

Free Flight news



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DIARY

August 7-8 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 01225 862748 on Friday before.	August 27-28 Beer Sheva District, Israel	Israel FF Championship. World Cup event F1A, F1B, F1C, F1G, F1H, F1J. Contact: Miss Ofri Sagi, tel: +972 3 517 50 38, fax: +972 3 5177 280, e: office@aeroclub.org.il
August 8-14 Moncontour, France	Junior World Championships F1A, F1B, F1J/P.	August 28 Bosanski Petrovac, Bosnia and Herzegovina	Una Cup. World Cup event F1A, F1B, F1C. Contact: Haris Hadzihajdarevic, tel: +387 33 220843, fax: +387 37233652, e: hari_h@bih.net.ba web: http://www.bihac-leewave.netfirms.com
August 14 Bosanski Petrovac, Bosnia and Herzegovina	Memorijal Izet Kurtalic. World Cup event F1A, F1B, F1C. Contact: K Mandra, Aleja Sehida Resula br. 5, 71300 Visoko, Bosnia and Herzegovina, tel: +387 33 22843 fax: +387 33 22 843, email: sak@bosnia.ba web: http://www.memo-izetkurtalic.co.ba	August 28-29 Salisbury Plain	BMFA Team Trials. F1A (D. Brawn), F1B, (M. Duce) F1C (P. Buskell). Contact Peter Tribe 01225 862748
August 14-15 Salisbury Plain	FF Trimming. See entry for August 7-8	September 3 (Friday) Little Rissington	BMFA Southern Gala. O/G (Pilcher), O/R (Flight), O/P (Short), F1H (Ripmax), F1J/BMFA½A (Quickstart), SLOP, Mini-vintage, E.30, CO2, HLG, Catapult Glider
August 20-22 Stassfurt, Germany	Salzland Cup. World Cup event F1A, F1B, F1C and other class on Aug 20. See FFn 0404. Contact: G Wöbbeking, Holstenstr 108, 22767 Hamburg, Germany, tel: +49 40 38 98 310, fax: +49 40 38 98 309, e: woebeking@t-online.de	September 2-5 Zülpich, Germany	Eifel Pokal. World Cup F1A, F1B, F1C. P Mönninghoff, Friedrich Ebert Str. 41, 58332 Schwelm, Germany, t: +49 2336 7248, moenninghoff-peter@t-online.de
August 21-22 Salisbury Plain	FF Trimming. See entry for August 7-8	September 4 Liptovsky Mikulas, Slovak Republic	5th Mikulas cup of Hungary World Cup event F1E. Contact: Pinkert György, Pf. 16, 1625 Hungary, tel: +36 1 221 40 71, fax: +36 1 221 4071, e: info@cavalloni.hu
August 22 North Luffenham	TIMPERLEY FLYERS OPEN DAY. See FFn 0403. 10 am start. No rounds. O/R, O/G, O/Vintage, Cd'H, Comb Power incl Electric. All competitions 3 flights except for Open Rubber, which will be a one-flight Champagne flyoff. Contact: J Barker, tel. 0161 483 8697, email hepcaat@barkerj.freemove.co.uk.	September 4 Sisak, Croatia	Siscia Cup. World Cup F1A, F1B, F1C. Z Zechner, tel: +385 44 53 11 65, fax: +385 4453 0074, e: sisacki-vodovod@sk.htnet.hr
		September 4-5 Newbigging	Sat: All-in-open; Sun; Cranfield Classic. Both days 10.00 to 17.30. See FFn 0406.
		September 4-5 Salisbury Plain	FF Trimming. See entry for August 7-8
		September 5 Near Sheffield	BMFA F1E. Contact & CD Steve Philpott, 0121 354448

F1A INDIVIDUAL

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69	Csaba Szell	ROM	240	180	90	180	180	84	180	1074
70	Yalcin Olgun	TUR	240	82	180	180	139	124	180	1065
71	Svetozar Vujkov	SCG	240	180	180	180	124	111	100	1055
72	Manfred Grueneis	AUT	240	180	180	180	37	180	116	1053
73	Mick Fantham	GBR	135	180	180	148	141	94	151	1029
74	Viorel Ciucu	ROM	162	180	180	180	180	137	3	1022
75	Toms Dreika	LAT	240	101	180	180	124	180	71	1016
76	Peter Nosko	SVK	240	180	180	180	180	0	110	1010
77	Osman Sevgi	TUR	240	180	180	60	180	109	100	989
78	Atle Klugerhaug	NOR	240	88	180	180	0	180	180	988
79	Mario Omrcen	CRO	125	180	180	0	180	88	180	933
80	Ismail Keskin	TUR	89	180	180	14	27	180	149	819
Number of maximums			65	66	72	71	67	68	48	
Number of basic maximums			70	66	72	71	67	68	48	
Number of full scores			65	52	47	43	37	34	22	

F1A TEAM RESULTS

	Country	Abbrev	Total	Round-by-round team place							Team member places		
1	Slovenia	SLO	3774	17	10	9	8	7	6	1	21	22	26
2	Israel	ISR	3761	1	1	1	1	1	1	2	1	8	31
3	Lithuania	LTU	3735	1	10	9	8	7	6	3	9	25	39
4	Russia	RUS	3729	1	1	1	1	1	1	4	4	28	37
5	Ukraine	UKR	3728	1	1	1	1	10	8	5	14	27	40
6	Czech Republic	CZE	3716	1	1	1	1	1	1	6	2	34	35
7	Sweden	SWE	3714	1	1	1	1	1	1	7	6	7	45
8	Hungary	HUN	3698	1	1	1	1	1	9	8	11	20	48
9	France	FRA	3680	1	20	15	13	11	10	9	3	13	52
10	Poland	POL	3673	18	22	17	15	13	12	10	10	30	50
11	Germany	GER	3640	1	15	13	17	15	13	11	18	23	62
12	Italy	ITA	3626	23	19	16	14	12	11	12	16	24	66
13	Estonia	EST	3525	22	16	19	18	18	14	13	17	56	61
14	Switzerland	SUI	3518	1	1	1	1	1	1	14	37	41	68
15	Finland	FIN	3516	18	12	20	20	17	21	15	42	51	57
16	Bosnia Herzegovina	BIH	3515	1	17	14	19	20	18	16	19	58	64
17	Great Britain	GBR	3497	21	14	12	12	16	15	17	12	43	73
18	Slovakia	SVK	3495	1	1	11	10	9	17	18	15	36	76
19	Austria	AUT	3494	1	1	1	11	19	16	19	28	44	72
20	Netherlands	NED	3454	1	18	21	21	21	20	20	46	53	65
21	Romania	ROM	3356	20	13	18	16	14	19	21	5	69	74
22	Norway	NOR	3325	1	23	22	22	23	22	22	47	54	78
23	Serbia & Montenegro	SCG	3272	1	24	25	23	22	23	23	63	67	71
24	Croatia	CRO	3210	25	21	24	24	24	24	24	55	60	79
25	Turkey	TUR	2873	24	25	23	25	25	25	25	70	77	80
26	Spain	ESP	2409	26	26	26	27	26	26	26	33	49	
27	Latvia	LAT	2256	26	27	27	26	27	27	27	32	75	

F1B TEAM RESULTS

1	Germany	GER	3780	1	1	1	1	1	1	1	5	7	13
2	Ukraine	UKR	3751	1	1	1	1	1	2	2	1	3	26
3	Great Britain	GBR	3715	1	7	6	4	5	3	3	14	27	29
4	Bosnia Herzegovina	BIH	3706	1	1	1	1	4	4	4	20	24	36
5	Russia	RUS	3699	1	1	1	4	3	5	5	4	28	36
6	France	FRA	3670	16	13	10	8	7	6	6	19	35	38
7	Sweden	SWE	3624	1	8	11	9	10	9	7	22	42	45
8	Poland	POL	3604	1	10	9	7	6	8	8	25	43	43
9	Israel	ISR	3594	12	6	8	6	11	12	9	30	39	48
10	Italy	ITA	3588	1	5	5	12	9	7	10	20	32	52
11	Serbia & Montenegro	SCG	3564	1	9	7	11	8	11	11	33	46	47
12	Finland	FIN	3476	14	19	16	15	14	13	12	15	18	64
13	Netherlands	NED	3474	13	12	18	17	16	14	13	12	49	58
14	Romania	ROM	3444	15	11	12	10	12	10	14	8	31	63
15	Czech Republic	CZE	3401	21	18	15	14	13	15	15	9	55	56
16	Turkey	TUR	3390	20	21	21	19	17	15	16	17	51	62
17	Austria	AUT	3361	1	15	14	16	18	18	17	23	34	65
18	Switzerland	SUI	3273	1	20	20	18	20	19	18	41	54	61
19	Croatia	CRO	3047	19	14	16	20	19	20	19	50	57	66
20	Slovakia	SVK	2849	17	16	13	13	15	17	20	59	60	67
21	Lithuania	LTU	2520	22	22	22	22	22	21	21	2	10	
22	Hungary	HUN	2252	18	17	19	21	21	22	22	6	68	69
23	Estonia	EST	1260	23	23	23	23	23	23	23	16		
24	Latvia	LAT	1200	23	23	23	23	23	24	24	40		
25	Bulgaria	BUL	1117	25	25	25	25	25	25	25	53		

