

Free Flight news



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DIARY

June 13 Area Venues	BMFA 4th Area. O/P&SLOP combined team (Keil/Plugge), F1B (Gutteridge), F1H (plugge), CO2, EOP	Milleniurn Dome, London (note new date)	28th: LPP, No Cal; 29th: F1M, F1L, Mini Stick; 30th: F1D, 35cm. All 3 days (2 flts per day) trials for E/Ch 05. All attending must be BMFA members registered with L Barr, Herries Cottage, Winter Hill Road, Pinkneys Green, Maidenhead, Berks SL6 6PJ, 01628487544, Igbarr@tiscali.co.uk
June 19-20 Salisbury Plain	FF Trimming. Send SAE to Bernard Aslett, 25, Honeyhill, Wooton Bassett, Swindon, SN4 7DX to get on Army security list and obtain site map; essential to phone Peter Tribe 01225862748 on Friday before.	July 2-4 Kharkiv, Ukraine	Kharkiv Cup. World Cup F1A, F1B, F1C, F1G,H,J,V Vishnyakov, t+380 577120711 fx+380577120711 kreto@rocket.kharkov.ua
June 19-20 Port Meadow, Wolvercote, Oxford	Oxford Rally. Saturday 7pm Champagne flyoffs CdH, A1, HLG+cat comb. Sunday start 10am CdH, A1, P30/E30 5x2 min in rounds. Vint R (34" max span), vint G (72" max span), nost G (1951-60), Tailless RIG 3x2 min no rounds. HLG+cat comb. No thermistors, streamer poles, etc. No motor heaters. No power models to be flown. Insurance required by all flyers. Contact: A Crisp, tel 01865 553800.	July 2-4 Rinkaby, Sweden	Scania Cup. World Cup F1A, F1B, F1C L Hansson, Sigurdsgatan 15, 21566 Malmo, Sweden, t+46 40193 790, fx: +46 11368214
June 26-27	Scottish Nationals. Sat: F1A, F1B, 2 flights 10.00 to 13.00 then rounds for flights 3,4,5; open vintage 10.00 to 17.30. Sun 10.00 to 17.00 O/G, O/R, comb SLOP+OIP, F1G, F1H, FIJ/ 1/2A. J Amott 01383510279 amott.downside@quista.net	July 3-4 Woodbury Common	Devon FF Rally. See FFn 0402. Sat 3rd 9am to 6pm: Classic/Nost G, R & P incl top Dixielander prize, All-in mini Vint, CdH, comb F1J-1/2A/Brit P. Sun 4th 9am to 5pm. Open G/R/P latter incl SLOP& EOP under their own rules, Open Vint R, comb vint P & vint G. G Fuller 01404841609
June 26-27 Gliwice, Poland	World Cup event F1A. Contact: S Kubit, tel: +48 32 232 1822, email: qbit@digipl	July 3-4	FF Trimming Salisbury Plain, see June 19
June 26-27 Kazan, Russia	Kazan Cup. World Cup F1A, F1B, F1C. Contact: A Burdov, tel: +7 8432 99 00 26, fax: +7 8432 99 00 26, e: burdov@mi.ru	July 5 Rinkaby, Sweden	Nordic Cup of Denmark. World Cup event F1A, F1B, F1C. B Nyhegn, tel: +45 482 67 306, fax: +45 48 24 1069
June 26-27	FF Trimming Salisbury Plain, see June 19	July 9-11 Kyiv, Ukraine	Antonov Cup. World Cup F1A, F1B, F1C, F1G,H,J. tel: +380 444570973, fax: +380 444570973, zakharov@cstcam.kiev.ua
June 27 Near Sheffield	BMFA F1E S.M.C. Trophy. Contact & CD Steve Philpott, 0121 354448	July 10 Tass, Hungary	Voros Jeno Memorial. World Cup F1A, F1B,F1C. V Jeno, vorosjeno@eastcom.hu
June 28-30	BMFA Indoor Nationals. See FFn 0405.	July 10-11	FF Trimming Salisbury Plain, see June 19
		July 11	BMFA F1E. S Philpott, 0121354448
		July 11	Brumfly Gala. CANCELLED

NEWS FROM BMFA FF TECH COMMITTEE

1. Peter Harris

It is with great sadness that we inform you of a tragic accident which occurred at the Free Flight Nationals on Sunday 30th May.

Peter Harris from Kidderminster, who was a very well known and respected member of the Free Flight community and a member of this years F1C team for the European Championships, was cycling across the airfield during a very sudden and violent thunderstorm when he was struck by lightning. First aid was administered at the scene and an ambulance crew arrived within minutes to take Peter to hospital in Grantham. Sadly, Peter died of his injuries.

All flying activities were suspended for the remainder of the day. The competition resumed on Monday 31st May (it is thought that this is what Peter would have wanted) following a service on the airfield lead by Rev (Sqn Ldr) Stephen J Radley from RAF Cranwell.

I am sure that the thoughts of every BMFA member will be with the family and friends of Peter at this very sad time.

2. Rule Change Proposals at 01/06/04

The following rule change proposals are those that have been received by the FFTC up to 01/06/04 for possible inclusion in the 2005 Rulebook. In most cases the individual who initially raised the subject is named so that anyone who wishes to discuss it with them can make contact.

We must stress that the FFTC may or may not end up being convinced by the arguments and the inclusion of an item in the list at this stage does not mean that a change is inevitable or even probable.

Any comments or arguments on these topics will be welcome and should be sent to the FFTC Secretary – Chris Strachan, 56 Way Lane, Waterbeach, Cambridge, CB5 9NQ, email: chris.strachan@btinternet.com. Please send by email or typed letter.

Please respond before 30/06/04 so that inputs can be considered and revised proposals prepared at the FFTC meeting on 10/07/04.

1 BOM - A reduction in the applicability, or complete abolition, of the Builder of the Model rule

Raised by FFTC to promote further discussion.

Comments: We have already had some response, both for and against abolition. There is almost complete polarisation. Those in favour of abolition contend that the BOM is no longer relevant to today's scene and that retention inhibits potential new free flight flyers be they juniors, too old to keep building or transfers from other model flying disciplines. Those against forecast a mass exodus by both themselves and others from contests where the BOM no longer applies and the probable death of UK contest free flight as we know it.

2 Discus launch Ban on safety grounds

Raised by FFTC.

Comments: This was originally raised particularly with HLG in mind. Since then the possibility of its use in F1B has also arisen. So far limited response has been against a ban on the grounds that there is no real safety problem and as a launch method it is less physically damaging to the flyer. Also some response in favour of a ban in F1B because of nearness of spectators, time keepers and other flyers.

3 Vintage - Change eligibility - Change the definition of Vintage to what the SAM movements accept ie Evidence that the model was in existence before 31/12/50. Drop the requirement of plan publication.

Raised by Ron Marking

Reason: The BMFA comps seem to have stagnated whilst the SAM events continue to attract lots of interest and new models.

4 Mini contests- Clarify some wording and reduce all classes to three flights when there are eight or more senior events on the same day.

Raised by Dave Hipperson

Detail - 3.12 Mini Contests.

Suggest wording change to part of 3.12 (a) thus:

"Note FIJ and BMFA ½A Power may be combined at a contest if announced in advance in the BMFA Contest Calendar."

Reason: Shorter and clarifies combination into one event because of my next suggestion.

Suggest word change to part of 3.12 (c) thus:

Competitors are entitled to five official flights (three in the case-of Mini Vintage) with an invariable max of 2 minutes. In the event of there being eight or more Senior events on one day all the Mini events on that day will be reduced to 3 flights. In the event.....

Reason: Shorter but mainly that it will allow and encourage more people to fly more classes on these very packed days - namely the Northern and Southern galas (not mini day at Nats nor a Mini day elsewhere). In this way more of the classes will have acceptable levels of entries. Remember the book still says that technically an event can be void if it receives less than 10 entries!

5 Timekeepers – Allow 30m radius

Raised by Dave Hipperson

Detail - 3.1.8.3 Timekeepers

Suggest word change to part of 3.1.8.3 (a) thus:

When timing commences the timekeeper must be standing on the ground within 30 meters of the point where the model is released being outside but within 30 meters of the box

Suggest word change to part of 3.1.8.3 (b) thus:

During the flight the timekeeper, whilst remaining on the ground, may move freely within a radius of 30 meters from where they stood at the moment of launch.

Reason. Much shorter (many of the current words are just unnecessary) but main reason the current 10 meter rule is broken repeatedly at every contest. Three times the current distance is a far more practical measurement and would help much more when cars and flight area obstructions get in the timekeepers view line. No change to the FAI rule which is 5m of course.

6 SLOP – reduce engine run

Raised by Dave Clarkson

Detail - Rule 3.19(e). Change to 7.5 seconds for glow ignition and 10 seconds for diesel or spark ignition.

Reason: Currently models have 5 minute performance potential. An experimental contest at Church Fenton early this year showed that this would be reduced to 3+ minutes using the reduced motor runs proposed. This will reduced the present vast out-flying of airfields particularly in Fly-Offs and make Qualifying flights more realistic making for more meaningful contests.

7 SLOP – Change maximum engine size

Raised by Dave Clarkson

Detail Rule 3.19(d). Change to a maximum of 4.1 cm3 ('25' size).

Reason: With the withdrawal from production of the K&B Sportster 20, the Magnum GP21 and the OS 20FP there is no motor the newcomer can purchase from a Model Shop of

maximum size. It is felt that this is a real disincentive to newcomers and raising the maximum permitted size as proposed will bring the OS 25LA and the Thunder Tiger GP25 into the picture. These motors offer similar performance to the currently dominant and unobtainable K&B 20 and Norvel 15 glows and the very expensive Factory Special PAW 19CT diesels.

7a SLOP – change to fuel and engine run

Raised by Gorden Cornell

Restrict the glowplug engines to straight fuel (80% methanol 20% castor oil)

Restrict the engine run to 10 seconds for both diesel and glowplug types. The fuel restriction provides similar potential energy for both types.

Reason: We already have too much power There is no shortage of suitable engines I have under construction 30 – 0.21 engines (diesel and glowplug). It is not possible to limit the cost of performance, engines will always be modified. £150 is a reasonable sum to pay for a competition engine. The Big Mig (Norvell) is available new from John Hook. I have asked other SLOP flyers, John Thompson, Pete Harris confirmed that we have too much performance

7b SLOP – change to engine run and maximum

Raised by Steve Barnes

Reduce engine runs to 8.5 seconds for glows and 10 seconds for diesels with a mandatory 2 ½ minute max.

