici	ROM	500.00	+197
2	P Kuttler	GER	500.00	+113
3	I Crah	CZE	500.00	+100
4	S Puttner	GER	492.00	
5	A Draghici (J)	ROM	480.42	
6	F Mang	AUT	477.92	
7	D Petcu	ROM	463.78	
8	H Schuberth	GER	458.31	
9	W Dziuba	POL	457.78	
10	E Mang	AUT	447.92	

### F1E-Junior 3 flew

1	A Draghici	ROM	480.42	
2	D Bildea	ROM	400.56	

## RYBNIK CUP, LUBOMIA, POLAND, SEPTEMBER 26

### F1E 25 flew

1	M Popescu	ROM	473.33	
2	I Nosko	SVK	454.58	
3	J Morgala	POL	448.61	
4	F Kanczok	POL	435.69	
5	I Crha	CZE	432.92	
6	J Orel	CZE	423.33	
7	D Petcu	ROM	404.44	
8	J Smeringai	SVK	376.25	
9	E Mang	AUT	372.08	
10	S Ionita	ROM	366.67	

### F1E-Junior 4 flew

1	J Petcu	ROM	411.85	
2	D Benisz	POL	405.84	

## GOVERNOR'S CUP, LUBOMIA, POLAND, SEPTEMBER 27

### F1E 29 flew

1	F Kanczok	POL	496.67	
2	D Petcu	ROM	482.08	
2	M Popescu	ROM	482.08	
4	F Mang	AUT	449.17	
5	V Zima	CZE	436.67	
6	S Bochenki	POL	427.08	
7	F Draghici	ROM	408.33	
8	S Kubit	POL	406.67	
9	J Benisz	POL	401.81	
10	J Smeringai	SVK	392.92	
10	A Draghici (J)	ROM	392.92	

### F1E-Junior 5 flew

1	A Draghici	ROM	408.33	
2	M Noskowa	SVK	329.11	

## SUMMER CUP, STALOWA WOLA, POLAND, AUGUST 8-10

### F1A 24 flew

1	C Ziober	POL	1200	+120
2	V Lazarevych	UKR	1200	+104
3	J Kurgan	POL	1200	+63
4	K Tarka (J)	POL	1200	
5	S Kubit	POL	1187	
6	D Findahl (J)	SWE	1140	
7	O Pshenychnyy	UKR	1110	
8	J Sigitas	LTU	1103	
9	P Findahl	SWE	1099	
10	K Huber	POL	1091	

### F1A-Junior 10 flew

1	K Tarka	POL	1200	
2	D Findahl	SWE	1140	
3	G Domokowa	SVK	1045	
4	I Szentpeteri	HUN	1011	

### F1B 9 flew

1	A Zastavienko	UKR	1080	+120
2	G Laurynas	LTU	1080	+110
3	M Rolandas	LTU	1080	+33
4	I Virgiisus	LTU	1034	

### F1C 8 flew

1	Z Szablewski	POL	1080	+94
2	E Burek	POL	1080	+72
3	P Plachetka	POL	1070	
4	M Roman	POL	1063	

**VON HAFE, BEJA, PORTUGAL, SEPT 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 Marachovsky	UKR	1260	+60e	+216
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**F1B 5 flew**

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

**F1C 0 flew****CASTILLA LA MANCHA, LILLO TOLEDO, SPAIN, SEPTEMBER 20-21****F1A 6 flew 3 full scores**

1	J Valo	FIN	1260	+60e	+300	+420
2	K Kulmakko	FIN	1260	+60e	+300	+190
3	P Mcrakhovsky(J)	UKR	1260	+60e	+81	

**F1A-Junior 1 flew**

1	P Marachovsky	UKR	1260	+60e	+81	
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**F1B 7 flew**

1	I Kolic	YUG	1260	+187e		
2	S Tedeschi	FRA	1247			
3	A Kasiyanenko(J)	UKR	1194			
4	R Durendez	ESP	1099			

**F1C 1 flew**

1	M Luna	ESP	945			
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**KRKA CUP, NOVO MESTO, SLOVENIA, OCTOBER 10-12****F1A 45 flew**

1	Y Titov	RUS	1260	+60e	+300	+329
2	K Kulmakko	FIN	1260	+60e	+300	+322
3	A Van Eldik	NED	1260	+60e	+300	+286
4	C Bachmann	SUI	1260	+60e	+300	+284
5	F Kerner	HUN	1260	+60e	+300	+277
6	I Szentpeteri (J)	HUN	1260	+60e	+275	
7	K Evgeny	UKR	1260	+60e	+263	
8	D Terlep	SLO	1260	+60e	+261	
9	R Koglot	SLO	1260	+60e	+197	
10	B Ryz	CZE	1260	+60e	+178	
11	M Gruneis	AUT	1260	+28e		
11	R Blagojevic	SCG	1260	+28e		
13	B Rozman	SLO	1254			
14	B Bagari (J)	SLO	1210			
15	N Markovic	CRO	1209			
16	H Fuss	AUT	1207			

**F1A-Junior 9 flew**

1	I Szentpeteri	HUN	1260	+60e	+275	
2	B Bagari	SLO	1210			
3	S Stankovic	SLO	1174			
4	N Mekicar	SLO	1158			
5	A Cigut	SLO	1141			

**F1C 9 flew**

1	G Zsengeller	HUN	1260	+120e	+300	
2	M Karanovic	SCG	1260	+120e	+197	
3	R Truppe	AUT	1260	+120e	+29	
4	M Pavlov	SCG	1230			
5	K Brejc	SLO	1184			