F1B INDIVIDUAL

1	Stepan Stepanchuk	UKR	1260	+300e	+398						
2	Rolandas Mackus	LTU	1260	+300e	+390						
3	Anatoly Zastavenko	UKR	1260	+300e	+379						
4	Radik Khuzhev	RUS	1260	+300e	+366						
5	Bernd Silz	GER	1260	+300e	+348						
6	Mihaly Varady	HUN	1260	+300e	+292						
7	Igor Zilberg	GER	1260	+300e	+289						
8	Marian Popescu	ROM	1260	+300e	+179						
9	Vladislav Urban	CZE	1260	+272e							
10	Laurinas Gircys	LTU	1260	+265e							
11	Oleg Kulakovskyy	E/C	1260	+262e							
12	Eric Crins	NED	1260	+208e							
13	Peter Windisch	GER	1260	+52e							
14	Mike Woolkner	GBR	1260	+44e							
15	Janne Isotalo	FIN	1260	+43e							
16	Indrek Harjo	EST	1260	+41e							
17	Ismet Yurtseven	TUR	1260	+32e							
18	Juhani Isotalo	FIN	1260	+14e							
19	Lea Marquois	FRA	200	174	180	180	180	180	180	1254	
20	Kenan Jusufbasic	BIH	240	180	180	180	180	180	172	1252	+60e
20	Antonio Sanavio	ITA	240	178	174	180	180	180	180	1252	+60e
22	Eimar Bror	SWE	182	180	180	180	172	180	180	1252	+2e
23	Horst Wagner	AUT	189	180	180	180	164	180	180	1244	
24	Malik Cabaravdic	BIH	240	180	180	180	180	163	180	1243	
25	Andrzej Poczobut	POL	240	175	180	180	180	180	159	1234	
26	Sergiy Molchanov	UKR	240	180	180	180	180	151	180	1231	
27	Russel Peers	GBR	200	180	180	180	149	180	180	1229	
28	Nikolay Mikheyev	RUS	240	180	180	180	180	148	180	1228	
29	Keith Chamberlain	GBR	240	169	180	180	157	180	180	1226	
30	Shmuel Kuflik	ISR	174	180	150	180	180	180	180	1224	
31	Constantin Popa	ROM	240	180	180	180	173	180	149	1222	
32	Mario Lovato	ITA	240	180	180	180	180	180	137	1217	+60e
33	Radoje Blagojevic	SCG	209	145	180	172	180	180	180	1217	+29e
34	Klaus Salzer	AUT	226	180	180	134	180	180	180	1214	+46e
35	Guy Buisson	FRA	134	180	180	180	180	180	180	1214	
36	Emir Hajdarevic	BIH	240	180	180	180	131	180	180	1211	+60e
36	Anatoly Rybchenkov	RUS	240	180	180	169	180	142	180	1211	+60e
38	Aurelien Pineau	FRA	207	180	180	180	143	180	159	1202	+27e
39	Mark Gilad	ISR	203	180	180	180	180	122	180	1202	+23e
40	Victors Rosonoks	LAT	240	180	180	180	180	120	180	1200	
41	Martin Greub	SUI	217	117	180	180	180	180	180	1197	
42	Hakan Broberg	SWE	236	148	180	180	142	180	180	1190	
43	Stanislaw Skibicki	POL	194	148	180	180	180	137	180	1185	+14e
43	Adam Krawiec	POL	194	180	180	180	134	151	180	1185	+14e
45	Magnus Soderling	SWE	240	180	143	180	180	139	180	1182	
46	Svetozar Gostojic	SCG	230	180	180	125	180	149	180	1174	
47	Slobodan Milic	SCG	220	180	180	180	180	127	146	1173	
48	Ittai Shichman	ISR	240	180	180	180	88	180	180	1168	
49	F Voskens	NED	160	155	180	180	130	180	180	1165	
50	Boris Markusic	CRO	178	180	180	90	180	180	165	1153	
51	Ismail Sarioglu	TUR	200	140	168	180	180	180	111	1139	
52	Mario Kusterle	ITA	240	180	180	89	180	130	180	1119	
53	Valentin Savov	BUL	95	180	180	180	180	122	180	1117	
54	Dieter Siebenmann	SUI	235	165	141	180	53	180	180	1079	
55	Milan Novy	CZE	22	180	180	180	180	149	180	1071	
56	Jan Cihak	CZE	202	159	180	180	122	133	116	1070	
57	Sokolic Danko	CRO	118	170	168	180	133	103	180	1052	
58	Roel Lukassen	NED	196	180	4	145	180	180	180	1049	
59	Ivan Treger	SVK	240	180	180	180	180	121	0	1021	
60	Jozef Petras	SVK	240	180	180	109	180	180	0	1009	
61	Rudolf Trumpf	SUI	240	0	174	180	108	175	180	997	
62	Naci Bitik	TUR	65	32	180	180	180	180	174	991	
63	Sandor Vincze	ROM	137	180	153	180	113	144	55	962	
64	Markku Kiiskinen	FIN	138	23	180	180	140	115	180	956	
65	Harald Meusburger	AUT	182	89	149	99	26	180	180	903	
66	Vinko Tomljanovic	CRO	240	180	67	125	95	86	109	842	

67	Igor Miertus	SVK	121	137	180	180	105	96	0	819
68	Karoly Toth	HUN	117	106	180	180	0	0	0	583
69	Jozsef Krasznai	HUN	240	180	49	0	0	0	0	409
Number of maximums			32	50	57	58	47	45	52	
Number of basic maximums			57	50	57	58	47	45	52	
Number of full scores			32	28	25	22	19	14	12	

F1C INDIVIDUAL

1	Yevhen Verbitsky	UKR	1260	+300e	+420					
2	Edin Sahinovic	BIH	1260	+300e	+373					
3	John Cuthbert	GBR	1260	+300e	+338					
4	Peter Watson	GBR	1260	+300e	+312					
5	Leonid Fuzeev	RUS	1260	+300e	+300					
6	Robert Hegenbart	AUT	1260	+300e	+210					
7	Gabor Zsengeller	HUN	1260	+291e						
8	Stafford Screen	GBR	1260	+281e						
9	Marian Popescu	ROM	1260	+258e						
10	Oleksandr Molchanov	UKR	1260	+251e						
11	Giorgio Venuti	ITA	1260	+212e						
12	Reinhard Truppe	AUT	1260	+198e						
13	Kenan Jusufbasic	BIH	1260	+165e						
14	Artem Babenko	UKR	1260	+60e						
15	Asim Jusufbasic	BIH	1260	+54e						
16	Uwe Glissmann	GER	240	180	180	180	180	180	176	1256
17	Bruno Fiegl	ITA	240	180	180	180	170	180	180	1250
18	Michel Reverault	FRA	240	180	169	180	180	180	180	1249
19	Juri Roots	EST	240	180	180	180	167	180	180	1247
20	Klaus-Peter Waechtler	GER	240	180	180	166	180	180	180	1246
21	Pawel Krawczyk	POL	240	180	180	180	164	180	180	1244
22	Marek Roman	POL	240	180	180	180	180	162	180	1242
23	Anatoly Kislovsky	RUS	240	180	180	180	149	180	180	1229
24	Yury Opevalov	RUS	240	180	180	180	178	150	180	1228
25	Laurent Pouyadou	FRA	136	180	180	180	180	180	180	1216
26	Franco Gradi	ITA	240	180	180	144	171	180	180	1215
27	Bernard Boutillier	FRA	200	115	180	180	180	180	180	1195
28	Janos Szecsenyi	HUN	240	180	180	180	112	180	180	1192
29	Danas Babenskaskas	LTU	156	180	166	180	129	180	180	1171
30	Robert Szabo	HUN	139	180	180	180	180	176	130	1165
31	Raimond Naaber	EST	193	178	180	180	114	145	180	1157
32	Zbigniew Szablewski	POL	158	168	180	180	180	180	94	1140
33	Robertas Kiburtas	LTU	217	170	180	180	106	137	180	1133
34	Milan Pavlov	SCG	164	120	180	180	131	180	131	1086
35	Manfred Nogga	GER	240	180	180	180	40	180	66	1006
36	Sava Lujanski	SCG	21	172	180	95	180	180	176	1004
37	Peter Maurer	SUI	240	180	85	106	0	0	0	551
Number of maximums			27	31	34	33	24	31	30	
Number of basic maximums			31	31	34	33	24	31	30	
Number of full scores			27	27	25	23	16	15	14	