Reason: Performance has increased, maxes are easier to obtain and long fly off flights are being achieved. There is more pressure on airfields, more difficulty with farmers and fliers are getting older. We should try and keep our planes on the airfields. Also the two seconds advantage currently given to diesels is too much and is exaggerated on shorter runs, so the difference should be only 1 ½ seconds.

8 SLOP – specify propellers

Raised by Dave Clarkson

Add a New Rule 3.19(f) to state ‘Only commercially available moulded Thermoplastic propellers may be used’.

Reason: Safety. With the side-mounted motors in wooden fuselages which are currently almost universal it is felt that folding Carbon propellers present safety hazards either through a blade being sliced off by the motor on starting and the fuselage dissolving in the operators hand as a result or the model gliding-in as a result of a miss-fold.

9 E30 – Single model spec of improved appeal

Raised by Trevor Grey

1. Maximum dimension in any direction 30 inches.
2. Minimum weight 100 grams.
3. Battery to be 3 x 50 mAh cells.
4. Propeller to be 6 inch maximum diameter.
5. Contest to 3x2 min maxes plus any required unlimited flyoff

Reasons: There has been a reduction in entries for the class since the 2001 rule changes increased the minimum weight to 115 grams. General feeling is that though a ‘reduction in performance’ was required, the increase from the previous 80 grams to 115 grams was too extreme – hence the reduction in entries. This change to 100 grams should hopefully restore the original entries level.

The 2001 rule changes also introduced a ‘2 cell’ option at a reduced minimum weight of 75 grams. This has caused problems both with understanding of the rules and practically with ‘cell charging’. The removal of the option will correct the problem.

10 EOP – Revised specification to improve appeal

Raised by Trevor Grey

Maximum motor size 600, brushed type only.

Maximum Battery pack size 4 Watt/hours. There are no restrictions on the type, number or size of cells. (For calculation each cell’s capacity in mAh is multiplied by 1 Volt for NiCad or NiMh types and 3 volts for Lithium types. E.G. 10 NiCad cells of 350 mAh size = 3.5 Watt/hours, 5 NiMH cells of 800 mAh size = 4 Watt/hours, 3 Lithium cells of 400 mAh size = 3.6 Watt/Hours.)

Motor run 30 seconds. The motor run is to be demonstrated by timing on the ground and observing clear marking on the engine timer. The timekeeper shall check these marks before each flight. Additionally the motor run shall be checked visually during the flight - if the model has not stopped climbing under power after 32 sec an overrun shall be declared.

Contest to 3 flights plus an unlimited fly-off if necessary.

Reasons: Since its introduction EOP has failed to attract the entries expected. The general feeling is that specification is too restrictive and the consequent models underpowered. The specification changes suggested remove some of restrictions on motors - giving more available power, allow the use of a slightly larger and more flexibly arranged battery pack - again giving more power, and the ability to employ gearboxes will allow the more efficient use of the power gains. Finally the ‘clarification’ of the motor run timing rule will remove previous ambiguities.

3. Contest Directors

Offers have now been received for CD’s for all events with the exception of the second team selection event at Salisbury on August Bank holiday weekend. Offers to Chris Strachan please.

4. GBR F1C Team for European Championships 2004.

We did not have a reserve for the F1C team for Romania and, following the tragic loss of Peter Harris, John Cuthbert has volunteered to become the third team member. The FFTC is happy that John is more than competent, and following consultation with the Team Managers and Team Members, have asked the BMFA Competition Secretary to raise the necessary authorisations.

5. Email

Peter Tribe sends out occasional information emails to Model Flyers. However, a number of people who have registered their names have subsequently changed their email address from that in Peter’s address list (including G Ferer, R Audley, M Johnson, Phil Uden, J Berryman, P Hewitt) and notices bounce back.

If you want to be on the distribution list, or have changed your address recently, please advise Peter on peter.tribe33@virgin.net

6. Left behind at Nationals

1. Biotrack receiver found on peritrack near control tower.
2. Small cabin rubber powered model with folding prop and dihedral tailplane.

Please contact Steve Philpott 0121 354 4448 or 07939 205 047 to identify and make arrangements for return.

BMFA FREE FLIGHT NATIONALS BARKSTON HEATH 29-31ST MAY

Report by Dave Hipperson .

With a decidedly uncertain weather forecast, the prospects for this years event did not look good. There are now so many ways of obtaining weather information but they seem no nearer to being the absolute truth than they ever were. The print outs and pretty graphics from the computer look most authoritative but rarely get it right. There seemed no forecasts that got anywhere near what we had, which was so much more flyable than last year apart from one most unfortunate period on the second day.

Our BMFA Free Flight Nationals is now an elderly lady and each year, more and more so recently, she lays the make-up on with a trowel and tends to spoil the show. It looks a bit greedy doesn't it? Almost double the entry fee and twice that on the field, on top of that the cost to register, an average 'drome with a fair number of hazards and simply dozens of contest directors when a few years ago one man and an assistant seemed to be capable of running the whole thing. Despite all the advance bally-hoo cards still had to be filled in for each contestant on the field! As far as camping - oh dear! After a not inconsiderable down payment campers get a below average site with little to encourage the camaraderie that once was. Appalling facilities and a minimum of evening attractions, when such would be so welcome. After being thrown off Monday night last year many now prefer the friendly luxury of the attractive and well appointed site on the Ancaster to Barkston road just north of the aerodrome. That's a terrible pity. They should be made to feel more welcome, it is their Nats after all.

Saturday 29th May Open Events, Catapult Glider, Tailless, Womens Cup, etc.,

Possibly the best wind direction for Barkston Heath is from the South East. We got just that for the first day. Cloudy, mild and with a 8 mph drift across the longest diagonal. More good news, Contest Director John Barker set a three minute max. This kept even the Open Rubber flyers on their mettle. Quite obviously we were in for fly offs but who could have predicted the tiny number in Open Glider - stemming mainly from a very poor entry. One dissenter was heard to remark during the day that he 'couldn't really do Glider unless it was flown in rounds and from a flight line.' Poor chap! Or is it that so many FAI glider flyers depend on bought models nowadays that they have excluded themselves from Open events where the Builder of the Model rules still applies?

Of the classes that didn't need a deciding flight Catapult glider proved easily the most interesting. An American gentleman by the name of Kimball held off the usual UK high performers in a most exciting exchange. A big entry too. In contrast, Womens cup received just one, as did Frog Junior. Both events are now total anachronisms and should be scrapped not for the least reason that the people that do fly are every bit as competitive in the main field.

Thankfully we no longer have to endure the delays and confusion thrown at us when that archaic computer system was used to collate the scores. However the present arrangement is far from ideal and still more complicated than it needs to be. Cards were being handled quite quickly but the scores were then written on desk sheets and transferred later to the public, visible van sides. Sadly this transference seemed to slow to almost a halt by about half time rendering the large clear score boards so out of date they were not only useless but positively misleading. There would seem to be a universal failure in CDs to appreciate that their job, although simple, is crucial and can make or break the day. Their only tangible product being the results list. Efforts would be best directed at maintaining an up to date display rather than treating contestants with suspicion when they asked for information.

The wind shifted around to the South in the afternoon and control was quick to relocated to the other end of the East-West runway. This was then the situation that remained until flyoff time when the drift was dropping from 10 to nearer 5 mph and Glider was the first away. Two people only and on an easy day! Pete Williams showed right away that there was still plenty of lift about. Electric and Tailless followed. Both also with only two in each but these are very tricky classes. Two of the three main protagonists in Electric were through, but last year's winner Davitt dropped quickly on his last flight and couldn't be with them. To use Trevor's own words 'The more you put in the more you get out' and Trevor Grey had put some time in on this class. A larger model now with a near 300 square inch wing and all manner of gismos his was a superb flight and that was before it hit the lift! John Godden didn't stand a chance on this one.

Open Power entries were encouraging and seven had maxed out despite the 3 mins. Roger Baggott launched first to a beautiful climb and an excellent wide turning glide but it was an over-run and he didn't fly a reserve. Rodney Kenward's pattern was also perfect, a fast vertical spiral, but the pull out stalled alarmingly and took lots off of the height then a rather tight turn did the potentially good glide no favours. Stafford Screens F1C climbed to a tremendous height and was away gliding with club mate Pete Watson's Open model. After these Alan Jack and recent White Cup whiner Frank Rushby, the latter seeming to have the best climb but not final score. Right at the end Trevor Payne. A slightly left and over steep launch marred what could have been the winning flight from the huge model as the glide looked to have a pilot on board. It flew big left and right circles then some straight sections and all the time silhouetted against the billowing white cumulus clouds but not quite high enough on the climb to win.

The Open Rubber flyoff was the largest finale of the day and last. A few people launched early in the period but the bulk waited for some time. O'Donnell, flying a brand new model, a replacement for the one he lost in Rutland Water at the Brumfly last year, preceded Hipperson flying the same model with which he won the Nats the last time he flew in it in 2002. Phil Ball's even larger craft was then airborne half a minute later. Hipperson's model climbed unnaturally steeply for the first turn and looked to all the world as if it was about to stall but didn't. From then on his ascent was more rapid than the other two but obviously slower than many of the smaller models in the following pack. As with Ball and O'Donnell the prop run was around 3 minutes at the end of which there were really only three models in the contest with Ball's at considerably reduced altitude compared to what might usually have been expected. The winner's flight was seen down and retrieved safely from the far side of the Ancaster valley. The model had not been flown since it won the same contest two years ago.

Owners of the long flights or mislaid models had plenty of daylight in which to retrieve but were unlucky with a windy and rainy period for their homeward trek. Just before dark Barkston looked again like its usual self, lonely windswept and wet but it was to brighten appreciably for the start of the following day.

Sunday 30th May FAI events, Slow Open Power, Vintage, HLG etc,

Breezier and from the traditional westerly direction this time still mild almost sticky air but a confidence building overcast to depress the extremes of lift and sink. Everyone in FAI had to start on time (first round) but the Open Flyers were hardly holding back either. Maxes came in fast with Allan Brown, a man as likeable as he is prolific a builder, being the first to a full house in Slow Open with his Nostalgia model. We appeared set for an exciting second day with, by lunch time, the drift taking models away from the one field of oil seed rape

in the downwind area. It then swung further northerly and control had to be moved to in front of the compound. A rather awkward place from which to fly with no clear view all the way to the ground without walking out some distance.