**F1B 41 flew**

1	I Kolic	SCG	1260	+120e	+300	+331
2	Y Waltonen	FIN	1260	+120e	+300	+220
3	D Zulic	SLO	1260	+120e	+298	
4	H Wagner	AUT	1260	+120e	+239	
5	R Blagojevic	SCG	1260	+120e	+201	
6	T Hribar	SLO	1260	+115e		
7	B Markusic	CRO	1260	+100e		
8	D Terlep	SLO	1260	+98e		
9	B Bijelic	SCG	1258			
10	M Varady	HUN	1253			
11	M Bijelic	SCG	1247			
12	D Piber	AUT	1242			
13	Z Grepl	CRO	1232			
14	H Meusburger	AUT	1229			
15	L Hribar	SLO	1219			

**27TH ANNUAL SIERRA CUP, SACRAMENTO, USA, OCTOBER 17-18****F1A 18 flew**

1	R Limberger	USA	1260	+300	+420	
2	P Brun	USA	1260	+300	+397	
3	L Hines	USA	1260	+285		
4	B Van Nest	USA	1260	+206		
5	V Beschasny	UKR	1260	+200		
6	J Cooper	GBR	1241			
7	R Puhutka	USA	1236			
8	P Allnut	USA	1213			
9	T Coussens	USA	1184			

**F1A-Junior 0 flew****F1B 32 flew 20 full scores**

1	A Andriukov	USA	1260	+300	+420	
2	P Rouyter	NED	1260	+300	+371	
3	Z Anselmo	NED	1260	+300	+362	
4	J Fitch	USA	1260	+300	+351	
5	J Kosciarz	POL	1260	+300	+335	
6	I Kolich	YUG	1260	+300	+320	
7	R Rohrke	USA	1260	+300	+274	
8	L Norvall	USA	1260	+300	+270	
9	J Maklin	NZL	1260	+292		
10	W Ghio	USA	1260	+287		
11	O Kulakovsky	UKR	1260	+282		
12	B Piserchio	USA	1260	+263		
13	P Crowley	USA	1260	+251		
14	M Davis	USA	1260	+244		
15	M Schroedter	USA	1260	+239		
16	E Nelson	USA	1260	+229		

**F1C 17 flew 11 full scores**

1	E Verbitsky	UKR	1260	+300	+420	+546
2	R Archer	USA	1260	+300	+420	+492
3	D Galbreath	USA	1260	+300	+409	
4	B Gutai	USA	1260	+300	+392	
5	B Johannes	USA	1260	+300	+364	
6	R Simpson	USA	1260	+300	+344	
7	A Kirilenko	USA	1260	+300	+320	
8	D Shirley	USA	1260	+265		
9	B Servaites	USA	1260	+263		

**F1G 18 flew, 11 full scores**

1	J Clapp	USA	600	180	300	257
2	B Davis	USA	600	180	300	226
3	J Emery	USA	600	180	259	

**F1H 13 flew, 5 full scores**

1	M McKeever	USA	600	180	300	255
2	J Cooper	GBR	600	180	300	162
3	P Brun	USA	600	180	251	

**F1J 11 flew, 9 full scores**

1	E Carroll	USA	600	180	300	576
2	B Servaites	USA	600	180	300	555
3	D Shirley	USA	600	180	300	481

## BMFA 6TH AREA CENTRALISED, SEPT 28

### Team Open Glider Individual scores, Plugge 46 flew

1	P Tribe	Bristol & West A	7.30+3.53
2	R Jack (J)	Tynemouth	7.30+3.28
3	J Godden	Morley	7.30+2.42
4	P Ball	Grantham	7.30+2.08
5	P Robinson	Cleemac	7.30+1.33
6=	B Lavis	Biggles	7.22
6=	D Oldfield	Vikings A	7.22
6=	G Hart	Vikings A	7.22
9	W Colledge	Birmingham	7.01
10	A Jack	Tynemouth	6.54
11	D Neil	Bristol & West B	6.52
12	D Truluck	Vikings A	6.51
13	J Cooper	Biggles	6.50
14	N Lee	E Grinstead	6.43
15	R Marking	CVA	6.42
16	M Cook	Maidstone	6.40
17	A Cameron	Crawley	6.33
18	D Bartle	Morley A	6.26
19	J Cork	Falcons	6.17
20	G Peck	Cleemac	6.16
21	M Howick	Vikings B	6.15
22	S White	Bristol & West B	6.12
23	B Halford	Vikings B	6.08

### Team Glider Model Engineer, 17 teams

1	Vikings 'A'	21.35	7	Crawley	16.27
2	Biggles	19.42	8	Morley 'A'	16.09
3	Vikings 'B'	18.23	9	Maidstone	13.58
4	Bristol & W 'A'	18.10	10	Cleemac	13.46
5	Tynemouth	17.25	11	Morley 'B'	13.40
6	Bristol & W 'B'	17.12	12	E Grinstead	12.35

### F1C Astral 5 flew

1	S Screen	Birmingham	12.30+5.14
2	F Rushby	Cleemac	12.30+2.48
3	A Jack	Tynemouth	12.07
4	J Thompson	Crookham	7.07
5	R Baggott	Birmingham	6.54

### Tailless 5 flew

1	C Strachan	Biggles	7.30+3.12
2	S Willis	Croydon	7.30+1.54
3	R Moseley	Morley	6.13
4	R Tiller	Bournemouth	5.28
5	E Challis	Bristol & West	0.23