F1C TEAM RESULTS

	Country	Abbrev	Total	Round-by-round team place								Team member places		
1	Great Britain	GBR	3780	1	1	1	1	1	1	1	1	3	4	8
2	Ukraine	UKR	3780	1	1	1	1	1	1	1	1	1	10	14
3	Bosnia Herzegovina	BIH	3780	1	1	1	1	1	1	1	1	2	13	15
4	Italy	ITA	3725	1	1	1	7	6	4	4		11	17	26
5	Russia	RUS	3717	1	1	1	1	4	5	5		5	23	24
6	France	FRA	3660	9	9	9	9	8	8	6		18	25	27
7	Poland	POL	3626	7	7	7	6	5	6	7		21	22	32
8	Hungary	HUN	3617	8	8	8	8	7	7	8		7	28	30
9	Germany	GER	3508	1	1	1	5	9	9	9		16	20	35
10	Austria	AUT	2520	10	10	10	10	10	10	10		6	12	
11	Estonia	EST	2404	10	11	11	11	11	11	11		19	31	
12	Lithuania	LTU	2304	12	12	12	12	12	12	12		29	33	
13	Serbia & Montenegro	SCG	2090	13	13	13	13	13	13	13		34	36	
14	Romania	ROM	1260	14	14	14	14	14	14	14		9		
15	Switzerland	SUI	551	14	14	15	15	15	15	15		37		

JACK NORTH TROPHY

		F1A	F1B	F1C	total
1	Ukraine	3728	3751	3780	11259
2	Russia	3729	3699	3717	11145
3	France	3680	3670	3660	11010

NEWS FROM BMFA FF TECH COMMITTEE

1. Stonehenge Cup - World Cup Event, Sept 18-19

Entries to date are very encouraging, but this is a reminder to those who have not yet sent in their entry forms that the closing date for entries is 27th August 2004.

If you have not received or mislaid your entry form, full details of the event and entry form can be obtained from Mick Howick, Knoll House, 69 The Street, Hindringham, Fakenham, Norfolk, NR210PR, UK, or by email to g.turnbull@tesco.net

Bed and Breakfast accommodation is available on the Friday, Saturday and Sunday night near to Sculthorpe, and an evening meal for competitors, officials and guests is also available.

2. Summary of BMFA rule change proposals for 2005

The proposed rule changes below are the result of the ten suggestions and resulting feedback that the FFTC has received this year. They will be finally prepared and submitted as proposals to Technical Council after the next FFTC meeting on 16th September. (Clearly those where we are suggesting no change will not go to Tech. Council). Any further feedback to the usual address before then please.

The FFTC would like to thank everyone who has fed back to us on these topics. In total we have had 156 items of feedback and we must apologise for not replying to them, but all been given careful consideration by the committee. It is disappointing when your pet proposal has not been adopted but please rest assured that it has been considered. Thank you all!

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

Proposed Change – Still under consideration

2 Discus launch - Ban on safety grounds

Proposed Change – no change

Explanation - Having observed discus launch in action we do not feel that it presents a significant safety hazard.

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

Proposed Change - No change

Explanation - The relaxation of the eligibility requirement is not felt to be appropriate for BMFA competition.

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.

Proposed Change (a) - clarify wording in 3.12 (a) to "Note F1J and BMFA 1/2A Power may be combined at a contest if announced in advance in the BMFA Contest Calendar."

Proposed Change (b) (combination of events at meetings with more than 6 senior Championship events) - No change

Explanation – a general view that the reduction of Mini Vintage to 3 flights should not be followed by further reductions.

5 Timekeepers – allow 30m radius

Proposed Change – Increase radius to 15 metres

Explanation – 15 better than 10 but 30 would be too much.

6 SLOP – reduce engine run

Proposal – No change

Explanation – no need for change and restricting performance would adversely affect a popular class and reduce the validity of combined events

7 SLOP – change maximum engine size

Proposed Change – No change

Explanation – justification not accepted

7a SLOP – change to fuel and engine run

Proposal – No change

Explanation – No reason to change or complicate this successful class

7b SLOP – change to engine run and maximum

Proposed Change – No change

Explanation – No reason to change or complicate this successful class

8 SLOP – specify propellers

Proposed Change – Ban folding propellers

Explanation – Folders are not in the spirit of SLOP. (note – the safety concern in the original proposal is not accepted as justification for this change.)

9 E30 – Single model spec of improved appeal

Proposed Change -

Maximum projected span 30 inches.

Maximum overall length 30 inches.

Minimum weight 100 grams.

4. Battery to be 3 x 50 mAh cells.

Maximum propeller diameter 6 inches.

Contest to 3 x 2 minute maxes plus any required unlimited flyoff.

10 EOP – Revised specification to improve appeal

Proposed Change –

Maximum motor size 600, brushed type only.

Motor run not to exceed 30 seconds. The motor run is to be verified by a timekeeper check timing on the ground before flying, observing that the motor's timing device is started from a clearly marked point. After verifying that the 30 second period is not exceeded the timekeeper shall mark the flight card to affirm this. The timekeeper and/or subsequent timekeepers shall check that the motor's timing device is started from the verified mark before each flight (it is only required that the ground check timing procedure is carried out before the first flight). In addition the motor run shall be checked visually during each flight. If the model has not clearly stopped climbing under power after 32 seconds an over-run shall be declared. (It is highly recommended that a 'safety lock' be fitted to prevent the accidental restarting of the motor after the model has landed.)

Contest to 3 flights plus an unlimited flyoff if necessary.

Explanation -

Since its introduction EOP (now to be designated OE – Open Electric) has failed to attract the entries expected. The general feeling is that the specification is too restrictive and the consequent models underpowered. Also that the motor run timing procedure needs tidying-up.

The minimal specifications now suggested remove some of the previous restrictions on motors - giving more available power, permit any size or type of battery pack - allowing the potential power of the motor to be fully utilised, 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

No offers have been received for a CD's for the second Team Selection Event at Salisbury on 28th and 29th August Bank holiday weekend. Offers to Chris Strachan or Peter Tribe on 01225 862748. *This is now urgent-please seriously consider if you are able to help, or if it is your turn to contribute something back into the sport.*

4. 'Pool for Prizes'

It has been suggested to the FFTC that to provide added interest to the event and at prize-giving, the FFTC should encourage a 'Pool for Prizes' similar to that adopted for some fishing competitions.

The proposal would be that competitors could voluntarily pay an additional fee (say £2) which goes into a pool for that competition, with the winner taking the pool. Comments please.

Draft United Kingdom proposals to omit the 'Supermax' clauses which are presently included within Section 4 of Sporting Code 2003 Volume F1

A. Introduction

The revisions which are generally referred to as the 'Supermax' were incorporated into the 2002 edition of Section 4 of the Sporting Code, and comprised two sections:-

1. The first round maximums were increased to 240 secs for F1A, and 300 secs for F1B/C in order to reduce the excessive numbers in fly-offs that had been experienced in recent World and European Championships.
2. The procedures for totalling the competitor's scores were changed to provide a method for determining 'tied positions'.

The maximum durations are used for World and Continental Competitions, and also applied at that time to International events.

However, a clarification to clause 3.1.7 (and 3.2.7 and 3.3.7) was passed in 2003 effective for 2004 with respect to 'International Events' and these clauses now read:-

'In other international events a maximum of three minutes will be used for all rounds unless different durations (not exceeding four minutes) have been announced in advance in the contest bulletin for specific rounds.'

(Note- Substitute 'five minutes' in 3.2.7 and 8)

The maximums can be amended where exceptional meteorological conditions or model recovery problems occur, but only with Jury approval, and providing that the revised maximum is announced prior to the commencement of the round.

B. Programme to instigate a rule change

Proposals for changes to the present code will be considered at the 2005 CIAM meeting, and will come into force in January 2006. Proposals need to be submitted to the UK BMFA in sufficient time to enable them to be ratified and submitted to CIAM before 15th November 2004.

C. Discussion

When these proposals were promulgated, the BMFA FFTC considered them in detail, but perhaps in common with many other governing bodies, did not appreciate the implications with regard to the proposals for the 'tied' scoring system.

The rules governing the 'tie breaker', where competitors with 'equal total scores' can end up at different ends of the results table has proved to be almost universally unpopular. It seems strange that so much strife could have occurred to determine tied positions, especially when in most circumstances a tie is of little consequence, and especially when rule 3.1.8c gives a procedure for determining tied placings.

The result of this is that some International Event Organisers ignore the present rules when collating results.

The effect of the UK proposed rule change set out below aims to result in all time scored in the rounds to count towards final placings in the event. Ie, the 'supermax' converts to an extended max.

D. Draft UK BMFA Proposals in Connection with Procedures for Scoring

1.1 Clauses 3.1.7, 3.2.7, 3.3.7

Omit the third paragraph :-

'For any flights with a maximum duration greater than three minutes the additional time over three minutes is used only to resolve any tie.'

1.2 Clause 3.1.8a

Omit the words :-

'subject to a limitation of three minutes for each flight.'

1.3 Clause 3.1.8b

Omit this Clause, and re-number subsequent clauses.