There had been no warning rumbles of thunder - just this heavy squally rain for the past half an hour or so around mid afternoon and distant patches of brightness giving hope for an eventual clearance. The rain eased, it calmed then it came back again in earnest and most were sheltering, some snoozing in their cars when there was an intense white flash that lit up even the insides of vehicles and at exactly the same moment a colossal crash. More like the sound of two express train colliding head on than thunder. Vehicles jumped and shook, thermistors blanked from the enormous electronic pulse, the man in the hamburger van leapt with a static shock from his counter and everyone was awake! Everyone that is apart from one man who would from that instant sleep forever.

Our good friend Pete Harris was out retrieving his last Slow Open Power max. He was cycling east along the runway at the campsite end of the aerodrome. On a wet metal reinforced tarmac surface, higher than the slight hollow in which all the vehicles were safely parked - Pete served as the perfect single conductor for the menacing cloud above him. That blinding flash was Pete. Pete, a man who absolutely never made a fuss, had departed from the flying field and this earth in the most spectacular fashion. Everyone there will forever remember that moment. Every contest aeromodeller there will remember Pete Harris every time they hear thunder or see lightening strike the ground. It is now indelibly written into all our experiences. It was as terrifying a moment as it was sad.

As an example of the force of the discharge when the storm unleashed again just once more a few minutes later it took out a power pylon and the electricity supply to the aerodrome and a number of local villages. All was then eerily quiet until there was an announcement over the PA that flying was being suspended and then a further one informing us why. A passing motorist had witnessed the strike, driven at speed into the campsite and alerted the medics there who were on the scene quickly and in turn sent word to Free Flight control. Some youngsters playing on the peri-track had also reported what they thought to be a person having fallen off their bike on the runway. Mike Woodhouse had the unenviable duty of identifying the felled man.

The sky was still very threatening and it might have been considered irresponsible for the organisation to do anything other than its utmost to avoid a repeat accident despite the tiny odds. Furthermore once the inevitable ambulance staff and police became involved we were under their instruction and the police required we had no access to the main runway until they had carried out their investigation. Time was ticking by - now more than two hours had elapsed since the lightning bolt. The members of the FFTC present behaved with the utmost respect and dignity regarding this tragic situation but there was understandably a certain amount of discontentment at the idea that not only would flying not recommence but the scores for the day would be scrapped as if no events had been flown. One wonders for instance how continental visitors who had come mainly if not solely for the FAI day took this. However, there is no provision in the BMFA rule book for interruptions to contests once they have started and that includes FAI unless it is a Team Trials - so that contest was illegal already before the lightning strike as there had been a hold for rain!

The stop put on flying for whatever reason - lightning or police intervention - immediately opened the day up to a protest that all was now void. We were actually quite wrong to object to the cancellation of all that had gone before, as many of us did, once the 'hold' was in place. Disappointing though it was the rules were being correctly applied and furthermore are now

cemented by precedent and without the need even for a protest to be recorded. Let that be a warning therefore to who so ever thinks in future that a contest can be stopped and re-started. It can't. If you stop it its void! We were left with a dead friend and a very unsatisfactory result. Everything everyone had done all day and it had been a busy day - was completely wiped out.

Monday 31st May - Mini Day

We would all like to think that it was Pete's sprit that then arranged for us such sensational flying weather for the next and final day and quite contrary to many forecasts. Most appropriately there was a short service held on the aerodrome for our departed comrade -excellent of the FFTC to set that up at such short notice - and then flying commenced under the firm directorship of a very committed Ken Faux. Pete's Club mates from Birmingham withdrew en-masse and we all appreciated why.

After an almost immediate move of control we were back in the same spot on the field as we had been that ill fated afternoon before. The fickle drift then shifted again to take models north and even north west straight off the drome! However distances models travelled were tiny and the usually dreaded compound, immediately up wind, was open and fields beyond clear. No point in moving control and for the first few hours of this glorious and benign day we flew our Coupes, A1s, CO2s, Vintage models and 1/2As in the warm sunshine in virtually zero drift and most of us in huge thermals marked by other lazily circling models.

As always with such conditions the lift did start to get a bit embarrassing by noon and about that time the CD wisely took the opportunity to announce a move of control to the other end of the field. However not before a number of models had hooked really powerful thermals. A fine example being Graham Shacklock's smashing first flight in Mini Vintage with his Timide power design. The model DTed on time and of course power models always come down fast. Oh really? Graham's stayed aloft for half an hour and travelled quite a way. He tracked it down all right but to rub it in it had been an over run and he had to do it again!

After lunch some cloud rolled in from the South and quietened down the lift allowing a number of people to start a second or even a third class with success. Now it was much safer for the super light CO2s and CdHs. Drift was positive and from the South east but still very light never exceeding 5mph. We were being terribly lucky.

Terry Dilks had made sure of his Vintage Glider maxes early in the day with some great flights from his new Nord which had had its first outing only back in May on Salisbury Plain. That 100 metre line is harder work than it looks and it was most encouraging to see so many flying this splinter class and many of them very well. All seven of the classes flown on this day required flyoffs and in Mini Vintage's case the biggest of the entire Nats with the reduced number of flights (down to three) increasing interest considerably At 6:15 Ken Faux got the flyoffs underway and unlike many previous years when the Mini day events have proved a bit of an anti climax they were a fine finale well flown and just as importantly well run.

A bit of a hitch with the first when the qualifiers in 1/2A didn't hear the start hooter but most were rather a way from control and it could have been obliterated by an engine running. All but one of the contestants were flying 1/2As - Allan Jack being the exception. He stalled down, Barnes bladder burst on the way up and Foster had an average flight in dead air. Hipperson had problems and if contestants didn't hear the hooter everyone heard Dave after the first attempt with his best model over-ran! The re-fly was with a third aeroplane as the one used for the contest flights had developed a fuel blockage just prior to the flyoff. The model that won the Hales Trophy was an 18 year old Sloworm (No 32 and the last of the series) usually kept for

windy weather or emergencies. This was the latter. The fact that 4:06 could win the Nats was in part due to the fact the Pete Harris and his Club mates were not there. It was also partly due to the fact that Dave still had the model, as the last time it had been flown in a similar situation a few years earlier and without a tracker bug it had been spotted into long grass by - Pete Harris!

The next flyoff was E30 and CO2. A couple of continental visitors in CO2, even if they are now recognised regulars. John O'Donnell had a good climb and looked away but then descended rather too rapidly to challenge the German winner Wobbeking whose model seemed to go on and on. The Electric event produced very similar scores (illustrating perfectly how at lesser events the two classes could so comfortably be combined). Rod Briginshaw has rather dominated this class up until this year but the mantle is now passing to Grey. He has made large strides in both this and EOP. Both the models he flew were quite new. Maxes were a formality in the gentle air but this flyoff was a challenge. He flew a model with only a few trim flights to its credit and certainly no contest ones. It was constructed from some of the smaller sections of the EOP airframe that he broke at the last Nats! Trevor is never one to waste anything! A large circling climb with the motor running the whole flight got it comfortably off the drome and this time Briginshaw's answer made a few minutes later was not quite good enough.

Now the best flyoff of the day - Mini Vintage. With so many in it (best entered event at the entire Nats) it tends to be a bit of a lottery but on this occasion it was made even more entertaining by a large area of slow moving lift arriving dead on cue. Rod Kenward's early launch with his Timide suffered a poor engine run and was not in contention but then the air improved for the good climb of Shacklock's similar design and John Bailey's PAW powered Heliades. These models were almost in orbit after their 20 second runs and looked well away. Neil Allen and John O'Donnell joined them with their rubber models and the times were almost as good as the Open Rubber flyoff! Shacklock's was lost OOS, such is the flyoff, and Neil Allen's Dynamite has won it before so this was no flash in the pan. Vintage Glider proved a close win for the very on form Dilks having great fun with this class. Pretty well dead air again from 100 metres it would appear. Usual front runner in this Colin Foster was out of it with a no score.

To end the Nationals a big flyoff in CdH but in rapidly cooling air and still with the minimum of drift. All made presentable flights but those that got away early and ensured their models stayed over the runway fared best. Ken Faux's CDing efforts on this last day had shone out as an example of how to do it and he was then also on hand to assist Mike Woodhouse and Robin Gowler in the final presentation. A good show partly tempering the tragedy of the previous day.

Results

Following the tragic death of Peter Harris during the Sunday of the Free Flight National Championships, the results for the events up to the time that flying was stopped are included for information only. No awards or trophies will be presented for the Sunday events, nor will championship points be allocated.

Saturday

Tailless Lady Shelley 8 flew

1	C Strachan	Biggles	9.00	3.12
2	J Pool	CM	9.00	3.03
3	S Willis	Croydon	7.36	
4	R Mosley	Morley	7.27	
5	A Crisp	Biggles	6.01	
6	B Stout	Grantham	5.53	

Open Power Sir John Shelley 14 flew

1	P Watson	Birmingham	9.00	8.12
2	T Payne	Biggles	9.00	7.36
3	A Jack	Tynemouth	9.00	6.44
4	S Screen	Birmingham	9.00	6.36
5	F Rushby	Cleemac	9.00	4.08
6	R Kenward	Croydon	9.00	3.37
7	R Baggott	Birmingham	9.00	o'run
8	P Harris	Birmingham	8.23	
9	N Allen	East Grinstead	8.10	

Open Glider Thurston Trophy 25 flew

1	P Williams	Richmond	9.00	6.18
2	P Chamberlain	Grantham	9.00	2.49
3	R Sabey	Dumfries	8.40	
4	C Edge	CM	8.20	
5	J Cooper	Biggles	8.05	
6	G Beal	NYFFG	7.52	
7	J Carter	Falcons	7.50	
8	J Howick	Vikings	7.33	
9	P Tribe	Bristol & West	7.26	
10	T Nicholson	NWFFG	7.23	
11	J Cuthbert	Falcons	7.21	
12	A Cameron	Croydon	7.17	

Open Electric 7 flew

1	T Grey	CM	9.00	5.12
2	J Godden	Morley	9.00	2.47
3	D Davitt	Morley	7.48	
4	J Flynn	NWFFG	6.20	
5	P Lang	Maidstone	6.04	
6	A Duncan	Grantham	5.02	