### F1G Coupe d'Hiver Plugge 48 flew

1	P Woodhouse	Morley	10.00+4.13
2	D Davitt	Morley	10.00+4.12
3	R. Pollard	Tynemouth	10.00+2.30
4	P Roughton	Biggles	10.00+0.08
5	C Chapman	Bristol&West	9.53
6	J Cooper	Biggles	9.52
7	S Willis	Croydon	9.50
8	J O'Donnell	Timperley	9.47
9	J Godden	Morley	9.44
10	D Oxborough	Crookham	9.36
11	N Rogerson	NWFFG	9.32
12	E Challis	Bristol & West	9.31
13	D Neil	Bristol&West	9.28
14	R Wilkes	Crookham	9.21
15=	G Sharp	C/M	9.15

15=	R Vaughn	Crookham	9.15
17	T Grey	C/M	9.11
18	J Watson	CVA	9.06
19	E Flynn	NWFFG	8.55
20	N Allen	E Grinstead	8.53
21	I Davitt	Morley	8.52
22	J Minshull	Brighton	8.43
23=	J White	Croydon	8.37
23=	M Stagg	Maidstone	8.37

## BMFA THIRD TEAM SELECTION EVENT, SCULTHORPE OCT 4-5

### F1A 14 flew

1	A Ball	Grantham	1031+246
2	M Fantham	Richmond	1031+212
3	J Williams	Birmingham	1009
4	C P Williams	Richmond	1002
5	J Carter	Falcons	988
6	D Bartle	Morley	984
7	P Ball	Grantham	916
8	A Jack	Tynemouth	880
9	M Dilly	Croydon	836
10	R Jack (J)	Tynemouth	769

### F1B 9 flew

1	P Martin	Tynemouth	1049
2	K Chamberlain	Grantham	1048
3	R Peers	Falcons	1037
4	D Greaves	Bristol&West	1013
5	B Aslett	Bristol&West	954
6	B G Martin	Tynemouth	951

### F1C 4 flew

1	P Harris	Birmingham	1050
2	R Baggott	Birmingham	1025
3	P Ball	Grantham	689
4	S Screen	Birmingham	425

## BMFA TOTAL SELECTION POINTS FOR 2004

### F1A

		Comp 1	Comp 2	Comp 3	Total
1	M Fantham	14	50	40	90
2	A Ball	30	40	50	90
3	M Dilly	50	8	16	66
4	D Bartle	40	25	19	65
5	J Williams	25	10	30	55
6	C Edge	17.5	30	12	47.5
7	C P Williams	20	14	25	45
8	J Carter	19	17.5	20	39
9=	A Jack	13	19	17	36
9=	P Chamberlain	16	20	13	36
11	P Tribe	17.5	15	-	32.5
12	M Cook	9	16	14	30
13	R Jack (J)	11	9	15	26
14	M Cuthbert (J)	6	17.5	-	23.5
15	W Colledge	12	11	-	23
16	S Darmon	15	6	-	21
17	P Ball	-	-	18	18
18	D Oldfield	-	13	-	13
19	M Gregorie	-	12	-	12
20	J Howick	-	-	11	11
21=	B Taylor (J)	5	5	-	10
21=	T Nicholson	10	-	-	10

\* Places 1 & 2 were decided by a fly-off .



## F1B

1	K Chamberlain	50	16	40	90
2=	R Peers	20	50	30	80
2=	M Woolner	40	40	16	80
4	P Martin	25	13	50	75
5	D Greaves	19	25	25	50
6	B G Martin	17	30	19	49
7	T Grey	30	14	18	48
8	B Aslett	16	18	20	38
9=	M Evatt	15	20	-	35
9=	J Flynn	18	17	17	35
11	D Billam (J)	14	15	-	29
12	M Woodhouse	-	19	-	19

## F1C

1	J Cuthbert	40	45	-	85
2	P Harris	19	25	50	75
3	S Screen	20	45	25	70
4	R Baggott	-	20	40	60
5	P Ball	25	30	30	60
6	N Allen	50	-	-	50
7	P Chapman	17	19	-	36
8	P Watson	30	-	-	30
9=	P Rowledge	18	-	-	18
9=	J Thompson	-	18	-	18

\* Places 4 & 5 were decided by the toss of a coin.

## Trophy winners

F1A M Fantham, F1B K Chamberlain, F1C J Cuthbert

## BMFA PLUGGE CHAMPIONSHIP POINTS

After Sixth Area event

1	Morley	2733	11	Grantham	767
2	Bristol & West	2346	12	Croydon	720
3	Biggles	1764	13	NWFFG	674
4	Crookham	1633	14	Crawley	639
5	Vikings	1377	15	C.V.A.	627
6	Birmingham	1332	16	Maidstone	456
7	Cleemac	1107	17	Falcons	403
8	Timperley	1098	18	Bournemouth	255
9	E Grinstead	897	19	Novos.	88
10	Tynemouth	837	20	Brighton	56

## BMFA SENIOR CHAMPIONSHIP POINTS

Positions after 3rd Team selection

1	P Ball	129.5	16=	C Strachan	30
2	J O'Donnell	60	16=	J Carter	30
3	N Allen	59	18	M Dilly	29
4	D Hipperson	52	19	J Cooper	27
5	S Philpott	49	20	D Davitt	26
6	S Screen	48.5	21=	F Rushby	25
7=	A Ball	48	21=	G Sharp	25
7=	T Grey	48	25	A Jack	24
9	P Harris	40	24=	P Woodhouse	22
10	G Ferer	38	24=	R Briggshaw	22
11=	M Bennis	34	26	B Lavis	21.3
11=	T Payne	34	27=	D Clarkson	21
13=	I Davitt	33	27=	P Watson	21
13=	R Baggot	33	29	J Cuthbert	19.5
13=	R Peers	33	30	R Heap	19

## NEWS FROM BMFA FF TECH COMMITTEE

### 1 BMFA Free Flight Calendar 2004.

The BMFA calendar for 2004 has now been released, and is available on the FFTC web page [www.vengi.demon.co.uk](http://www.vengi.demon.co.uk) and printed below. It is still subject to some confirmation on venues; these are being booked at the present time. However, the FFTC are pleased to advise that the Barkston dates have been confirmed, including the Nationals.