1.4 Clause 3.1.8 c

Omit the words :-

'when there is still a tie after the procedure in (b)'

GLIWICE, POLAND, JUNE 26-27

F1A 16 flew

1	W Siodmok	POL	1200	+150
2	S Hubert	SVK	1200	+95
3	J Letko	SVK	1200	+85
4	J Kurgan	POL	1185	
5	K Huber	POL	1175	
6	T Drozdowski (J)	POL	1164	

F1A-Junior 6 flew

1	T Drozdowski	POL	1164	
2	K Lehmann	POL	1147	
3	W Zolnierak	POL	1145	

SCANIA CUP, RINKABY, SWEDEN, JULY 2-4

F1A 46 flew

1	P Findahl	SWE	1260	+420
2	A Jack	GBR	1260	+173
3	B Nyhegn	DEN	1233	
4	A Van Wallene	NED	1215	
5	M Kochkarev	RUS	1206	
6	S Makarov	RUS	1200	
7	M van Dijk	NED	1193	
8	J Zarins (J)	LAT	1173	
9	M Farber	GER	1092	
10	Y Evdomikov	RUS	1049	
11	R Assmuss	GER	1044	
12	D Halbmeier	GER	1040	
13	L Larsson	SWE	1034	
14	T Pajunen	FIN	1032	

F1A-Junior 6 flew

1	J Zarins	LAT	1173	
2	M Joala	EST	972	
3	D Findahl	SWE	884	

F1B 30 flew

1	B Silz	GER	1260	+300
2	A Gey	GER	1260	+276
3	Y Evdokimov	RUS	1260	+271
4	R Mackus	LTU	1260	+241
5	R Khuziev	RUS	1260	+225
6	V Rosonoks	LAT	1260	+167
7	A Zeri	NED	1239	
8	N Hollander	SWE	1221	
9	H Stendal	GER	1216	
10	L Gircys	LTU	1211	

F1C 8 flew

1	A Lindner	GER	1232	
2	R Truppe	AUT	1203	
3	H Clement	GER	1130	
4	J Roots	EST	1059	

NORDIC CUP OF DENMARK, RINKABY, SWEDEN, JULY 5

F1A 48 flew

1	B Nyhegn	DEN	1140	+300
2	P De Boer	NED	1140	+281
3	D Findahl (J)	SWE	1138	
4	Y Evdokimov	RUS	1137	
5	D Halbmeier	GER	1129	
6	M Van Dijk	NED	1128	
7	T Weimer	GER	1121	
8	S Makarov	RUS	1111	
9	J Nyhegn	DEN	1105	
10	A Jack	GBR	1100	
11	P Ronkanen	FIN	1092	
12	J Kuningas	FIN	1088	
13	P Witkowski	GER	1081	
14	M Kochkarev	RUS	1068	
15	M Holmbom	SWE	1065	
16	P Findahl	SWE	1063	
17	W Colledge	GBR	1054	
18	I Kreetz	NED	1031	

F1A-Junior 7 flew

1	D Findahl	SWE	1138
2	T Stalhandske	SWE	976
3	J Zarins	LAT	965

F1B 26 flew

1	R Khuziev	RUS	1200	+300	+242
2	B Silz	GER	1200	+300	+198
3	G Wivardsson	SWE	1200	+288	
4	A Gey	GER	1200	+283	
5	H Stendal	GER	1200	+260	
6	B Peers	GBR	1200	+258	
7	M Dahlin	SWE	1200	+207	
8	P Windisch	GER	1200	+194	
9	Y Evdokimov	RUS	1160		
10	V Rosonoks	LAT	1157		

F1C 6 flew

1	J Roots	EST	1140
2	R Truppe	AUT	1127
3	H Clement	GER	1126

KHARKIV CUP, KHARKIV, UKRAINE, July 2-4

F1A 23 flew

1	V Bezchasnyy	UKR	1110	+283
2	V Vivchar (J)	UKR	1110	+269
3	S Mozyrska (J)	UKR	1108	
4	D Levchenko (J)	UKR	1092	
5	R Isayenko	UKR	1081	
6	R Lavrinov	UKR	1066	

F1A-Junior 8 flew

1	V Vivchar	UKR	1110	+269
2	S Mozyrska	UKR	1108	
3	D Levchenko	UKR	1092	

F1B 18 flew 13 full scores

1	A Rybtchenkov	RUS	1260	+120e	+277
2	V Starostenko	UKR	1260	+120e	+120
3	A Aprodov (J)	UKR	1260	+116e	
4	A Zastavenko	UKR	1260	+111e	
5	V Usikov	UKR	1260	+103e	
6	E Horban	UKR	1260	+91e	
7	O Kulakovskyy	UKR	1260	+88e	
8	E Horban (J)	UKR	1260	+86e	
9	M Mulligan	USA	1260	+72e	

F1C 12 flew 9 full scores

1	V Semenyaga	UKR	1260	+120e	+364
2	I Andryuschenko	UKR	1260	+120e	+335
3	O Molchanov	UKR	1260	+120e	+329
4	A Babenko	UKR	1260	+120e	+235

F1J 4 flew

1	V Aleksandrov	UKR	598
2	V Tregubenko	UKR	560

F1G 3 flew

1	A Aprodov (J)	UKR	583
2	V Starostenko	UKR	550

F1H 3 flew

1	V Bezchasnyy	UKR	600
2	O Chernykh (J)	UKR	562

ANTONOV CUP, KYIV, UKRAINE, JULY 9-11

F1A 34 flew

1	V Lazarevytch	UKR	1260	+254
2	Y Hrushkovskyy	UKR	1260	+225
3	V Volkov	UKR	1260	+201
4	V Chop	UKR	1260	+200
5	I Kolumbet	UKR	1260	+186
6	S Protopopov (J)	UKR	1260	+172
7	Y Donchenko	UKR	1260	+152
8	D Levchenko (J)	UKR	1259	

F1A-Junior 11 flew

1	S Protopopov	UKR	1260	+172
2	D Levchenko	UKR	1259	
3	V Vivchar	UKR	1241	

F1B 24 flew

1	I Vivchar	UKR	1260	+300	+302
2	S Stefanchuk	UKR	1260	+300	+266
3	V Vivchar	UKR	1260	+300	+248
4	M Mulligan	USA	1260	+300	+247
5	V Romanchenko	UKR	1260	+263	
6	O Gontar	UKR	1252		

F1C 16 flew 5 full scores

1	A Vjacheslav	UKR	1260	+300	+367
2	E Verbitsky	UKR	1260	+300	+365
3	D Stakhanov	UKR	1260	+300	+217
4	Y Mogyl'nyy	UKR	1260	+300	+165

F1H 6 flew

1	V Stamov	UKR	840
2	V Bezchasnyy	UKR	789

F1G 9 flew

1	S Stefanchuk	UKR	600	+180	+300
2	O Bukin	UKR	600	+180	+229

F1J 7 flew

1	V Tregubenko	UKR	600
2	E Carroll	USA	594

ODESA BLACK SEA CUP/MOLDOVA, ODESA, UKRAINE, JULY 16-18

F1A 42 flew, 16 full scores

1	S Terentiev	RUS	1260	+270
2	L Anokhin	RUS	1260	+264
3	D Levchenko (J)	UKR	1260	+248
4	Y Y.evdokimov	RUS	1260	+237
5	P Marakhovsky(J)	UKR	1260	+208
6	I Yablonovskyy	UKR	1260	+205

F1A-Junior 11 flew

1	D Levchenko	UKR	1260	+248
2	P Marakhovskiy	UKR	1260	+208
3	S Mozyrska	UKR	1260	+165

F1B 20 flew 13 full scores

1	A Chik	UKR	1260	+274
2	S Molchanov	UKR	1260	+254
3	V Vivchar	UKR	1260	+238
4	I Vivchar	UKR	1260	+237
5	A Zastavenko	UKR	1260	+234
6	Y V.evdokimov	RUS	1260	+231

F1C 15 flew 11 full scores

1	V Semenyaga	UKR	1260	+329
2	Y Verbytskyy	UKR	1260	+319
3	A Babenko	UKR	1260	+318

BUZAU CUP, BUZAU, ROMANIA, Jul 31-Aug 1

F1A 50 flew

1	M Kochkarev	RUS	1260	+60e	+300	+420
2	R Hellgren	SWE	1260	+60e	+300	+368
3	P Findahl	SWE	1260	+60e	+300	+304
4	W Gerlach	GER	1260	+60e	+300	+274
5	S Evdokimov	RUS	1260	+60e	+300	+267
6	S Rumpp	GER	1260	+60e	+300	+256
7	J Schellhase	GER	1260	+60e	+300	+253
8	M Fantham	GBR	1260	+60e	+300	+247
9	L Balhar	ISR	1260	+60e	+300	+236
10	J Vosejpka	CZE	1260	+60e	+300	+230
11	V Nereng	NOR	1260	+60e	+300	+226
12	C Bachmann	SUI	1260	+60e	+300	+225
13	T Pajunen	FIN	1260	+60e	+300	+219
14	J Carter	GBR	1260	+60e	+300	+211
15	S Volodichev	RUS	1260	+60e	+300	+210
16	B Ryz	CZE	1260	+60e	+300	+203
17	K Ven	NED	1260	+60e	+300	+180
18	I Keskin	TUR	1260	+60e	+300	+159
19	J Zarins (J)	LAT	1260	+60e	+300	+141
20	F Wutzi	AUT	1260	+60e	+288	
21	F Moreau	FRA	1260	+60e	+275	
22	M Moscovich	ISR	1260	+60e	+21	
23	S Makarov	RUS	1260	+60e	+5	
24	A Persson	SWE	1260	+53e		