Open Rubber Model Aircraft Trophy 37 flew

1	D Hipperson	C.V.A	9.00	9.07
2	J O'Donnell	Timperley	9.00	7.32
3	P Ball	Grantham	9.00	7.27
4	J Knight	Bristol & West	9.00	7.12
5	T Dobson	Timperley	9.00	6.24
6	G Ferer	Timperley	9.00	5.33
7	C Chapman	Bristol & West	9.00	4.51
8	T Hargreaves	Morley	9.00	4.46
9	J Deeming	Bristol & West	9.00	4.12
10	B Martin	Tynemouth	9.00	3.51
11	J Arnott	Dunfermline	9.00	3.24
12	G Oulds	Crawley	9.00	3.18
13	K Best	Birmingham	9.00	3.06
14	P Woodhouse	Morley	9.00	2.24
15	J Andrews	CM	9.00	1.35
16	R Elliott	Croydon	9.00	1.13
17	S Willis	Croydon	9.00	-
18	B Horsley	Grantham	8.59	

Catapult Glider 17 flew

1	B Kimball	USA	4.40	
2	P Ball	Grantham	4.28	
3	M Benns	Peterborough	4.14	
4	A Hewitt	Nottingham	3.44	
5	K Bates	Cleemac	3.21	
6	P Tolhurst	Hayes	3.16	
7	R Sisson	Grantham	3.09	
8	M Chapman	Nottingham	2.43	
9	I Clark	-	2.37	
10	K Taylor	East Grinstead	2.35	

Frog Junior 1 flew

1	A Jack	Tynemouth	9.00	
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Women's Cup 1 flew

1	K Best	Birmingham	4.25	
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Monday**F1G 308 Trophy 31 flew**

1	D Greaves	Bristol & West	10.00	5.05
2	I Davitt	Morley	10.00	3.39
3	M Evatt	Biggles	10.00	3.31
4	R Sparrow	Timperley	10.00	3.10
5	N Allen	East Grinstead	10.00	3.04
6	D Hipperson	C.V.A.	10.00	2.52
7	G Sharp	C.V.A	10.00	2.44
8	C Chapman	Bristol & West	10.00	2.42
9	G Stringer	East Grinstead	10.00	2.39
10	P Woodhouse	Morley	10.00	2.07
11	M Francis	CM	10.00	-
12	J Barker	Timperley	9.58	
13	B Martin	Tynemouth	9.45	
14	G Ferer	Timperley	9.44	
15	J Godden	Morley	9.21	
16	E Flynn	NWFFG	9.18	

F1H British Aircraft Trophy 17 flew

1	A Gibbs	Birmingham	10.00	2.46
2	R Heap	Biggles	10.00	2.13
3	M.Dilly	Croydon	10.00	2.07
4	P Tribe	Bristol & West	10.00	2.03
5	I Clark	-	10.00	1.45
6	N Parry	Biggles	10.00	1.31
7	B Lavis	Biggles	10.00	1.27
8	C.Edge	CM	9.15	
9	M Cook	Maidstone	9.12	
10	J Carter	Falcons	8.57	

F1J/BMFA ½A Hales Trophy 15 flew

1	D Hipperson	C.V.A.	10.00	4.06
2	C Foster	Morley	10.00	2.48
3	S Barnes	Morley	10.00	1.59
4	A Jack	Tynemouth	10.00	1.47
5	C Hickmott	Morley	9.19	
6	F Chilton	Crookham	9.06	
7	A Chilton	Crookham	9.04	
8	M Quinn	-	8.51	
9	F Rushby	Cleemac	7.47	
10	T Hargreaves	Morley	4.59	

Mini Vintage 42 flew

1	N Allen	East Grinstead	6.00	8.48
2	G Shacklock	Timperley	6.00	6.59
3	J O'Donnell	Timperley	6.00	6.05
4	J Bailey	Biggles	6.00	5.01
5	C Strachan	Biggles	6.00	4.47
6	M Stagg	Maidstone	6.00	4.22
7	I Davitt	Morley	6.00	4.12
8	E Challis	Croydon	6.00	4.06
9	C Chapman	Bristol & West	6.00	3.58
10	P Woodhouse	Morley	6.00	3.44
11	C Foster	Morley	6.00	3.10
12	M Howick	Vikings	6.00	2.51
13	J Wingate	Timperley	6.00	2.44
14	B Cleasby	Morley	6.00	2.43
15	R Kenward	Croydon	6.00	2.42
16	R Pollard	Tynemouth	6.00	2.36
17	J Ellison	Oldham	6.00	2.16
18	J Andrews	CM	6.00	2.05

CO2 Sparklets Trophy 10 flew

1	G Wöbbeking	Hamburg	10.00	6.04
2	J O'Donnell	Timperley	10.00	4.53
3	I Davitt	Morley	10.00	4.13
4	P Tolhurst	Hayes	10.00	3.30
5	D Gregoire	France	10.00	3.00
6	C Strachan	Biggles	10.00	2.40
7	A Duncan	Grantham	7.35	

E30 8 flew

1	T Grey	Maidstone	6.00	6.08
2	R Brigginshaw	St Albans	6.00	5.34
3	J Milner	Swinderby	6.00	3.46
4	A Dunsterville	Grantham	6.00	3.36
5	P Lang	Maidstone	6.00	3.12
6	H Perkins	Skegness	6.00	2.42
7	A Duncan	Grantham	6.00	-

Vintage Glider 15 flew

1	T Dilks	Falcons	6.00	3.12
2	R Taylor	East Grinstead	6.00	3.06
3	T King	-	6.00	2.51
4	P Cameron	Crawley	6.00	2.34
5	C Foster	Morley	6.00	1.20
6	P Michel	SAM	5.38	
7	J Howick	Vikings	5.28	
8	J Ellison	Oldham	5.25	
9	K Taylor	East Grinstead	5.21	

Fringe Events**British Power – Saturday 10 flew**

1	M Sibson	Grantham	6.00	2.44
2	G Blair	Edinburgh	6.00	1.42
3	D Limbert	Morley	5.51	
4	D Clarkson	Timperley	5.29	
5	A Brown	Novacastria	5.17	
6	R Taylor	East Grinstead	5.09	

The two events following are organised and run by Peter Arnould with the help of other members of SAM 35.

SAM 35 4 oz Wakefield – Saturday 7 flew

1	J Wingate	Northern Arrow	7.30	1.58
2	T Ellison	Copland	7.30	1.38
3	C Strachan	Copland	7.21	
4	R Alban	Mayfly	7.09	
5	M Sanderson	Bert Judge	5.38	
6	G Cutting	Veron Eagle	4.47	

SAM 35 8oz Wakefield – Saturday 13 flew

1	W Cox	Horry	7.30	6.42
2	R Alban	Le Vibrant	7.30	3.39
3	R Biddlecombe	KK Contestor	7.11	
4	P Michel	Simon	7.04	
5	N Lee	Korda	7.00	
6	M Sanderson	KK Gypsy	6.54	

Bowden Trophy

The Bowden Trophy results are based on the single round that was flown before flying was discontinued for the day. This had the agreement of the majority of the participants although it did prevent the following flyers, listed with their club and model name, from taking part: K Harrison (Darlington, 'Courier'), M Parker (CM, 'Bonny Lass'), L Mayes (Guisborough, 'DB Vincy'), C Jeffries (St Albans, Ace of Diamonds), D Jeffries (St Albans, 'Apex'), A Jeffries (St Albans, 'Meson').

13 scores			points	score	model
1	A Brough	Whitefield	14	86	Junior 60
2	T Collis	Oldham	30	70	Pomilio
3	G Stubbs	Oundle	47	53	Halfax Spartan
4	A Husband	Novos	55	45	Black Magic
5	B Waterland	Peterborough	58	42	Complex
6	J Saver	Darlington	62	38	KK Outlaw

Sunday

The Sunday competitions were not completed. In the lists below the scores shown are the times recorded up to the abandonment. They are for interest only and have no competitive significance because, at the time the competitions were ended, flyers may have completed different numbers of flights. The highest times only are given, except for the lowest entry events which are shown in full.

F1A Ronytube Trophy 35 fl

J Arnott	Dunfermline	780
M Fantham	Richmond	780
A Cameron	Crawley	777
C Edge	CM	727
J Cooper	Biggles	713
J Carter	Falcons	685
J Oulds	Crawley	685
A Chamberlain	Grantham	680
P Williams	Richmond	643
E Rovensky	-	620
M Cook	Maidstone	613
G Madelin	CM	600

F1C Eddy Cosh Trophy 8 flw HLG Trophy 24 ent 4 flew

J Cuthbert	Falcons	570	M Benns	P'borough	2.59
S Screen	Birmingham	570	M Francis	CM	2.03
P Watson	Birmingham	570	M Page	P'borough	2.45
F Rushby	Cleemac	557	L Surtees	AUS	2.55
A Jack	Tynemouth	527			

Windrush 4 entrants 2 flew Junior Kit

B Taylor	E Grinstead	3.04	A Jeffreys	St Albans	3.56
J Thompson	CM	0.03	D Jeffreys	St Albans	4.24

Vintage Jubilee Cup 47e,31f SLOP Falcons 38 ent 28 fl

R Alban	SAM 35	7.30	A Brown	Novacastra	7.30
G Beal	NYFFG	7.30	D Hipperson	CVA	7.30
D Davit	Morley	7.30	P Harris	Birmingham	7.30
S Fielding	Morley	7.30	S Barnes	Morley	7.20
J Northrop	Morley	7.30	J Godden	Morley	7.07
M Sanderson	Grantham	7.30	J Andrews	CM	6.46
C Strachan	Biggles	7.30	B Scott		6.40
P Woodhouse	Morley	7.30	D Clarkson	Timperley	5.00
B Cleasby	Morley	5.43	E Jones	Morley	5.00
N Allen	E Grinstead	5.00	G Blair	Edinburgh	5.00
C Chapman	Bristol & W	5.00	G Shacklock	Timperley	5.00
G Ferer	Timperley	5.00	M Sibson	Grantham	5.00
R Pollard	Tynemouth	5.00	R Kenward	Croydon	5.00
			R Mosley	Morley	5.00

P 30 36 entrants, 23 flew

T Dunsterville	Grantham	6.00
J Milner	Swinderby	6.00
H Perkins	Grantham	6.00
G Cutting	Cleemac	5.15
P Tolhurst	Hayes	4.52
T Dilks	Falcons	4.00
J O'Donnell	Timperley	4.00
C Strachan	Biggles	4.00
G Wöbbeking	Hamburg	3.46

SOUTHERN CROSS CUP, NARANDERRA, AUSTRALIA, APRIL 13-14

From Than Stowe:

The Southern Cross Cup 2004 was flown approx 50 km from Narrandera off the Urana Road on a property called North Oak. The weather was generally good over the two days with wind increasing on Wednesday gusting up to 7 m/s. Temperatures ranged from approx 14 degrees up to 28 degrees. F1A was decided in the 5 min flyoff. F1B and C were flown under more difficult wind conditions with aircraft travelling up to 3 kilometres from the flight line. We were precluded from the use of motorized retrieval because of the suspected presence of an endangered bird (the Plains Wanderer). After seven exhausting rounds Richard Blackam and Terry Bond, who had both maxed out, decided to call it a draw. As in previous years, Open Power and Open Rubber were flown to a 5 flight format. Awards consisting of certificates, and perpetual trophies along with prizes were presented after each days events.