The expansion of the Plugge events for 2003 appeared to have been very popular, with a significant increase in the numbers flying. This format has been repeated for 2004.

Other items to note are:-

1. The Easter event is now a two day BMFA contest, not a one day event plus selection trials.

2. The three team selection events are all two day events. The second one has been put further back to avoid 2004 team members having to fly a selection event only a few weeks before setting off for the Euro Champs.

3. The 6<sup>th</sup> area meeting has been put back by a couple of weeks to avoid the concentration of events in late Sept/early October.

### 2. Southern Gala-we must be careful.

Following the success of the Southern Gala at the rearranged venue, the organisers learned of two matters of concern:-

A/ A farmer complained that a gate had been left open, and that his horses had escaped-fortunately he managed to recapture them without any harm done, but he was justifiably annoyed. Bernard Aslett went to see him and hopefully managed to calm the situation. Bernard noted that there was a public bridle way through the field, and it could have been someone other than a modeller, but the farmer had seen models in his fields, and was convinced that it was a flier who had left the gate open..

B/ The authorities and local model club at Wroughton Airfield complained that a flier had climbed the perimeter fence to retrieve a model. This was presumably following the Fly-Offs, when the wind had swung towards Wroughton.

These two occurrences just demonstrate how easy it can be to jeopardise the use of a flying field, especially one that has been used for the first time-everyone must be very careful to act carefully and sensibly, especially when off the flying site.

### 3 Awards Certificates.

Award certificates from the 'Area Centralised' events have now been dispatched from the BMFA office. That is the good news; the bad news is that the certificates issued to some people may not necessarily be the ones that they are entitled to!

If you have received the wrong Award Certificate and require the correct one, please contact Peter Tribe. ([peter.tribe33@virgin.net](mailto:peter.tribe33@virgin.net))

The FFTC consider that, in order to supplement the certificates at prizegiving, the presentation of a bottle of wine might be appropriate.

### 4 BMFA F/F Contest Entry Fees

Contest entry fees for 2004 remain as for 2003-£3 for Area Centralised events, £5 for other events plus £3 for additional classes. Two day Team selection events £10. The Contest License is to be discontinued.

### 5 Free Flight and Epsom Downs

Many of you will have seen the recent flurry of activity in connection with model flying at Epsom.

It is understood that the local MP and newspaper put out a story which raised concerns of danger to the public. The result has been that Roger Bellingham and the local RC flyers have been negotiating with the local authorities, but, as far as is known, without fully taking into account the interests of Free Flight.

This is a local issue that Martin Dilly is coordinating; it is important that no-one takes any precipitous action by themselves which could inflame the situation. Please contact Martin if you feel that you are able to help.

## 6 Supermax

The 'Supermax' is a scoring system that was introduced into the International Contests procedures a few years ago, and which has subsequently gained a reputation for unpopularity.

The International F1A/B/C rules cannot be amended until the January 2006 season, but the FFTC is preparing a proposal to put to CIAM next Autumn for deliberation at the Plenary meeting in 2005.

Your views upon this matter would be appreciated by the FFTC.

## 7 GBR Team Managers for 2004

Elsewhere in this issue of FFN is an announcement requesting application for team and assistant team managers for the F1A/B/C and Junior Championships for 2004. The FFTC are seeking applicants who can continue the excellent work that Martin Dilly, Chris Edge and John Cuthbert have done in the past year, including team training before the event.

The appointment is for a calendar year to ensure continuity throughout the year, especially when some preparation work is required for the subsequent year's Championships.

As you may be aware, Martin Dilly, GBR Team Manager since the early twenties (so we are informed) has made the F1A team for 2004, and so we will be missing his organisational and management skills this time round. However, this is an opportunity for others to take up the challenge. Applications to Chris Strachan before 20<sup>th</sup> December, please.

## BMFA CONTEST CALENDAR 2004

15 February  
Sculthorpe Winter Open. O/P (Frog Senior), O/R, O/G, SLOP, EOP, Vintage. Contact: Mike Woodhouse 01603 457754 CD Michael Marshall

7 March  
Area Venues 1st Area. O/R, (Gamage), F1C (Halfax/Plugge), F1H Mini-Vintage(Plugge)

28 March  
Area Venues 2nd Area. O/G, F1B (Weston/Plugge), F1J/BMFA1/2A (Plugge) HLG, Catapult Glider

4 April  
TBA Northern Gala. O/G (CMA), O/R (Caton), O/P (Hamley), SLOP, F1G, F1H, F1J/BMFA ½A, Mini-vintage, CO2, E30, HLG, Catapult Glider. Contact and CD: Denis Davitt, 0113 2675433