F1A-Junior 6 flew

1	J Zarins	LAT	1260	+60e	+300	+141
2	G Oskats	LAT	1194			
3	T Dreika	LAT	1170			

F1B 35 flew

1	A Rybchenkov	RUS	1260	+120e	+310	
2	J Isotalo	FIN	1260	+120e	+275	
3	M Novy	CZE	1260	+120e	+274	
4	A Zastavienko	UKR	1260	+120e	+244	
5	N Bitik	TUR	1260	+120e	+231	
6	Y Evdokimov	RUS	1260	+96e		
7	T Can	GER	1260	+88e		
8	R Trumpf	SUI	1260	+85e		
9	I Sarioglu	TUR	1260	+63e		
10	A Bukin	UKR	1259			
11	J Isotalo	FIN	1254			
12	E Crins	NED	1251			
13	V Urban	CZE	1247			
14	A Pineau	FRA	1233			
15	R Lucassen	NED	1226			
16	R Khuziev	RUS	1223			
17	H Wagner	AUT	1214			
18	V Rosonoks	LAT	1212			

F1C 8 flew

1	S Katyba	UKR	1260	+107e		
2	M Reverault	FRA	1258			
3	T Reinhardt	AUT	1227			
4	R Juri	EST	1206			

BMFA FOURTH AREA CENTRALISED, June 13

Individual scores in Open Power/SLOP Plugge 37 flew

1	S Barnes	Morley A	7.30	10.26
2	T. Payne	Biggles	7.30	7.05
3	D Hipperson	CVA	7.30	6.41
4	R. Baggot	Birmingham A	7.30	5.36
5	E B Jones	Morley A	7.30	5.08
6	P. Watson	Birmingham A	7.30	4.11
7=	M. Sibson	Grantham	7.30	
7=	R Taylor	East Grinstead	7.30	
7=	T Hargreaves	Morley B	7.30	
10=	N Allen	East Grinstead	7.25	
10=	S Fielding	Morley B	7.25	
12	P. Ball	Grantham	7.19	
13	S. Screen	Birmingham A	7.15	

Open Power/SLOP Team Keil Trophy 14 teams flew

1	Birmingham A	22.15	6	Bristol & W A	16.09
2	Morley A	21.35	7	E Grinstead	14.55
3	Morley B	21.32	8	Bristol & W B	14.01
4	Crookham A	20.34	9	Vikings	12.49
5	Grantham	19.42	10	Cleemac	12.07

F1H Plugge 37 flew

1	B. Lavis	Biggles	10.00	6.04
2	I. Davitt	Morley	10.00	5.43
3	J Richardson	Maidstone	10.00	0.40
4	P Tribe	Bristol & West	9.55	
5	A Gibbs	Birmingham	9.52	
6	R. Heap	Biggles	9.42	
7	J. Cooper	Biggles	9.34	
8	T Knight	Crawley	9.09	
9	P Seeley	Bristol & West	9.03	
10	A Cameron	Crawley	8.40	
11	G Beal	Morley	8.34	
12	M Cook	Maidstone	8.25	
13	J Howick	Vikings	8.11	

EOP 4 flew

1	T Grey	Maidstone	7.30	5.13
2	D Davitt	Morley	7.30	4.40
3	G Fuller	Bristol & West	6.26	
4	P Lang	Maidstone	3.49	

F1B Gutteridge Trophy 15 flew

1	M Chilton	CSA	11.25	
2	M Woodhouse	Vikings	11.18	
3	B Halford	Vikings	11.08	
4	M Sanderson	Cleemac	9.51	
5	R Elliot	Croydon	7.56	
6	K Taylor	East Grinstead	6.30	

CO2 4 flew

1	C Strachan	Biggles	10.00	6.31
2	I. Davitt	Morley	10.00	2.55
3	J O'Donnell	Timperley	9.45	
4	D. Brawn	Biggles	8.18	

Plugge Championship Points after Fourth Area

1	Bristol & West	1658	7	Cleemac	784
2	Morley	1617	8	E Grinstead	533
3	Birmingham	1172	9	Crawley	485
4	Vikings	1096	10	Grantham	417
5	Biggles	940	11	C.V.A.	415
6	Crookham	915	12	Falcons	350

BMFA SUMMER MINI, N Luffenham, July 17

Report by Dave Hipperson

If Free Flight aeromodelling were ever to end suddenly in the UK then please let our final memories be of an event on one of our attractive and inviting fields such as the immaculate Church Fenton, the enormous Salisbury Plain or the serene Merryfield. Hopefully we will forget the hell hole that is now North Luffenham! Looking at every visit more like a stage set left over from Saving Private Ryan one feels that a tracked vehicle and certainly a flame thrower could really be useful here. For the Summer Mini all the shell holes, piles of rubble, barbed wire and trenches hidden in the grass (and what grass) were all in place but at least it stayed calm and our required 'direction' fitted in conveniently with the other main user the Paracending Club. It rained of course - loads of it. Just after control had set up almost a hour and a half of rain was heavy enough to stop everything. Then muggy, warm calm occasionally developing sunny periods and just as quickly blackening clouds with threatening spots. Drift was rarely more than 5mph often zero and generally from the South until the end of the day when another lengthy downpour - the heaviest - delayed the flyoffs an hour and veered the wind through 270 degrees to blow, but still gently, west.

It was a pity that the host club Walsall, CDing on behalf of the BMFA, insisted on adding to the already crowded programme of no less than ten official events, a number of their own. Although fine it their own right these did nothing to attract more people as they had been poorly advertised but did plenty to further dilute the numbers flying in the main contests. Scanning the results you might wonder why the programme wasn't simply Mini Vintage and Slow Open Power! In these two events interest and hence flyoffs were very large no doubt in part helped by the three flight nature of both and the low max in Slow Open on this day of flat calm when 3.00 would have been more appropriate.

Just before 6pm the threat of more rain became a reality. The heavens opened making the job of running the contest and deciding on a flyoff schedule very difficult. Bearing in mind the disaster at the second day of the Nationals it was extraordinary to see so many people gathering to chat out in the open under umbrellas while thunder rumbled above. They would all have been safer in their Faraday cages! No matter, the storm passed without mishap and flyoffs were started sharp at 7pm and came in three periods. This combination is usual, what wasn't was that on this occasion the first one combined two classes for which one contestant had qualified! This necessitating him flying twice in different class in the same 15 minute period. The absurdity of this on the organisations part was only exceeded by the greater absurdity of the person in question not complaining although in truth he should never have been put in the position of having too! Hardly a way to attract multiple entries in future.

The rain had cleared the air in more ways than one. Thankfully it did not bring with it wind but it did alter the drift direction and kill the lift. A few of the power finalist moved a little way around the peri-track to launch but generally we were all in sight of one another. Sharp continued his recent form by out manoeuvring the opposition in CDH. He walked a little way out where they couldn't join him if he found a good patch and picked something, admittedly fairly neutral, but still leaving the others to fly in deteriorating air. Indeed if during the day the air could have been described as thick or even fat it was now decidedly thin. In ½A Hipperson had to have two cracks at defeating the game little ½A Creep from Rushby. Dave over-running on his first, again as at the Nats and with same model, surely more than a coincidence. The re-flight was adequate but hardly spectacular unlike E30 in the following period. The two leaders here really stood out as the flights of the evening with Briginshaw stopping the long run of wins from Grey but it was close. Mini Vintage favoured the super light folder from Gordon Beal and the high climbing power model (Timide) of Shacklock over the freewheeling Senator once again from Sharp but these top three flights were all good.

Al Glider and P30 times and their closeness will attest to the unhelpful air. Slow Open climbs looked fine but everything came down fast especially at the start, lower down models seemed to slow up a bit. Limbert and Barnes getting the best climbs with their glow models but Shacklock and Hipperson scoring better in the glide with their large diesel powered lightweights. Slight irony here to see no Dave Clarkson in the flyoff. He who has recently been pushing for changes to the class including shortening the engine runs arguing that performances are too high - obviously not Dave's.

Rare on a Summers night to see not a single model going away especially when some really light classes are flown. Such can be the affect of recent heavy rain - but at least no risk of loss and thankfully nothing anywhere near that dreadful Rutland water although during the day eventually E30 winner had a flyaway of nearly 20 minutes in that direction but got no further than the camp building on the North West corner and was retrieved safe.