F1C 4 flew

1	R Summersby	AUS	1230
2	P Nash	AUS	1228

F1B Boxall Trophy 21 flew

R Jones	CM	570
P Martin	Tynemouth	567
G Stringer	E Grinstead	563
M Woodhouse	Vikings	489
R Peers	Falcons	484
B Spooner	Croydon	480
J Flynn	NWFFG	465
D Greaves	Bristol & W	463

F1A 19 flew

1	B Van Nest	USA	1260	+300
2	V Morgan	AUS	1260	+262
3	M Kochkarev	RUS	1250	
4	J Woolley	AUS	1241	
5	C King	NZL	1236	
6	M Thomas	AUS	1214	
7	A Koerbin	NZL	1207	
8	R Wallace	NZL	1182	
9	B Mcgarvey	NZL	1181	
10	L Hines	USA	1168	

F1A-Junior 1 flew

1	B Mitchell	AUS	860
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F1B 9 flew

1	T Bond	AUS	1260
1	R Blackam	AUS	1260
3	L Morgan	AUS	1230
4	P Sikora	AUS	1204
5	B Van Nest	USA	1140

Open Rubber 6 flew

1	P Rossiter	900
2	D Hegarty	880
3	K Kenmir	837

Open Power 4 flew

1	R Summersby	900
2	P Nash	882

BALTIC CUP, Madziunai, Lithuania, April 30**F1A 42 flew**

1	A Lepp	EST	900	+300	+420
2	V Lazarevych	UKR	900	+300	+275
3	M Lihtamo	FIN	900	+300	+231
4	V Berzins (J)	LAT	900	+300	+229
5	R Bichele (J)	EST	900	+300	+149
6	E Ahmetov (J)	EST	900	+300	+119
7	P Findahl	SWE	900	+258	
8	K Kulmakko	FIN	900	+220	
9	V Dimavicius	LTU	900	+206	
10	A Kordemets	EST	900	+171	
11	J Valo	FIN	900	+160	
12	T Isotalo	FIN	900	+128	
13	U Vihul	EST	900	+99	
14	M Latvenas	LTU	898		
15	M Snukiskis (J)	LTU	877		
16	M Meisalu (J)	EST	864		

F1A-Junior 19 flew

1	V Berzins	LAT	900	+300	+229
2	R Bichele	EST	900	+300	+149
3	E Ahmetov	EST	900	+300	+119
4	M Snukiskis	LTU	877		
5	M Meisalu	EST	864		

F1B 24 flew

1	V Romanchenko	UKR	900	+300	+294
2	R Mackus	LTU	900	+300	+278
3	J Isotalo	FIN	900	+300	+276
4	V Rosonoks	LAT	900	+300	+275
5	D Thorsen	SWE	900	+300	+262
6	Y Horban	UKR	900	+300	+260
7	V Racko	LAT	900	+285	
8	L Gircys (J)	LTU	900	+260	
9	K Salzer	AUT	892		
10	I Harjo	EST	890		

F1C 12 flew

1	K Kuukka	FIN	900	+300	+307
2	J Roots	EST	900	+300	+276
3	R Kiburtas	LTU	900	+300	+270
4	R Seinauskas	LTU	900	+300	+251
5	R Naaber	EST	900	+163	

KOTUKU CUP, OMARAMA, NEW ZEALAND, April 19-21

F1A 15 flew

1	L Hines	USA	1290	+300	+420
2	A Koerbin	NZL	1290	+300	+377
3	J Harte	NZL	1290	+300	+295
4	P Mitchell	AUS	1290	+300	+244
5	B Van Nest	USA	1290	+300	+134
6	S Cox	NZL	1290	+153	
7	B Mcgarvey	NZL	1290	+149	
8	C Murphy	NZL	1263		

F1A-Junior 0 flew

F1B 12 flew 6 full scores

1	T Bond	AUS	1290	+300	+361
2	L Horak	CAN	1290	+300	+357
3	R Morrell	USA	1290	+270	
4	J Malkin	NZL	1290	+235	
5	L Vincent	NZL	1290	+203	
6	A Mcdonald	NZL	1290	+194	

F1C 4 flew

1	H Nyhegn	DEN	1290		
2	R Summersby	AUS	1274	+307	

OMARA CUP, OMARAMA, New Zealand, April 22-25

F1A 12 flew

1	R Wallace	NZL	1290	+300	+281
2	L Hines	USA	1290	+300	+180
3	M Kochkarev	RUS	1290	+300	+102
4	P Mitchell	AUS	1290	+300	+70
5	A Koerbin	NZL	1275		
6	B Van Nest	USA	1270		

F1A-Junior 0 flew

F1B 11 flew

1	A Mcdonald	NZL	1268		
2	A Mckenzie	NZL	1262		
3	J Malkin	NZL	1240		
4	T Jnr	NZL	1236		
5	T Bond	AUS	1228		
6	R Morrell	USA	1219		

F1C 4 flew

1	R Summersby	AUS	1260		
2	R Bain	NZL	1207		

KUP SLAVONIJE BARANJE, Osijek, Croatia, April 24-25

F1A 21 flew

1	B Bagari (J)	SLO	720	+60e	
1	J Voros	HUN	720	+60e	
3	K Evgeny	RUS	718		
4	M Tica	SCG	711		
5	J Canyi	HUN	710		
6	P Silaj	CRO	709		
7	R Blagojevic	SCG	686		
8	A Szekelyhidi	HUN	669		
9	M Bordjoski	SCG	652		

F1A-Junior 1 flew

1	B Bagari	SLO	720	+60e	
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F1B 12 flew

1	I Kolic	SCG	840	+120e	
2	R Blagojevic	SCG	825		
3	D Sokolic	CRO	819		
4	B Markusic	CRO	784		
5	Z Grepl	CRO	726		
6	Z Zechner	CRO	673		

F1C 3 flew

1	L Patocs	HUN	840	+60e	
2	B Bardarov	BUL	571		

ESTONIAN FF CUP, Madziunai, Lithuania, May 1

F1A 43 flew

1	R Indrisonis	LTU	900	+376	
2	P Kuikka	FIN	900	+314	
3	P Findahl	SWE	900	+288	
4	L Dmitrij (J)	UKR	900	+271	
5	V Dimavicius	LTU	900	+267	
6	R Brazenas	LTU	900	+209	
7	G Abolins	LAT	900	+208	
8	J Sprogis	LAT	900	+187	
9	E Ahmetov (J)	EST	900	+148	
10	V Berzins (J)	LAT	900	+103	
11	D Berzins (J)	LAT	891		
12	A Parna	EST	880		
12	J Valo	FIN	880		
12	S Jakutis	LTU	880		

F1A-Junior 19 flew

1	L Dmitrij	UKR	900	+271	
2	E Ahmetov	EST	900	+148	
3	V Berzins	LAT	900	+103	
4	D Berzins	LAT	891		
5	E Zvers	LAT	877		
6	A Mihhailov	EST	862		

F1B 24 flew

1	R Mackus	LTU	900	+338	
2	V Roshonoks	LAT	900	+316	
3	V Ivancikas	LTU	900	+285	
4	J Isotalo	FIN	900	+269	
5	D Thorsen	SWE	900	+240	
6	L Praniauskas	LTU	883		
7	L Gircys (J)	LTU	882		
8	J Isotalo	FIN	881		
9	V Starostenko	UKR	876		
10	Y Waltonen	FIN	863		

F1C 12 flew

1	J Roots	EST	900	+339	
2	T Niiranen	FIN	900	+322	
3	C Gretter	GER	900	+251	
4	N Raimond	EST	900	+224	
5	I Briedaks	LAT	900	+185	
6	K Kuuka	FIN	895		

SEZIMOVO USTI VSECHOV, Czech Republic, May 21-23

F1A 79 flew

1	H Fuss	AUT	1260	+60e	+300
2	V Hladil	CZE	1260	+60e	+288
3	J Vosejpka	CZE	1260	+60e	+203
4	A VanWallene	NED	1260	+60e	+146
5	M Van Dijk	NED	1260	+60e	+120
6	I Bezak	SVK	1260	+60e	+116
7	J Carter	GBR	1260	+38e	
8	R Volf	CZE	1260	+16e	
9	B Gablas	CZE	1251		
10	B Trachez	FRA	1242		
10	I Treger	SVK	1242		
12	P Matura	CZE	1237		
13	B Ryz	CZE	1233		
14	D Kamrla (J)	CZE	1230		
15	A van Eldik	NED	1212		
16	G Aringer	GER	1210		
17	R Assmuss	GER	1209		
17	J Van Kuyk	NED	1209		

F1A-Junior 12 flew

1	D Kamrla	CZE	1230		
2	R Stepan	CZE	1126		
3	N Wijnhowen	NED	1097		
4	T Drozdinski	POL	1082		
5	B Bagari	SLO	990		

F1B 32 flew

1	A Zeri	NED	1260	+60e	+300
2	A Gey	GER	1260	+60e	+231
3	B Silz	GER	1260	+60e	+221
4	M Novy	CZE	1260	+60e	+217
5	V Urban	CZE	1260	+60e	+199
6	T Sarpila	FIN	1260	+25e	
7	H Van Hoorn	NED	1260	+17e	
8	M Woolner	GBR	1260	+14e	
9	K Salzer	AUT	1243		
10	M Barg	GER	1233		
11	Y Waltonen	FIN	1230		
12	W Feyth	NED	1204		