10/11 April  
Salisbury Plain Easter Meeting Open, Mini and Club Championships. 10th O/R. O/G, O/P, Vintage, HLG, Catapult and Club Championships. 11th F1G, F1H, F1J/BMFA1/2 SLOP, Mini Vintage. Contact: Peter Tribe 01225 862748

24/25 April  
Barkston Heath Team Trials. F1A, F1B, F1C. Contact Mike Woodhouse

2 May  
Near Sheffield F1E. Contact & CD Steve Philpott, 0121 354448

16 May  
Area Venues 3rd Area. O/P&SLOP combined (White), F1A (K&MAA/Plugge), F1G, Vintage (Plugge)

29/30/31 May  
Barkston Heath

National Championships. O/G (Thurston), O/R (Model Aircraft), O/P (Shelley), SLOP (Falcons) Tailless (Lady Shelley), Womens Open (SAA), Junior Open (Frog Junior), F1A (Ronytube), F1B (Fred Boxall), F1C (Eddie Cosh), Vintage (Jubilee), OEP, E.30, Junior Kit (rubber, glider), Windrush, Bowden, F1H (B.A.), F1G (308), F1J/BMFA1/2A (Hales), Mini-vintage, HLG (Nats), Catapult Glider, CO2 (Sparklets), P30 Plus Junior championships (Heather). Contact Mike Woodhouse 01603 457754

6 June  
Near Sheffield F1E Contact & CD Steve Philpott, 0121 354448

13 June  
Area Venues 4th Area. O/P&SLOP combined team (Keil/Plugge), F1B (Gutteridge), F1H (Plugge), CO2, EOP

27 June  
Near Sheffield F1E S.M.C. Trophy. Contact & CD Steve Philpott, 0121 354448

11 July  
Near Sheffield F1E. Contact & CD Steve Philpott, 0121 354448

18 July  
Barkston Heath Summer Mini. F1H, F1G, F1J/BMFA ½A, P.30, E30 HLG, Min-vintage, Catapult Glider, SLOP CO2,

28/29  
August Salisbury Plain Team Trials. F1A (D, Brawn), F1B, (m. Duce) F1C (P. Buskell). Contact Peter Tribe 01225 862748

3 September  
(Friday) Little Rissington Southern Gala. O/G (Pilcher), O/R (Flight), O/P (Short), F1H (Ripmax), F1G, F1J/BMFA1/2A (Quickstart), SLOP, Mini-vintage, E.30, CO2, HLG, Catapult Glider

5 September  
Near Sheffield F1E. Contact & CD Steve Philpott, 0121 354448

12 September  
Area Venues 5th Area. O/R Team (Farrow/Plugge), F1A (S.M.A.E.), F1J/BMFA1/2A, SLOP (Plugge)

18/19  
September Sculthorpe Stonehenge Cup. F1A, F1B, F1C. World Cup Event. Contact: Mike Woodhouse, 01603 457754

2/3 October  
Sculthorpe Team Trials. F1A, F1B, F1C. Contact: Mike Woodhouse, 01603 457754

10 October  
Area Venues 6th Area. O/G Team (Model Engineer/Plugge), F1C (Astral), F1G (Plugge) Tailless

24 October  
F1E Reserve. Contact & CD Steve Philpott, 0121 354448

## Other Trophies

### Senior Championship

Aeromodeller Power Bowl	First place F1C team selection
Aeromodeller F1A	First place F1A team selection
Premier Shield	First place F1B team selection
W. Rockell Memorial	Top place F1B championships
J. McCann Memorial	Top place F1C championships
Dick Johnson Memorial	First place F1C Stonehenge Cup

## FREE FLIGHT GBR TEAM MANAGERS

Applications are invited for the following Team Managers:

1. Team manager and Assistant Team Manager for the F1A/F1B/F1C European Championships to be held in Rumania from 25th to 31st July 2004
2. Team Manager for the Junior F1A/F1B/F1J/P World Championships, expected to take place in France during mid-August 2004.

The appointments will be for a calendar year, and the selected managers will be expected to undertake any preliminary organisation that becomes necessary for the 2005 championships during their term of office.

Applications, together with a CV, should be sent in writing to Chris Strachan, FFTC, 56 Way Lane, Waterbeach, Cambridge CB5 9NQ, by not later than 20th December 2003.

## UK AIRFIELDS SURVEY, AN UPDATE.

This survey based upon 'A Catalogue of UK Airfields' published on the internet under 'http://www.homepages.mcb.net/bones/06 airfields/uk.htm' which lists 1658 known flying sites is nearing completeness. To complete the Survey just four counties need volunteer surveyors. These are: Cambridgeshire, Hertfordshire, Norfolk, Somerset.

Any volunteers for these should contact: Dave Clarkson, 108 Lincoln Towers, Middle Hillgate, Stockport SK1 3PQ and I will supply your county listing and a set of instructions.

So far I have county surveys for about 50% of the country with 15 potential sites identified, sadly none of these FF Contest suitable. However quite a few people have found trimming sites. Just four counties left and we will have a complete survey for England and you also might have a flying site. Please volunteer.