The prizegiving was augmented by the now regular and most popular bottles of wine but with respect attendance was hardly encouraged by threats of anyone being on the field half an hour

later being locked in. This is no way to treat contestants. With flying sites of any sort being, we are told, in such short supply it is criminal that organisers can't go the extra mile and give them 'till dark - especially on a night so ideal for a spot of trimming.

A1 Glider (F1H) 9 flew

1	R Heap	Biggles	10.00	+2.16
2	J Cooper	Biggles	10.00	+2.15
3	J Carter	Falcons	10.00	+2.00
4	B Lavis	Biggles	9.07	
5	I Davitt	Morley	8.39	
6	N Parry	Biggles	5.34	

Coupe D'Hiver (F1G) 7 flew

1	G Sharp	CVA	10.00	+2.51
2	P Woodhouse	Morley	10.00	+2.40
3	I Davitt	Morley	10.00	+2.25
4	J O'Donnell	Timperley	9.53	
5	G Ferrer	Timperley	9.29	
6	P King	Croydon	8.55	

F1J:1/2A 4 flew

1	D Hipperson	CVA	10.00	+2.56
2	F Rushby	Cleemac	10.00	+1.53
3	C Foster	Morley	9.36	
4	J Bailey	Biggles	1.34	

Mini Vintage 16 flew, 11 F/O

1	G Beal	Morley	6.00	+4.52
2	G Shacklock	Timperley	6.00	+4.12
3	G Sharp	CVA	6.00	+3.25
4	J O'Donnell	Timperley	6.00	+3.19
5	C Strachan	Biggles	6.00	+3.15
6	M Howick	Vikings	6.00	+3.06
7	P Woodhouse	Morley	6.00	+3.05
8	C Foster	Morley	6.00	+2.52

SLOP 12 flew

1	S Barnes	Morley	7.30	+5.07
2	G Shacklock	Timperley	7.30	+4.51
3	D Hipperson	CVA	7.30	+4.37
4	D Limbert	Morley	7.30	+4.27
5	I Wilkinson	Morley	7.30	+4.12
6	R Kenwood	Croydon	7.30	+3.39
7	F Rushby	Cleemac	7.30	+3.05

HLG 6 flew

1	P Ball	Grantham	6.45	
2	M Bennis	Peterborough	5.29	
3	S Willis	Croydon	3.58	
4	S Brewer	Guisborough	3.53	
5	A Hewitt	Nottingham	3.45	
6	P Tollhurst	Hayes	2.13	

Catapult Glider 5 flew

1	P Ball	Grantham	5.00	
2	A Hewitt	Nottingham	4.38	
3	W Colledge	Birmingham	4.35	
4	M Bennis	Peterborough	4.12	
5	P Tollhurst	Hayes	3.36	

P 30 7 flew

1	R Sparrow	Timperley	6.00	+2.42
2	C Strachan	Biggles	6.00	+2.31
3	P Ball	Grantham	6.00	+2.30
4	D Davitt	Morley	5.58	
5	D Beales	Croydon	4.36	
6	T Page	Peterborough	3.20	

E30 3 flew

1	R Briginshaw	St. Albans	6.00	+6.17
2	T Grey	MFFG	6.00	+6.02
3	P Lang	MFFG	6.00	+3.06

CO2 5 flew

1	C Strachan	Biggles	10.00	+4.05
2	I Davitt	Morley	10.00	+0.37
3	P Tollhurst	Hayes	9.39	
4	S Philpott	Birmingham	8.32	
5	D Brawn	Biggles	3.34	

DEVON RALLY, Woodbury Common, July 3&4

Report by Dave Hipperson

Two days on the picturesque Woodbury Common as usual but this time in Summer rather than late Spring. The gorse as sharp as ever was augmented by bracken and much more green growth underfoot and foliage on the trees. Pretty but not helpful for retrieval. The first day was very breezy from the South East. Recent closures of some of the car parks meant that contestants assembled in the wrong place and had a considerable walk to correct it. However most did and as a result benefited from a large downwind expanse of common but still troublesome turbulence from the upwind ridge.

To say that the undergrowth was not conducive to glider towing would have been an understatement - so how Strachan managed to make two maxes in Nostalgia was a mystery. His winning score was a real achievement. Rather surprisingly the Nostalgia class that in theory should be the big draw - Rubber - failed. Spencer Willis winning again with his Slowbod but with a rather less impressive total and field than last year and certainly the year before. As usual power saved the day but distances on maxes were too much for some who stopped early. Hipperson miss read the air on his middle flight - Hall miss read the fuse on his last and dt'd early.

George Sharp was awesome in Mini Vintage, his Senator rattling off the maxes in practically any patch of air he chose. Everyone else dropped a flight some of them very badly such was the turbulence. This was the start of a very good weekend for George. The British Power and ½A combination should have pulled and might have had the wind been kinder. Andrew Chilton came out with a ½A unflown for 8 years and produced a creditable score maxing on the last. Hipperson's Brit power answer was never to be quite good enough despite two maxes - as the first flight let it down.

The next day dawned much calmer and from a better direction. Contestants were able to fly from the mown grass patch dedicated to the local radio control enthusiasts in the south western corner of the common. All day drift was light and variable and rarely in a difficult direction. As with the day before those that attended flew enthusiastically and often in more than one event. Trouble was not enough people had come. Where were you?

Because of the calm the max was set at 3.00. However the Vintage classes were already limited to only two flights and this seemed to work well. Flyoffs were still necessary but those dropping a little time still found themselves in the money in many cases. Vintage rubber was hot with Strachan maxing out with his Lanzo Stick but after a full score in Open Rubber Sharp had a go too with his Senator. This was to a 3 minute maxes remember. He did them both and pushed Strachan to a flyoff. Vintage Power/Glider was less well supported but John Thompson at last a seeing an opening entertained us with his AM35 powered Zeek that came close to the Ionosphere on it's 20 second run. His second flight was dt'd very early and could have easily maxed. The reason for this premature action was that by the time he flew this last flight the drift had swung. Indeed it was now almost 180 degrees to that which it had started and with the flyoffs imminent, posed a problem.

Although very light the drift had now reversed. Control was left on the downwind side while flyoff qualifiers drove over to the other side of the common and flew from the top ridge down towards control. In practice, although this was a tiresome disruption for the contestants, it worked very well for the spectators and those good enough to stay on for the presentations as they were able to see these final flights from an unusual perspective. Models small at launch but increasingly easy to see as the flights progressed - recommended!

The combination power flyoff was unique to all such recent events in that for once it didn't include a Slow Open model. In

fact the top Slow Open model was down at 6th the contenders this time being full blown Open and Open Electric! The final was fought out between Richard Barley's excellent glow powered Open model which had been going well all day and Grey's as yet unbeaten Electric Open model. Odds had to be on the conventional but a surprise. Barley got a very unlucky pull-out and unhelpful air and Grey flying a little later got help and everything right to win yet another contest with this EOP. Can he make it a clean sweep in the two Electric classes this season?

As expected the might of Stachan's big Lanzo dominated the Mini Vintage effort from Sharp but the latter was points ahead in the Gala Championship already. Then his Open Rubber flyoff ousted Chapman and Ball. Another defeat for Phil who opted to fly from the downwind location and contacted horrendous sink.

Contestants, and in some case models as well, arrived back at Control in time for the presentations by George Fuller. Prizes for the top three were specially created china mugs and a further very generous raffle kept plenty of people there to the end. It wasn't the Woodbury Weekend but it was a very well organised two day event in beautiful countryside practically devoid of the public and well worth the effort.

Saturday 3rd Nostalgia/Classic maxes 2.30, mini 2.00

Nostalgia/Classic Glider		Nostalgia/Classic Rubber	
1	C Strachan 6.19	1	S Willis 5.00 Slowbod
2	R Kenward 3.39		

Nostalgia/Classic Power		
1	D Hipperson 7.19	Dixielander
2	T Hall 7.04	
3	F Chilton 3.23	Stomper
4	J Thompson 2.30	
5	J Allen 2.01	Dixielander

Mini Vintage 7 flew		British Power- ½A comb	
1	G Sharp 6.00	1	A Chilton 5.39
2	C Chapman 5.36	2	D Hipperson 5.32
3	J Knight 5.26	3	S Church 0.33
4	E Bennett 3.38		
5	R Marking 2.22		
6	S Willis 2.00		

Sunday 4th - All maxes 3.00

Open Rubber 7 flew		Open Glider	
1	G Sharp 9.00+6.40	1	P Ball 7.46
2	C Chapman 9.00+6.24	2	D Cox 6.51
3	P Ball 9.00+4.19	3	J Deeming 4.26
4	S Willis 8.21		
5	D Chilton 6.27		
6	J Thompson (Jnr) 1.28		

Slow & Open Power / E O P 8 flew		
1	T Grey 9.00+5.43	Electric
2	R Barley 9.00+3.16	Open Power
3	D Cox 8.21	Open Power
4	P Lang 6.16	Electric
5	R Kenward 5.13	Open Power
6	J Thompson 4.58	Slow/Open Power