F1C 13 flew

1	R Truppe	AUT	1260	+60e	+82
2	M Roman	POL	1260	+60e	+79
3	M Nogga	GER	1251		
4	P Krawczyk	POL	1249		
5	V Patek	CZE	1239		

20TH PUSZTA CUP, TASS, HUNGARY, MAY 29-30

F1A 113 flew

1	G Aringer	AUT	1260	+60e	+410
2	S Jakutis	LTU	1260	+60e	+353
3	K Kulmakko	FIN	1260	+60e	+316
4	J Gutti	HUN	1260	+60e	+303
5	V Antoon	NED	1260	+60e	+280
6	Z Lenartowicz	CAN	1260	+60e	+269
7	P Kuikka	FIN	1260	+60e	+267
8	M Gobbo	ITA	1260	+60e	+233
9	C Bognolo	ITA	1260	+60e	+231
10	H Urban	POL	1260	+60e	+226
11	C Breeman	BEL	1260	+60e	+214
12	F Wutzl	AUT	1260	+60e	+195
13	R Hozleitner	AUT	1260	+59e	
14	J Valo	FIN	1260	+50e	
15	M Lihtamo	FIN	1260	+41e	
16	I Yablonovsky	UKR	1260	+36e	
17	R Brazenas	LTU	1260	+32e	
17	I Bezak	SVK	1260	+32e	
19	P Aanen	NED	1260	+22e	
20	B Trachez	FRA	1260	+18e	

F1A-Junior 13 flew

1	J Zarins	LAT	1204		
2	I Szentpeteri	HUN	1181		
3	G Domokova	SVK	1153		
4	N Mekicar	SLO	1090		

F1B 43 flew

1	V Vivchar	UKR	1260	+120e	+355
2	I Treger	SVK	1260	+120e	+318
3	S Stefanchuk	UKR	1260	+120e	+286
4	H Helmbrecht	GER	1260	+120e	+275
5	M Varadi	HUN	1260	+120e	+250
6	T Sarpila	FIN	1260	+120e	+213
7	I Kolic	SCG	1260	+106e	
8	L Gircys (J)	LTU	1260	+93e	
9	E Crins	NED	1260	+79e	
10	J Krasznai	HUN	1260	+76e	
11	Y Waltonen	FIN	1260	+65e	
12	W Liberatore	ITA	1260	+54e	
13	V Henk	NED	1260	+53e	
14	K Salzer	AUT	1260	+26e	
15	R Trumpf	SUI	1260	+3e	
16	B Silz	GER	1249		

F1C 18 flew

1	E Verbitsky	UKR	1260	+120e	+420
2	F Gradi	ITA	1260	+120e	+344
3	R Guadagno	ITA	1260	+120e	+342
4	G Zsengeller	HUN	1260	+53e	
5	V Sutchoy	UKR	1256		
6	C Gretter	GER	1241		

21ST SREM CUP, VOJKA, SERBIA AND MONTENEGRO, MAY 15-16

F1A 17 flew, 8 in flyoff

1	A Szekelyhidi	HUN	1260	+180	+300	+400
2	B Zulic	SLO	1260	+180	+300	+371
3	D Zulic	SLO	1260	+180	+300	+309
4	A Notaros	HUN	1260	+180	+300	+306
5	F Kerner	HUN	1260	+180	+300	+288
6	I Szentpeteri (J)	HUN	1260	+180	+300	+253
7	Z Zivkovic	SCG	1260	+180	+155	

F1A-Junior 5 flew

1	I Szentpeteri	HUN	1260	+180	+300	+253
2	Z Baki	HUN	1242			

F1B 6 flew

1	R Blagojevic	SCG	1260			
2	S Gostojic	SCG	1230			
3	I Kolic	SCG	1182			

F1C 3 flew

1	M Karanovic	SCG	1214			
2	L Patocs	HUN	1084			

NOVOHRAD CUP OF SLOVAKIA, TASS, HUNGARY, JUNE 5-6

F1A 42 flew

1	C Bachmann	SUI	1260	+60e	+267
2	R Holzleitner	AUT	1260	+60e	+258
3	A Szekelyhidi	HUN	1260	+60e	+233
4	P de Boer	NED	1260	+60e	+225
5	H Fuss	AUT	1260	+60e	+210
6	F Kerner	HUN	1260	+60e	+206
7	R Ceresnik	SVK	1260	+60e	+197
8	Z Lenartowicz	CAN	1260	+60e	+148
9	F Wutzi	AUT	1260	+48e	
10	A Sulisz	POL	1260	+1e	
11	P Kuikka	FIN	1259		
12	D Krasznai (J)	HUN	1256		
13	M Gruneis	AUT	1246		
14	J Bodo	HUN	1240		

F1A-Junior 10 flew

1	D Krasznai	HUN	1256			
2	M Eros	HUN	1233			
3	I Szentpeteri	HUN	1208			

F1B 11 flew

1	I Kolic	SCG	1260	+120e		
2	A Bukin	UKR	1260	+72e		
3	M Varadi	HUN	1260	+63e		
4	I Kocsis	HUN	1260	+15e		
5	J Krasnai	HUN	1254			
6	Y Waltonen	FIN	1247			

F1C 10 flew

1	J Szecsenyi	HUN	1260	+101e		
2	M Roman	POL	1260	+83e		
3	C Gretter	GER	1216			
4	R Szabo	HUN	1210			
5	R Truppe	AUT	1132			

COPPA SISEMOL, Sisemol, Italy, May 7-9

Organiser Ghiotto Antonio reports that the weather was terrible with cold, snow, hail and rain.

F1E-Junior 4 flew

1	D Baldea	ROM	474.00			
2	A Draghici	ROM	452.00			

F1E 43 flew

1	M Popescu	ROM	500.00	+66		
2	D Petcu	ROM	500.00	+60		
3	R Sartori	ITA	486.67			
4	A Berto	ITA	479.33			
5	D Baldea (J)	ROM	474.00			
6	F Draghici	ROM	473.67			
7	F Brumat	ITA	473.00			
8	E Mauri	ITA	472.33			
9	S Kubit	POL	470.67			
10	J Uhrin	SVK	460.33			

LIPTOV CUP, Liptovsky Mikulas, Slovakia, May 15

F1E 38 flew

1	D Baldea (J)	ROM	399.44			
2	D Petcu	ROM	363.89			
3	V Zima	CZE	356.67			
4	J Uhrin	SVK	334.44			
5	V Paireli	ROM	332.78			
6	P Barna (J)	HUN	325.00			
7	F Draghici	ROM	323.89			
8	A Draghici (J)	ROM	322.78			
9	P Nosko	SVK	306.11			
10	J Orel	CZE	300.56			

F1E-Junior 10 flew

1	D Baldea	ROM	399.44			
2	P Barna	HUN	325.00			
3	A Draghici	ROM	322.78			

MAYOR CUP, Liptovsky Mikulas, Slovakia, May 16

F1E 48 flew

1	M Nosko	SVK	500.00	+237		
2	J Janata (J)	CZE	500.00	+219		
3	F Mang	AUT	500.00	+202		
4	M Noskova (J)	SVK	500.00	+170		
5	P Valastikova (J)	SVK	500.00	+144		
6	S Ionita	ROM	500.00	+54		
7	D Baldea (J)	ROM	498.33			
8	O Baicu	ROM	493.33			
9	D Drmlava (J)	SVK	485.67			
10	J Uhrin	SVK	485.00			

F1E-Junior 18 flew

1	J Janata	CZE	500.00	+219		
2	M Noskova	SVK	500.00	+170		
3	P Valastikova	SVK	500.00	+144		

BMFA THIRD AREA CENTRALISED, May 16

F1A K&MAA Cup, Plugge 48 flew

1	G Peck	Cleemac	12.30	+36.40		
2	J Carter	Falcons	12.30	+21.08		
3	J Bailey	Biggles	12.30	+19.32		
4	D Oldfield	Vikings	12.30	+14.17		
5	P Ball	Grantham	12.30	+13.23		
6	M Cuthbert (J)	Falcons	12.30	+11.14		
7	A Ball	Grantham	12.30	+10.04		
8	J Cuthbert	Falcons	12.30	+8.28		
9	S Darmon	Birmingham	12.30	+7.34		
10	D Greaves	Bristol & West	12.30	+6.18		
11	D Bartle	Morley	12.30	+4.08		
12	P Tribe	Bristol & West	12.30	+2.43		
13	A Cameron	Crawley	12.14			
14	T Nicholson	NWFFG	12.13			
15	P Williams	Richmond	12.07			
16	C James	Crookham	11.57			

Vintage, Plugge 55 flew

1	R C Pollard	Tynemouth	7.30	+9.16
2	D Davitt	Morley	7.30	+6.31
3	J Godden	Morley	7.30	+5.28
4	G Beal	Morley	7.30	+5.21
5	B Aslett	Bristol & West	7.30	+4.35
6	G Ferer	Timperley	7.30	+4.31
7	J O'Donnell	Timperley	7.30	+4.24
8=	E B Jones	Morley	7.30	+4.03
8=	J Andrews	C/M	7.30	+4.03
10	D Taylor	Richmond	7.30	+3.56
11	S Fielding	Morley	7.30	+3.53
12=	J Northrop	Morley	7.30	+3.22
12=	M Howick	Vikings	7.30	+3.22
14	E Challis	Bristol & West	7.30	+3.17
15	C Foster	Morley	7.30	+2.48
16	J Russell	Bristol & West	7.30	+2.11
17	J Howick	Vikings	7.30	+1.50
18	A Brown	Novos	7.30	+0.13
19=	J Thompson	Crookham	7.30	
19=	T Rogers	Bristol & West	7.30	
19=	P Arnold	Vikings	7.30	

F1G 30 flew

1	E Challis	Bristol & West	10.00	+3.15
2	M Walker	NWFFG	10.00	+3.09
3	B G Martin	Tynemouth	10.00	+2.33
4	M Chilton	CSA	10.00	+2.01
5	D Hipperson	CVA	10.00	+1.53
6	G Stringer	E Grinstead	10.00	+1.51
7=	I Davitt	Morley	9.57	
7=	M Marshal	Impington	9.57	
9	N Rogerson	NWFFG	9.55	
10	R Sparrow	Timperley	9.51	
11	J Billam	Grantham	9.33	

Open/Slow Open Power White Cup 27 flew

1	F Rushby	Cleemac	7.30	+20.06
2	D Hipperson	CVA	7.30	+8.25
3	I Wilkinson	Morley	7.30	+7.17
4	S Screen	Birmingham	7.30	+6.46
5	G Shacklock	Timperley	7.30	+6.39
6	S Barnes	Morley	7.30	+6.07
7	P Harris	Birmingham	7.30	+5.25
8	E B. Jones	Morley	7.30	+2.56
9	G Fuller	Bristol & West	7.30	+1.23
10	J Thompson	Crookham	7.30	

Plugge Championship Points

After Third Area

1	Bristol & West	1256	8	E Grinstead	375
2	Morley	1139	9	Falcons	350
3	Vikings	831	10	C.V.A.	321
4	Birmingham	829	11	Timperley	304
5	Crookham	717	12	Crawley	278
6	Cleemac	638	13	Grantham	240
7	Biggles	574	14	NWFFG	192

BMFA SENIOR CHAMPIONSHIP POINTS

prior to Nationals.