## BRUMFLY, NORTH LUFFENHAM, OCT 12

### Open Glider 7 flew

1	A Ball	7.30
2	J Carter	6.47
3	T Nicholson	6.31
4	P Seeley	6.01
5	D Beales	5.09
6	S Philpott	5.05

### Open Rubber 8 flew

1	J O'Donnell	7.30+8.15
2	W Hodgkinson	+4.25
3	B Horsley	7.30
4	P Ball	5.00
5	K Best	4.22
6=	A Wells	2.30
6=	G Ferer	2.30

### Open Power 1 flew

1	T Payne	5.00
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### F1H 6 flew

1	R Heap	6.00
2	B Lavis	5.14
3	J Howick	4.36
4	N Parry	4.13
5=	R Sparrow	2.00
5=	J Carter	2.00

### F1J/1/2A 7 flew

1	P Watson	6.00 + 3.10
2	J Bailey	6.00 + 2.20
3	A Hall	5.35
4	C Foster	4.00
5=	R Baggott	2.00
5=	P Woodhouse	2.00

### SLOP 10 flew

1	D Limbert	7.30+3.05
2	S Barnes	+2.50
3	P Woodhouse	+2.42
4	J Billam	7.20
5	M Sibson	6.07
6	A Evans	5.03

### Mini- Vintage 9 flew

1	C Strachan	6.00
2	P Seeley	5.52
3	M Dixon	5.42
4	D Brawn	2.59
5=	R Vaughn	2.00
5=	D Beales	2.00
5=	B Nicholson	2.00

### HLG 1 flew

1	M Benns	2.00
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### F1G 7 flew

1	J Barker	6.00
2	C Strachan	5.56
3	M Chilton	4.28
4	R Sparrow	3.55
5=	D.Oxborough	2.00
5=	R Vaughn	2.00

### Catapult Glider 4 flew

1	M Benns	4.34
2	J Barker	3.31
3	A Dunsterville	2.39
4	P Tolhurst	2.25

### Gala Champion

C Strachan

## OPEN RUBBER LEAGUE.

Positions as of October 26. Remaining event: Falcons Gala.

J O'Donnell	9 9 8 6 6 4	38
P Ball	9 9 9 3 3	33
G Ferer	6 12 4 4 4 3 0.5	30
J Arnott	18 6	24
W Hodgkinson	9 6 2 1	18

The above scores continue to 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 8, a 12 and an 18 appearing. Scores underlined denote throw away scores as contestants can only count their best five.

## TIMPERLEY LEAGUE.

Up to and including Brumfly October 12.

1	J O'Donnell	9 9 9 9 9 6 6	66
2	D Hipperson	9 9 9 9 6 6 6 3	57
3	C Strachan	9 9 9 6 6 4 4 4	51
4=	G Ferer	9 9 6 6 4 4 3 3	44
4=	C Foster	9 9 9 4 4 4 3 2	44
5	G Beal	9 6 6 6 3 3 2	35

Chris Strachan's name should have appeared on this leader board before now. An oversight due to an entirely manual system. (That is I have to read all the results from all the contests and spot leading contenders from the start of the season. Chris got missed because he got off to a slow start.) From the way scoring is going it would appear that more people are making a conscious effort to acquire points than in recent years. As co-ordinator I am delighted with this trend, it makes the job much more interesting and encourages me to continue with it. Keep it up and good luck to all in the final events remembering that the season ends on 16th Dec. so that the last counting Sunday will be the 14th Dec. DH

## TIMPERLEY GALA - CORRECTION

From John O'Donnell:

Regrettably the results published in FFN 0309 omitted David Brawn from the Vintage flyoff listing. Although reporter Dave Hipperson had taken accurate notes on the field, he overlooked DB's name and score when typing out the results for publication.

We have been asked by DB to put the record straight. However, he reckoned that his flyoff (with a Lulu) was 1 minute 52 seconds, which would have secured third place (and prize). Both DH's notes and the actual score sheets show 20 seconds less. As the flight cards have been discarded they can not be checked. This leaves us with a problem.

Whilst sympathetic, we have decided that the time recorded on the day (on the score sheets) must stand. However we propose to 'soften the blow' by awarding DB an appropriate prize regardless. Of course it will have to fit in an envelope to be posted to Tenerife!!

## CORRESPONDENCE

From Dave Clarkson:

This concerns the posting of Pim Ruyter bugs for repair. I think the enclosed letter from Pim makes the situation clear. It appears that we have a thief operating within the Post Office who is opening padded envelopes addressed to Pim and removing the Euro 15 repair fee. Pim's advice about packaging is very appropriate:

Hereby your repaired beacon. You wrote me that you enclosed Euro 15,- with the Beacon. When your Beacon arrived the envelope was open and the money stolen.



Be aware that the soft envelope is very easy to open. Next time you send me money, seal the envelop with tape so it will be difficult to open. Up to now I have experienced a couple of times that money is stolen from letters send from the UK, never from other countries!

The repair was an easy one therefore I do not ask you to resend money again. Next time you better safeguard your mailing.

Pim Ruyter

### *Supermax by Dave Hipperson*

Interesting to read Mike Warren's concerns about the confusion over the Super Max currently applied to World Cup and Championship FAI events. Just as edifying your explanation - all quite clear of course but seemingly not so to a great many of the contestants on that and other days. Can we ditch this idea and use something else? I can think of nowhere in the field of competition of any kind, either hobby or professional sport where the ultimate outcome is so clouded from the start. Even the Tour de France is easier to understand! Indeed the entire concept goes against the natural rhythm and evolution of an event and its crescendo to the final stages.

The Super Max - what a misnomer - deflates the balloon right away, complicates the score board beyond belief and it would seem, still confuses many of those participating let alone any interested bystanders. I can remember when something similar was first used at the Midsummer Nights Trophy and the Eifel Pokal World Cup events back in the 80s. I flew in some of those and it was a hollow feeling when you made the initial big max and an even worse one when you didn't. It un-balanced the contest from the start not to mention the confusion, but most worrying of all it created a sort of under class of competitor with little apparent hope of catching up.