Vintage combined Glider and Power 2 flights		
1	J Thompson 5.29	Zeek
2	R Marking 4.55	Thor
3	C Strachan 3.57	Gilly Hatchet

Vintage Rubber 7 flew 2 flights		
1	C Strachan 6.00+5.55	Lanzo Stick
2	G Sharp 6.00+2.47	Senator
3	T Bird 5.49	Red Rumpus
4	R Marking 5.45	Fullarton
5	J Knight 5.16	J.K. Wakefield
6	S Willis 5.05	North Lightweight

Rally Championship

1	G Sharp 24 pts	2=	C Strachan & C Chapman 12 pts
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MORLEY NOSTALGIA POWER, CHURCH FENTON, JULY 11

Report by Dave Hipperson

A contest dedicated to Nostalgia Power might sound a relaxing day. Not a bit of it! This year the Morley annual event run as always by Steve Fielding turned into a marathon of no mistakes and possibly one of the toughest calm day contests your reporter can remember. Scheduled at comparatively the last minute because of restrictions on Church Fenton the Morley club tried a new and somewhat compressed format. The event started at 3pm and would go on into the late evening!. Actually a far better time to fly than the usual. Last year it would have spared us nicely from the searing heat of the hottest day of the year. This year it was possibly the darkest and coolest July day anyone could remember but thankfully with a drift never above 5mph. Good flying weather, at least it was until the rain set in! The pressure was added to by the fact that contestants could fly as many models as they liked but all as separate single model entries - hence no reserves. Four people started out with two models and two of them got both right through to the flyoffs! With one hour rounds this kept the top men very busy indeed.

With visibility a concern right at the start a short (8 sec) run and max (2.00) was set for the first round. This did not suit a number of models that were trimmed for 10 or more seconds. Consequently there were a couple of dropped flights and a number of close ones off bad pull outs. It was obvious that the brace of new looking Creeps entered by Frank Rushby were a match for any engine run and any conditions - every flight they made was a formality. By the second round with the run back up to 10 and the max a more sensible 2.30 Hipperson's AM35 diesel powered Dixielanders were looking comfortable too.

Just before the start of the third (5:30 pm) the rain moved in hard and contestants took shelter. The round was not delayed (FAI CDs please note) and the CD was un-equivocal that whatever the weather threw we would have to fly - correct decision! Thankfully it did relent a bit for the second half and flights were made in a persistent but lighter rain which was to continue until the end of the contest.

Although wetting these conditions also being near calm were ideal for model performance comparisons. It was appropriate that one of the entries - Ewan Jones' should have been a replica of one of those famous five that tied for the World Champs in 1960 as here we were flying in very similar conditions as they had those 44 years ago although they did get breaks in the wet. With the same lack of lift or sink it made it a contest of pure model and operator performance. The longer it went on the more chance that an error occurred just as in 1960! Ewan's model was John Sheppard's Gloworm and it was high on every flight and glided superbly - it would be a threat in the flyoff - no doubt.

Throughout the rain the Norvell powered Creeps from Frank Rushby were nonchalantly stood in the grass and when needed simply shaken off and fired up. Surfaces covered in Mylar with tissue over the top allowed this confidence. Hipperson's tissueed Dixielanders on the other hand had to be dried and tended very carefully and that was before considering the possible problem of their fuse DT - not that anything was going anywhere on this day. Most contest flights were landing in the middle of the 'drome' Dt'd or not

John Godden was also flying Creeps, but traditional OS Max 15 engined and not as fast as the Rushby versions. He dropped a flight with one but the other maxed all day. The rest of the field was Dixielanders and Barnes, Wilkinson, Woodhouse and Hickmott were all trying hard with their single entries. The flyoff and a big one, was inevitable. Steve Fielding courteously stretched the usual 15 minute period to 20 for the benefit of the

two guys that were in twice. He ran it at 7:45pm with light rain still falling. Hipperson and Rushby lead the move upwind to accommodate the 6 minute max inside the field and avoid reaching the dreaded Paradise wood. This would prove to be entirely successful as despite good flights everything landed on the drome. Both these two then had to fly just about on the hooter as they needed their timekeepers to be finished with their first charges and timing their second flights before the end of the round. This early period proved to be the best air - marginally more buoyant than what followed and the top times were done. However the Rushby Creep configuration was in such potent form that even his second flight which wasn't quite as good was enough to beat everyone .but his first. Sweet revenge over Hipperson who had stolen it from him the year before.

The big threat of Ewan Jones failed to materialise as his first attempt over ran necessitating him fetching the model for the re-flight as even if he had had a reserve it would not have been allowed. Of course the rushed second attempt had to be taken on a safe short run and the model didn't get high enough to challenge despite another very good left hand glide. The best models and the finest technique had won the contest which in the lottery of Free Flight is too rarely the case. An exemplary performance by Frank Rushby.

Nostalgia Power 15 flew, 9 models flew off

Four flights. One to a 2.00 max then three to a 2.30 max - flyoff to a 6.00 max

1	F Rushby	9.30+5.28	Creep
2	F Rushby	9.30+4.56	Creep
3	D Hipperson	9.30+4.32	Dixielander
4	S Barnes	9.30+4.06	Dixielander
5	D Hipperson	9.30+4.04	Dixielander
6	E Jones	9.30+3.42	Glow Worm
7	I Wilkinson	9.30+3.21	Dixielander
8	J Godden	9.30+2.57	Creep
9	P.Woodhouse	9.30+2.43	Dixielander

BRUMFLY, NORTH LUFFENHAM, JULY 25

Report by Dave Hipperson

The host club made a good job of this. Bravely re-scheduling at quite short notice when they realised that their original date clashed with a big Paracending meeting. The day they choose was perfect in that no paracenders were using the site but the weather was less than cooperative and some forecasts so demoralising that it was small wonder the attendance was thin. Although rather breezy and occasionally wet at least the wind direction was from the west which brought into play the fewest number of hazards downwind.

With a sullen most un-July-like overcast all day lift was generally slight and the air buoyant once through the turbulence. A good day for open models - the minis suffered rather more. Not George Sharp's of course as he continued his run of victories maxing out determinedly in CDH and hence moving to the top of the CDH League whereas the two men that followed him both had a disastrous minute flight each in the rough air. The Biggles League is noticeably maintaining interest in Al this year and as a result it was one of the better entered classes of the day. Towing was encouraged by the reasonable width of runway available although that didn't seem to tempt out the Open gliders. As is increasingly the case the best entered event was Slow Open Power and with some of the Country's leading flyers present the standard, despite the wind, was high and a flyoff was inevitable just as big a one as for Open Rubber.

The wind had increased during the day particularly at around 1pm when it swung a little north of West and took models out

of the drome and over the adjacent valley that runs along the south side. This disrupted the air in somewhat the same way as had occurred in May on Salisbury plain. Flying downhill is best avoided although it was difficult to do so. John O'Donnell, after treeing his second Open Rubber flight and not being able to locate it, did move a long way up and across wind to make his last then mislaid that too with a suspected tracker bug malfunction. After a full score he was unable to take part in the flyoff, something which we see much less of nowadays since the modern technology and which he could not recall having happened to him for more than 30 years!

The Slow Open Power flyoff was first, still quite windy - 15 mph plus. The effort had been just a bit too much for some. Steve Barnes who had made his last max late in the day was still having trouble finding it and helped by Dave Limbert, also a qualifier, the two decided to keep searching. Rod Kenward was thinking of not flying because of what looked like a band or rain approaching - fortunately he changed his mind but Graham Shacklock was undaunted despite a huge flight with his Mini Vintage entry which had taken some recovery. All these absentees were rather sad. After all, the long flyoffs are sometimes the easiest retrieves of the day as they can usually be driven around to rather than slogged after across the aerodrome's wet grass and long crops just outside where most of the maxes were landing. Shacklock flew, his flight was fine and as usual glided excellently. Kenward's on the other hand had a strange underelevated transition - all the world like 'bunt -' then flew on the glide in a definitely shallow dive condition and was beaten easily as a result. Dave Clarkson who was also sitting it out then realised that any length flight would break his tie for 3rd and win him something - hence the very short score. It was a hand launch.

A small break and then Open Rubber. Ball launched first to a good steady climb followed by Ferer in the same air and Dobson trailing behind and wallowing in the turbulence that followed. Hipperson a little downwind had assistance from Ian Davitt, George Sharp and others and his team did well. Some time after the first three had flown and after managing to stop Dave launching in the bad air that followed there came a simply sensationally good patch. A long warm lull - the best air of the evening. However a trim adjustment made some time ago after the model was used last totally negated the team effort. The quality of the air can be gauged by the time the model did despite spending the first minute of the flight power stalling and gaining no altitude! The remaining 90 seconds of run got the model quite high but not enough to clear the valley and go away. Hipperson has a habit of gambling on trim a bit - this time he came unstuck. A criminal waste of good air!