1	P Ball	73	11=	E Challis	18
2	D Hipperson	44	11=	J Bailey	18
3	P Watson	41	13=	G Sharp	16
4=	I Davitt	28	13=	P Seeley	16
4=	J Cooper	28	13=	T Payne	16
6	F Rushby	25	16	M Benns	15
7=	P Harris	21	17	T Dobson	14
7=	S Screen	21	18=	J Godden	13
9=	D Greaves	19	18=	M Howick	13
9=	G Beal	19	18=	W Hodgkinson	13

BMFA SPRING OPEN / MINI / CLUB, SALISBURY PLAIN MAY 1-2

Report by Dave Hipperson

Possibly some were put off by the exaggerated tales of access difficulties but those that 'risked' Salisbury Plain found a re-vamped Easter Meeting now without the FAI classes, and a balanced programme of Open and Mini classes re-scheduled in date if not venue. That stayed the same - the very excellent Training Area 11. Contest direction fell to local FFTC member Pete Tribe as no one else had offered to do the job. There was then a rather unsavoury notice at control berating competitors and threatening cancellation again for the next day if no one stepped forward. In fact we got a re-run. No one volunteered and Tribe, this time the lone member of the FFTC in attendance, had to do the job again.

It is not surprising that BMFA centralised events are failing to attract large entries and are considered by many as no longer "the backbone of UK Free Eight" - including, if their recent words are to be believed, the FFTC themselves. When they insist on spreading rumours that contests they have set up might be cancelled at the last minute if no one volunteers to run them they can hardly be surprised if people think better of attending! Neither can they blame the Northern Area in this instance for quickly scheduling two local contests clashing with this weekend when they were offered Church Fenton at the last minute. This short notice but reliable attraction clearly drew away more potential entrants for example where did John O'Donnell choose to fly?

The start of the first day was delayed slightly by these CD problems but to little ill effect as the weather at the time was hardly encouraging. The site chosen to fly was as last year a large flat area high on the plain and although distance visibility in the cold breezy drizzle was poor vertically it was worse. The first man, impatient to fly and far too early for an Open Rubber flight, contacted good air and disappeared into a wall of cloud at little more than a minute and a half. No one tried it again for quite some time. As the day moved into afternoon the cloud lifted and there was no more rain. Eying got going but still with Rubber flyers being cautious. Glider flights were not in such jeopardy and although some power climbs went hazy at the top in the generally slight lift they quickly came down into clearer air.

As a further aggravation the CD insisted on scores being recorded in seconds - quite legal just unnecessarily complex. By flyoff time this was making recording of scores more long winded than it might have been as mostly they came back in what the watch records - minutes and seconds. It seemed to confuse just about everybody. Recent Crookham Power winner Dave Cox actually considered going home when he thought his first flight had done only 1.50. Fortunately he didn't. Believing he had dropped he flew again but more casually than he might and as a test after a trim adjustment. Still a poor pull out but buoyant air saved this one and it maxed. When he saw his score as 1.50 again he realised this was too much of a coincidence and twigged. Of course both flights were maxes - 150 seconds! Justice was done when he maxed for the third time and improved still further in the flyoff. Just think what might have been had he departed.

Over at the largely empty HLG box Pete Tolhurst was putting up some very impressive flights in catapult glider. Indeed his trim and performance generally appeared very much on a par with eventually winner Phil Ball as the results will attest. It was encouraging to see someone else outside the very tiny elite with a really competitive set up in this class.

By mid afternoon drift was reducing fast and visibility had further improved setting the stage for interesting flyoffs. Calm with possibly enough cloud base to see everything Glider and

Vintage were away first and most towed for some time. Indeed everyone apart from usual glider contestant Paul Seeley towed something. He didn't as for once he was the only rubber participant in Vintage. The other qualifier, Dilks, had maxed out with a brand new Nord on its debut outing. Now here he was trying his best to get it back up to the top of the 100m line in a flat calm. After one false start, when the line got itself over the tail plane and he still managed to get it down, he was fairly exhausted for the second go but made a good effort. Seeley's Challenger was launched as the glider came past and had the most potential in the dead conditions.

The modern gliders all made respectable flights, Ball in particular impressing with a very slow sink off an imperfect launch. However it was Cooper who managed to contact the best air from a flight that at the start looked every bit like all the others. Even at over eight minutes the model went a very short distance and with all this space available!

Rubber and Power were next. Power had an entry and standard more reminiscent of the glorious past and with the entire entry in the flyoff made an exciting spectacle. John Bailey was unlucky when his F1J mysteriously stuck its nose down and came in. A great effort to pick up his reserve and fly again before he even collected the debris from the first. This sort of reaction immediately increases the prestige of the event - great sportsmanship. Luck was still not with him however as a good climb was followed by a near straight glide and OOS in little over 4 mins! After some trim adjustments during the qualifying flights George Fullers fly off flight was spot on and just contacted the cloud base. Trevor Payne's flight a few seconds later actually went out of sight momentarily but when all the engine noise had died away everyone was gliding down slowly from a good height. Glides seemed to be extended by the thick buoyant air.

The perfect conditions for an Open Rubber flyoff. Here it has to be said the sensible money was on Ball. Still under wound fearing the cloud base his 600 sq inch veteran of some ten years climbed a little higher than his rivals, took half as long again to do it and came down twice as slowly or should that be half a fast! The near ten minute flight went a few hundred yards and the owner was able to catch the model realising he had exceeded the time necessary to win by many minutes. If there was anything more to learn from this flight it was perhaps its total silence. Whilst his rivals rattled and banged their way up the Ball machine made not a sound. Indeed it was so quiet all you could hear was the time keepers giggling and frankly I don't blame them! Admittedly estimating the height of the last 60 seconds of flight it appeared that the model in this air at least was sinking very much slower than 1 ft per sec - perhaps something nearer 9" per sec!

The three main Open events had together counted towards the Club Championship - Plugge style points being awarded right down the list with the top member from each club scoring in each class. Thanks to the efforts of Fuller, Chapman and Tribe in power, rubber and glider respectively Bristol & West won this.

The following day was very different dawning with calm and misty conditions quickly burnt off by warm sunshine and a negligible drift from the South - the opposite direction. Control was set up about where most of the flyoff flights had landed the night before and early maxes wafted back towards the line of shrubs that we had flown from the previous day - very pleasant. Despite an announcement the night before that two people had volunteered to CD this day both refused and the job once again fell to Peter Tribe. Undaunted by the wholesale confusion the previous night once again he insisted on scores in seconds and then to make matters worse handed the job on to someone else whilst he flew in AI! This person was not experienced enough to handle the task and considerable

confusion resulted with many scores being written in the wrong place. Cards were ticked and no score written down and scores written down and cards not ticked. Control appeared to run better when no one was at it although that is an illegal situation for such a contest. A quite unsatisfactory state of affairs for a major centralised BMFA meeting but hardly Peter Tribes fault - he was left holding the baby with instructions from the FFTC not to run it if no one else volunteered!

On the plus side a 3 minute max was selected for the largest class Slow Open Power but most competitors were probably wishing it hadn't as early flyers all dropped their first flights. With a good towing area and the drift carrying models back along a substantially flat area the AI standard was high and most of the morning many others took the opportunity to fly underneath the circling gliders including Hipperson who was first to finish a full score in 1/2A.

As the thermals built Ted Challis contacted a good one with is Mini Vintage model to have it descend very slowly after DT - not down for eight minutes or so. The search provided no audible clues from the tracker and he returned puzzled and set off again with more equipment. After he had left, someone scanned his frequency and heard the bug. It was in the grass where an earlier flight had piled in! He hadn't noticed the bug had jumped out and was therefore downwind listening in vain. It did allow him to be instantly connectable though and to his credit, free of the impediment of not being able to hear the model, fell back on the old fashioned line and distance system and found it successfully a few minutes later. His good luck hadn't finished yet either.

The Coupe d'hiver flyoff had been filling up all day and after completing his AI and Mini Vintage flights Davitt rattled off five maxes in this class as well in the closing hour or so when unlike expected it had not calmed off. Indeed it would be accurate to say that the drift rose to a breeze and was probably worse and strongest at about this time touching 10mph which doesn't sound much but annoyingly it had swung more west taking models both down into a valley and also towards some rather high trees at about max distance.

Your reporter fell foul of this slope when his first Slow Open power flight made mid afternoon simply stoned out of the sky. Pete Harris on the other hand was completely successful with three convincing threes after completing his five in F1J. After maxing out in Mini Vintage Ron Marking had spent the afternoon usefully filing three more with his very quick MVVS 1.49 powered Eliminator. He has had this model a year or so and it often shows great promise but proves inconsistent. Not today - his flights made it look easy. Quite a few power flyers were envious!

Flyoffs were sensible arranged and timed with Slow Open Power going first followed by CDH and F1J-1/2A together then Mini Vintage. A slight anti climax here as Marking had chosen to leave early despite qualifying for two flyoffs and hence Pete Harris's score in Slow Open is a token flight and not a true reflection of the performance of a model that was right on top of the game this day.

The F1Js reined supreme in the next power finale when third placer misdiagnosed an engine fault on his Cox 0.49 and unnecessarily switched to an off trim reserve. The CDH flights suggested that there was reasonable air throughout this period. Willis launched early Davitt and Grey going soon after but if anything it improved a little a few minutes later for Greaves and Vaughn. Trouble was the models were now flying down the steep slope and into a valley. Up the other side they improved of course but real performance flights were not possible. The trees on the top of the next up slope then played their part in the results as good flights hit the top of them and poorer ones flew into the bottom! Ian Davitt's managing to glide a complete circuit under the lower branches of one

spreading conifer and insight of the timekeepers adding valuable seconds. It was certainly the day for a fast climbing model to get high enough over the annoying ground effect of the slope and Vaughn's was just that. He may have actually cleared the trees and if so his flight would have been worth another 30 seconds at least.

Finally Mini Vintage and apart from Spencer Willis who once again launched early times were very good confirming that a good climb was the thing to have to clear the valley effect. All the top three carried the trees and would have been in the air for quite a while out of sight behind them.

Two days of very flyable weather on a huge field marred by light attendance, the unfortunate drift direction change at the very end and the atmosphere pervading that is was somehow our fault that we had no proper CD.