If the larger maxes counted as simply bigger flights the perception at least would be that the contestant that dropped might still be in with a chance and perception is very important. After all we do this for enjoyment. Many of us take it extremely seriously of course but we don't make our living from prize money! The most tangible commodity the competitor can expect to come out of an event is a set of results hopefully with his name on or about the top. There should remain plenty of scope for a scenario of steadily increasing tension as flyoffs approach. Having part way decided the tie break may be very practical in terms of controlling the length of the day but it makes for a less exciting and for some positively dull not to mention confusing finish. I appreciate that simply increasing or decreasing a max size can dramatically effect the final outcome and could be seen to allow the organisation to adjust things tactically possible to benefit a certain individual - hence this current tie break idea. However the Super Max has taken us too far in the other direction.

The extraordinary events that unfolded at the 1960 World Power Championships when engine performance momentarily stepped up beyond the scope of the rules and no less than 5 men were locked in multiple flyoffs until lack of light had to make it a tie, are your FAI history. An organisational nightmare at the time of course and we would hardly want to emulate such things on a regular basis but how many contests even World Champs in the last few years will be remembered at all let alone with such affection - perhaps only Fuzeev winning with his folder!

From what I have heard the World Champs final flights were all a bit of a confused and hurried too. This should never happen let alone at a Champs. The rules should preclude this

situation being so much as a possibility just as strictly as they control what the contestants can and cannot do. Construct the rules to present a spectacle as well as a result and at the same time keep them simple enough to be clear to everyone.

As a start why not increase the max flown during the day to something a little more challenging like 4 minutes - there is usually room at these major meetings and loads of people simply itching to help retrieve. Reduce the number of flight to five. Three as early morning as possible and then two late evening, then program flyoffs with enough time allowed for their setting up - possibly the next day - and allot them a properly announced programme so that everyone knows where they are right from the start. Fly to a big and increasing it. Start at 6 minutes with steps of 2 or even 3 minutes once again early morning or late evening. At present fly-offs too often appear as an ad-hoc arrangement tacked on at the end with little planning and this shows insufficient respect for the calibre of the contestants you are dealing with.

However before all this decide what it is you are testing - man or machine? I could make it much easier.

## **CLOUD TRAMP POSTAL COMPETITION 2003**

Report by Jim Moseley

My thanks to all who took part in this low key 'fun' contest - with 54 entrants and supporters it has made a significant move forward from the 2002 event and ... with 352 people taking part in the Mimloct Mass Launch this year .... hopefully interest and participation will continue to grow into the future. I classify 'supporters' as those who made the attempt to compete but were unable to complete their five flights and I hope that they will return next year and have more success with their Cloud Tramps. It was pleasing to have substantial support from Norway and Sweden, which boosted the international support to a total of six countries.

It's readily apparent that everyone had a lot of pleasure with their CT's and, rather than take segments from individual replies and blend them into a general report, I'm reproducing some comments in the fliers' own words. However, many have shown that this very simple, basic airplane can be trimmed out for consistent flights in excess of one minute, which is probably more than Charles Grant expected from a design that saw its origins way back in the '30's., but I have to remark on that of Mike Thomas who has perhaps the only Cloud Tramp fitted with a dethermaliser ... not an affectation but a very necessary item as the model turns in regular flights of two minutes or more before being so terminated. I have watched some flights captured in full on video and it's most impressive to see his model soar for such long periods before the d/t kicks in, and he is a most worthy winner of the contest.... but others also turned in some very impressive thermal flights, as will be seen below.

Mike commented that he flew on one of those rare warm, calm days when gentle lift was in abundance - almost a 'standing thermal' and he took full advantage of this, both with the CT and other models flown in the World Wide Postal classes.

Once again, I thank you all for taking part and I hope you'll come back.. with at least one friend ... and do it again next year. Spread the word! Everyone had fun, which is the sole purpose of this event and which makes the running of it a pleasure for me.

A final note.... There is an identical-format CT event running in the World Wide Postal Competition, into which all of your scores have been automatically

seconded. This contest closes February 29<sup>th</sup> 2004 so there is plenty of time to yet encourage others to enter and fly .... and if you choose to fly again and better your present score then I'll substitute the new one accordingly. Now that's a great opportunity for many though I hesitate to challenge Mike Thomas to better his times ... he might just do that ..... !

54 flew

1	M Thomas	CAN	194	175	258	627
2	P Cameron	GBR	94	123	89	306
3	L Sayer	CAN	113	81	100	294
4	R Millette	CAN	77	112	102	291
5	J Pengilley	USA	102	85	102	289
6	R Barlow	CAN	90	83	92	265
7	K Josefsson	SWE	69	102	76	247
8	J Sayer	CAN	79	103	64	246
9	A Cameron	GBR	80	90	71	241
10	K Taylor	GBR	76	75	77	228

## INDOOR RECORD

FAI has ratified the following record:

Class F1D, record no. 125-d: duration (ceiling over 30m), 41 min 42 sec by Aurel Popa (Romania) at Cargo Lifter Hangar, Berlin, Germany on June 28 2003. The previous record was 35 min 32 sec by Peter Kuttler (Germany) on October 13 2001.

## NOTICEBOARD

INDOOR SHIRTS from the Millenium Dome European Indoor Championships are available from BMFA Office. The cost is £10 including postage and packing. Specify size required (S, M, X, XL) and order from BMFA, Chacksfield House, 31 St Andrews Road, Leicester LE2 8RE.

## WORLD CUP 2003 F1E

1	Marian Popescu	ROM	159	TC-1	LP-1	RY-1	RB-3	CS-5	MK-5	RA-8	GV-2	NA-7
2	Daniel Petcu	ROM	148	RA-1	CS-1	NA-2	GV-2	OB-7	RY-7	TC-7		
3	Florin Draghici	ROM	122	OB-1	MK-2	LP-4	GV-7	RB-15	TC-19			
4	Sebastian Ionita	ROM	103	RB-2	LP-3	CS-4	RY-10	NA-12	RA-20			
5	Peter Nosko	SVK	103	RA-2	RY-2	TC-10						
6	Ivan Crha	CZE	101	LP-2	OB-3	RB-4	RY-5	GV-15				
7	Victor Paireli	ROM	95	MK-1	RA-7	CS-6	RB-14					
8	Vojtech Zima	CZE	83	RA-3	TC-4	GV-5	LP-9	MK-10	RB-13			
9	Milan Mravec	SVK	81	RB-1	LP-10	TC-16						
10	Francisek Doupovec	CZE	80	MK-3	RA-4	LP-6						
11	Pierre Chaussebourg	FRA	75	CS-2	NA-3	TC-13						
12	Fritz Mang	AUT	66	GV-4	OB-6	CS-8	LP-11	NA-16	RY-13			
13	Franciszek Kanczok	POL	65	GV-1	NA-14	RY-4						
14	Jan Smeringai	SVK	64	LP-5	TC-6	RB-8	MK-9	RY-8	GV-10	RA-11		
15	Julia Maria Petcu (J)	ROM	63	RA-6	LP-7	CS-7	MK-14	RB-9				
16	Reinhard Wolf	AUT	63	NA-1	RB-16							
17	Edith Mang	AUT	58	RB-5	MK-8	RY-9	OB-10	CS-12	NA-13	LP-17		
18	Adrian Draghici (J)	ROM	54	OB-5	RB-10	GV-10	MK-11	LP-13	TC-15	RA-19		
19	Joszeff Morgala	POL	54	RY-3	NA-6							
20	Peter Kuttler	GER	51	OB-2	RA-17							

## WORLD CUP 2003 F1E-JUNIOR

1	Julia Maria Petcu	ROM	152	LP-1	RA-1	CS-1	RY-1	MK-3	NA-4	TC-5	GV-3	RB-1
2	Adrian Draghici	ROM	150	MK-1	GV-1	OB-1	RB-2	LP-3	TC-3			
3	Mihai Sandu	ROM	117	TC-1	RA-2	LP-4	NA-3					
4	Daniel Bildea	ROM	110	MK-2	OB-2	RB-3	NA-5					
5	Damian Benisz	POL	91	NA-1	RY-2							
6	Patricia Valastikova	SVK	71	LP-2	RA-3							
7	Olga Arnaut	MLD	41	TC-2								
8	Cristian Faur	ROM	41	NA-2	TC-6							
9	Michaela Noskowa	SVK	40	GV-2								
10	Corina Barbu	MLD	26	TC-4								

## UK COMPETITION NEWS

CHURCH FENTON. Dennis Davitt writes: This Autumn the RAF have flown 7 days a week, continuing until Christmas. I have therefore taken full advantage of the Christmas 2 week shutdown and have booked 3 dates, with events generally following last year's successful format.

Sun 21st Dec. CD J Godden. Combined Tailless R/P, EOP, Vint R, Classic Power, FIJ, V Glider, OG, SLOP, Vint Pwr.

- Combined E30, Classic G, MV R/P, BP.

- Combined OR, OP.

- Combined C02, CDH, P30, Al, ½A.

Sun 28th Dec. CD D. Davitt. Combined Power includes OE, Vintage, P30/CDH, E30/C02, OG.

Sun 4th Jan CD A. Kelly. Combined Glider, Combined Power includes OE, P30/CDH

## WORLD CUP F1E FINAL RESULTS

### Competitions in the 2003 F1E World Cup

					numbers flying in	
					F1E	F1E junior
RA	Rana International (1)	CZE	May 2	39	6	
RB	Rana International (2)	CZE	May 3	32	5	
MK	Mikulas Cup of Hungary	HUN	May 9	32	5	
LP	Liptov Cup	SVK	May 10	38	8	
CS	23. Coppa Sisemol	ITA	May 16	29	1	
NA	Napoca Cup	ROM	Sept 6	37	9	
TC	Turda Cup	ROM	Sept 11	42	11	
RY	Rybnik Cup	POL	Sept 26	25	4	
GV	Governor's Cup	POL	Sept 27	29	5	
OB	Oberkotzau International	GER	Oct 11	19	3	

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0412	W Beales	0408	W Kamp	0412	T Page	0509	I Steffensen
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0412	D Brawn	0412	P Kolic	0412	S Persson	0412	K Taylor
0401	C N A Breeman	0706	I Kolic	0410	N Persson	0401	I Taylor
0403	P Brocks	0412	K Kulmakko	0412	K A Phair	0412	M Thomas
0412	H W G Bunney	0412	A Kutvonen	0406	G Pink	0403	J D Thompson
0406	M Carles	0412	K Kuukka	0409	J Pope	0412	D H Thomson
0403	T B Chambers	0502	R De Lapparent	0504	E Purcell	0412	R S Tiller
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0404	G Gilkes	0412	B G Martin	0402	K W Salzer	0406	A Wright
0403	A Goddard	0412	P Martin	0412	V Sassoon	0502	Damjan Zulic
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