Saturday 1st May

Open Events 3 flights of 2.30

Open Glider 8 flew, 6 FO

1	J Cooper	Biggles	7.30	+8.11
2	J Carter	Falcons	7.30	+4.17
3	P Ball	Grantham	7.30	+4.15
4	M Fantham	Richmond	7.30	+3.51
5	P Williams	Richmond	7.30	+3.37
6	P Tribe	B & W	7.30	+3.02

Open Rubber 6 flew

1	P Ball	Grantham	7.30	+9.20
2	C Chapman	B & W	7.30	+5.49
3	W Hodgkinson	Grantham	7.30	+5.39
4	T Dobson	Timperley	7.30	+4.31
5	D Hipperson	CVA	6.40	
6	P Seeley	B & W	3.30	

Open Power 8 flew, 7 FO

1	P Watson	Birmingham	7.30	+10.47
2	T Payne	Biggles	7.30	+6.49
3	G Fuller	B & W	7.30	+6.43
4	D Cox	Crookham	7.30	+5.54
5	R Baggott	Birmingham	7.30	+5.28
6	J Bailey	Biggles	7.30	+4.14

Vintage

1	P Seeley	Bristol & West	7.30	+3.51
2	T Dilks	Falcons	7.30	+2.26
3	C Chapman	Bristol & West	7.21	

Hand Launch Glider

1	P Tolhurst	Hayes	4.36	
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Catapult Glider

1	P Ball	Grantham	4.46	
2	P Tolhurst	Hayes	4.36	

Sunday 2nd May

A1-F1H 6 flew

1	J Cooper	Biggles	10.00	
2	A Crisp	Biggles	9.58	
3	P Tribe	B & W	9.39	
4	I Davitt	Morley	9.18	
5	P Seeley	B & W	9.11	
6	M Dilly	Croydon	9.04	

Coupe D'Hiver-F1G 8 flew, 6 FO

1	R Vaughan	Crookham	10.00	+4.24
2	D Greaves	Bristol & West	10.00	+4.05
3	I Davitt	Morley	10.00	+3.55
4	T Grey	Maidstone	10.00	+3.29
5	G Stringer	E Grinstead	10.00	+3.14
6	S Willis	Croydon	10.00	+2.31

F1J + ½A 5 flew

1	P Watson	Birmingham	10.00	+6.30
2	P Harris	Birmingham	10.00	+5.39
3	D Hipperson	CVA	10.00	+1.47
4	R Baggott	Birmingham	4.06	
5	J Bailey	Biggles	1.59	

Mini Vintage 13 flew

1	E Challis	Bristol & West	6.00	+5.29
2	P Seeley	Bristol & West	6.00	+5.14
3	I Davitt	Morley	6.00	+4.41
4	S Willis	Croydon	6.00	+1.41
5=	A Longhurst	C/M	6.00	
5=	J Watson	CVA	6.00	
5=	R Marking	CVA	6.00	

SLOP 7 flew

1	P Harris	Birmingham	9.00	+1.04
2	R Marking	CVA	9.00	
3	R Kenward	Croydon	8.44	
4	D Hipperson	CVA	8.27	
5	M Parker	Crookham	8.02	
6	J Thompson	Crookham	2.12	

Club Championship

1	Bristol & West	195 points
2	Biggles	187 points
3	Grantham	175 points

SE AREA BMFA/SAM 35 SPRING GALA, ODIHAM, MAY 23

Report by Mike Kemp.

Arrivals at this southern venue were greeted by sunshine and a gentle wind drift from the north east. Both these were to make conditions ideal on this site. The only drawback for the day was the three aircraft movements on this operational aerodrome that stopped flying for almost two hours.

However, competitors were egged on by the CD to "get their flights in" and as a result several of the contests were in doubt right up to the end as maxes were achieved at the last minute.

Coupe d'Hiver was well supported and, as always with plenty of lift about, several were caught out with the accompanying sink. Nick Farley, Roy Vaughn, and Ted Challis were the unlucky ones. In the four-man flyoff Mike Evatt emerged the winner with a great 10.33 flight followed by Roger Wilkes, Geoff Stringer, and Ted Tyson.

Vintage power had two max out and Tony Shepherd's 4.17 flyoff time was more than enough to beat John Thompson, who had problems and didn't get away.

Vintage glider, flown with a 50m line, only produced three maxes all day, showing that the line length does restrict this type of model. Geoff Smith emerged the winner with a total of 5.14.

Vintage lightweight was the best supported event and there were maxes galore throughout the day. In the end, however, after many were caught out by the sink only three maxed out. In the flyoff Roy Tiller's magnificent 13.11 time beat Andrew Longhurst (8.29) and Ted Tyson (4.01).

Vintage Wakefield was flown ROG from the tarmac and surprisingly only Raman Alban maxed out. Both Peter Miche; and Roy Tiller dropped a flight to finish second and third respectively.

Vintage HLG was changed this year to permit either muscle or catapult launch and this concession was well received, particularly by the older competitors! Ted Horsey set the pace right from the start and neither Ken Taylor or Geoff Smith were able to catch up with him later in the day. A creditable performance was put up by the best junior, Joe Fish, in this event.

½A power had but two entries and after Ted Hopgood's model crashed on launch it gave John Bailey a clear run, though he didn't max on his third flight.

A1 glider, unlike vintage glider, had many maxes with a few dropped flights and even a couple of disastrous flights from experts. In the three man flyoff, Ken Taylor's 7.32 comfortably beat John Oulds and Pete Cameron, the latter not even getting the line off the tow hook with winch problems.

Our thanks are due to RAF Odiham MFC members for their help in running this event and to the RAF Liaison Officer, Chief Technician Chris Barker, for all his hard work on the day in ensuring that the "aircraft movement downtime" was kept to a minimum.

Coupe d'Hiver 4x2.00 13 ent A1 Glider 3x2.00 10 ent

1	M Evatt	8.00+10.33	1	K Taylor	6.00+7.32
2	R Wilkes	+3.03	2	J Oulds	+0.59
3	G Stringer	+2.11	3	P Cameron	6.00
4	E Tyson	+2.08	4	B Lavis	5.51
5	R Vaughn	7.45			
6	E Challis	7.43			

½A Power 3x2.00 2 entries

1	J Bailey	5.53
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Vintage Power 3x2.00 7 entries

1	T Shepherd	6.00+4.17	Zeek
2	J Thompson	6.00	Stratostreak
3	R Kenward	5.34	Timide
4	R Cooper	5.16	Jersey Javelin

Vintage Wakefield ROG 3x2.30 8 entries

1	R Alban	7.30	Le Vibrant
2	P Michel	7.20	Simon
3	R Tiller	7.16	Copland
4	R Oldridge	7.16	Horry

Vintage HLG 9x60 sec 9 entries

1	T Horsey	329	Lucy
2	K Taylor	224	Polyglider
3	G Smith	206	Dingbat
Best Junior J Fish		102	

Vintage Glider 3x2.00 8 entries

1	G Smith	5.14	Mantis
2	T Horsey	4.43	Lulu
3	R Willes	2.53	Mick Farthing

Vintage Lightweight 3x2.00 14 entries

1	R Tiller	6.00+13.11	Senator
2	A Longhurst	+8.29	Pinocchio
3	T Tyson	+4.01	Senator
4	R Taylor	5.54	Scram
5	J Knight	5.49	Senator
6	M Hollamby	5.30	Senator

NFFS SYMPOSIUM 2005 CALL FOR PAPERS

Mike Woodhouse writes: I have taken on the role of Editor for the 2005 NFFS Symposium. Therefore I need papers to edit thus I am looking for contributions that relate to all aspects of free flight. I want to compile a symposium that covers the history and development of free flight i.e. sport, scale, vintage and competition, both theoretical and practical, plus the use of materials, "how I did it" and a little philosophy as well.

If you have an idea please get in contact. If you can't do it directly you might be able to give advice regarding someone who can! All help and advice will be gratefully received. Thank you in anticipation.

Contact Mike on tel/fax 01603 457754 or e-mail Mike@freeflightsupplies.co.uk.

BIGGLES LEAGUES

From Brian Lavis

F1H

		Total	North	Easter
1	J.Cooper	15	6	9
2	A.Crisp	6	0	6
3	I.Davitt	5	2	3
4	C.Edge	4	4	0
4	P.Tribe	4	0	4
6	B.Lavis	3	3	0
7	P.Seeley	2	0	2
8	M.Dilly	1	0	1

F1J

		Total	North	Easter
1	P.Watson	15	9	6
2	D.Hipperson	9	6	3
3	J.Bailey	5	4	1
4	P.Harris	4	0	4
5	P.Woodhouse	3	3	0
6	R.Baggott	2	0	2
6	C.Hickmott	2	2	0
8	C.Foster	1	1	0

Competitions to come:

Spring, Nats, Oxford (F1H), Brumfly, Scottish, Summer, Southern

Reminder about scoring:

9, 6, 4, 3, 2, 1 for 6 or more fliers
6, 4, 3, 2, 1 for 5
6, 4, 3, 2 for 4
6, 4, 3 for 3
6, 4 for 2
6 for 1

UK COMPETITION NEWS

SCOTTISH EVENTS.

The Scottish FF Nationals are on June 26-27

Events on Saturday are F1A and F1B with two flights between 1000 and 1330 at will, then scheduled rounds for flights 3,4,5. Also on Saturday is Open Vintage for the "McManus Trophy" to be flown from 1000 to 17:30.

Events on Sunday, all from 1000 to 1700 are Open Glider, Open Rubber for the "Waulkmill Shield", Combined Slow/Open Power for the "Flying Dutchman Trophy", F1G, F1H, ½A/F1J.

Engraved Glasses for 1st and 2nd places. Pre-entry is not required, £3 per event on day.

September 4-5: Saturday 4th: Paisley Trophy (all-in-Open) from 10:00 to 17:30. Sunday 5th: The Cranfield Classic from 10:00 to 17:30.

For details of both events, contact Jim Arnott "Downside", Farm Road, Hill of Beath, Fife, KY4 8DZ, tel 01383 510279, arnott.downside@quista.net

BRUMFLY GALA. Following details of the event in the May issue it now transpires that the Paragliders have booked Luffenham for a large 3 day meeting the same week-end. In the circumstances we feel we have no alternative other than to cancel our event. We are looking for an alternative date or venue later in the year and will advise as soon as possible. Contact Stuart Darmon on 024 76678520 after 6 pm.

TIMPERLEY OPEN DAY on August 22. The organisers have had to move the venue to North Luffenham. All other details remain as announced in the March FFn.