There were then plenty more of the "if only I'd made a flight in...." type of remark at the prizegiving when it was seen just how much was being given away. So next time do it and fly. Don't tell us how you should have done afterwards! Credit on this one to the irrepressible Trevor Payne - the only entrant in Open Power. Trevor, flying his massive Nelson powered monster, came close to loosing it on the second flight when it buried itself in a distant quarry pit and sounded on the tracker to all the world as if someone had stolen it. First a signal then suddenly nothing. Undaunted he pressed on and found it eventually - then with two maxes up and no other opposition in sight and despite the fright on the flight before he made his third -another great max. Believe me he went home feeling good. A job well done and a proper show of respect to the organisers. He deserved his prizes. It could be argued that some in the more Mickey Mouse events did not, however they were all distributed without favour.

The Birmingham Club, as well as the effort in re-booking the venue, had made a fine job of running the day with their customary engraved marble 'bricks' for the winners backed up with good quality wine for all who placed. Everyone including doubtless our overseas readers who know him well will be

delighted to learn that assisting Bill College all day as CD was Ray Monks back as bright and cheerful as ever since his successful cataract eye operations.

The attendance and participation was not sufficient for the effort that had gone into this contest. A sensible spread of events, no complex rounds systems that have in the past confused the issue slightly and the right maxes for the conditions. More people must come in future whatever the forecast otherwise clubs like Birmingham won't bother again.

Finally we hear much about how we should protect our 'precious' flying sites. As a power flyer I am acutely aware of the annoyance and damage to our image that incessant ground running of engines can do. I campaign constantly for flyers to contain their testing to their own local patches and not do it on our valuable fields. Imagine therefore my amazement when the sound of a motor test running, quite noticeable and annoying for much of the afternoon, turned out to be emanating from our so called contact / liason man for the field, Brian Spooner! Perhaps he would like to explain?

Open maxes all 2.30 - Mini maxes all 2.00

Open Rubber

1	P Ball	7.30+10.14
2	G Ferer	7.30+8.41
3	D Hipperson	7.30+6.49
4	T Dobson	7.30+4.35
5	J O'Donnell	7.30
6	W Hodgkinson	4.58

Slow Open Power 8 flew

1	G Shacklock	7.30+4.27
2	R Kenward	7.30+2.15
3	D Clarkson	7.30+0.03
4	S Barnes	7.30
4	D Limbert	7.30
6	D Hipperson	7.02

Mini Vintage

1	I Davitt	6.00
2	T Rushby	4.00
3	G Shacklock	2.00
4	G Sharp	1.29

F1J - 1/2A Power

1	F Rushby	7.43
2	J Bailey	4.00

HLG

1	P Ball	4.16
2	S Brewer	3.37
3	G Percival	0.30

Open Glider

1	S Philpott	6.16
2	S Darmon	3.32

Open Power

1	T Payne	7.30
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AI Glider

1	R Heap	10.00
2	B Lavis	8.14
3	J Howick	7.56
4	T Hall	7.37
5	J Cooper	7.26
6	N Parry	7.07

Coupe d'hiver

1	G Sharp	10.00
2	R Sparrow	9.00
3	I Davitt	8.54
4	M Marshall	4.53
5	N Cliff	3.43

Catapult Glider

1	P Ball	3.47
2	W College	2.17
3	P Roughton	0.45

LEAGUE POSITIONS

From Dave Hipperson as of August 1.

Coupe d'Hiver League (best 5 scores make up totals)

	NG	Spr	Nats	Ox	Sum	Brm	Total
1	G.Sharp	4		9	9	6	28
2	I Davitt	3	4	6	4	3	20
3	R Sparrow	9		3		4	16
4	D Greaves		6	9			15
4	R Vaughn		9		6		15
6	A Ball	6					6
6	P Woodhouse				6		6

Timperley League points only

D Hipperson	9 9 9 9 6 6 4 4	56
G Sharp	9 9 9 6 6	39
P Ball	9 9 6 6 4 3	37
C Strachan	9 9 9 2	29
S Willis	6 6 3 3 1	19
C Foster	6 4 3 1	14

Open Rubber Trophy League (total of best 5 scores)

		WO	NG	Spr	Nats	Sco	Dev	Brm	Total
1	P Ball	4	9	9	4	3	3	9	35
2	G Sharp	3	6				9		18
3	D Hipperson			2	9			4	15
4	W Hodgkinson	6	3	4				1	14
5	G Ferer		4		1			6	11
6	T Dobson	2		3	2			3	10
7	J O'Donnell				6			2	8

BIGGLES LEAGUES

Just one round left and Dave Hipperson has already won F1J and will collect the propeller that he targetted from the start of the season. The F1H comes down to the same final shoot-out as last season. This year though Roger Heap starts in the driving seat and is the in-form man.

Key to events:	Nor	North	Ea	Easter
Spr Spring	Nat	Nats	Ox	Oxford
Br Brum	Sc	Scot	Su	Summer

F1H

	Total	Nor	Ea	Spr	Nat	Ox	Br	Sc	Su
1 J Cooper	25	6	9	0	0	2	2	0	6
1 R Heap	25	0	0	0	6	1	9	0	9
3 B Lavis	22.5	3	0	3	0	7.5	6	0	3
4 C Edge	10	4	0	0	0	0	0	6	0
5 A Gibbs	9	0	0	0	9	0	0	0	0
5 J Oulds	9	0	0	6	0	3	0	0	0
5 K Taylor	9	0	0	9	0	0	0	0	0
8 G Oulds	7.5	0	0	0	0	7.5	0	0	0
9 I Davitt	7	2	3	0	0	0	0	0	2
9 P Tribe	7	0	4	0	3	0	0	0	0
11 M Cooke	6	0	0	2	0	4	0	0	0
11 A Crisp	6	0	6	0	0	0	0	0	0
13 M Dilly	5	0	1	0	4	0	0	0	0
14 P Cameron	4	0	0	4	0	0	0	0	0
14 J Carter	4	0	0	0	0	0	0	0	4
14 J Howick	4	0	0	0	0	0	4	0	0
14 R Sabey	4	0	0	0	0	0	0	4	0
18 G Gilkes	3	0	0	0	0	0	0	3	0
18 T Hall	3	0	0	0	0	0	3	0	0
18 N Parry	3	0	0	0	1	0	1	0	1
21 I Clark	2	0	0	0	2	0	0	0	0
21 P Seeley	2	0	2	0	0	0	0	0	0
21 B Shanks	2	0	0	0	0	0	0	2	0
24 J Bailey	1	0	0	1	0	0	0	0	0
24 B Duncan	1	0	0	0	0	0	0	1	0

F1J

	Total	Nor	Ea	Spr	Nat	Ox	Br	Sc	Su
1 D Hipperson	30	6	3	0	9	0	0	6	6
2 J Bailey	17	4	1	6	0	0	4	0	2
3 P Watson	15	9	6	0	0	0	0	0	0
4 C Foster	10	1	0	0	6	0	0	0	3
4 F Rushby	10	0	0	0	0	0	6	0	4
6 S Barnes	4	0	0	0	4	0	0	0	0
6 P Harris	4	0	4	0	0	0	0	0	0
6 C Hickmott	4	2	0	0	2	0	0	0	0
6 M Quinn	4	0	0	0	0	0	0	4	0
10 A Jack	3	0	0	0	3	0	0	0	0
10 T. McLaughlin	30	0	0	0	0	0	3	0	
10 P Woodhouse	3	3	0	0	0	0	0	0	0
13 R Baggott	2	0	2	0	0	0	0	0	0
14 F Chilton	1	0	0	0	1	0	0	0	0

UK COMPETITION NEWS

VINTAGE AT STONEHENGE. Chris Strachan informs that the rules have been relaxed from the announcement in FFn last month. Since it is being run by SAM35 and they wish to relax from the BMFA rule and use the rule which merely requires evidence that the model was in existence before 31/12/50.

FOR SALE

Bernard Aslett has the following items for sale:

6 Andriukov V.P. front ends with propellers
2 Andriukov wings
7 Vivchar 5 function timers
8 Vivchar wing wigglers
7 Vivchar timer start buttons
Some unused—remainder in good working condition.

Many other ancilliary items

Together £1000

Free to purchaser: nearly 8 lb. Tan 2 May 99, Jul 99, Oct 99 in the hope that this might attract a new comer to F1B

Contact +44 (0)1793 852427

FAI WORLD CUP

F1A

1	M Kochkarev	RUS	144
2	V Lazarevich	UKR	136
3	L Hines	USA	130
4	P Findahl	SWE	116
5	J Carter	GBR	104
6	A Szekelyhidi	HUN	98
7	P Kuikka	FIN	97
8	B van Nest	USA	95
9	S Makarov	RUS	93
10	B Ryz	CZE	86
11	R Wallace	NZL	86
12	B Nyhegn	DEN	84
13	D Levchenko(J)	UKR	82
14	A Koerbin	NZL	80
15	P Mitchell	AUS	80
16	C Bachmann	SUI	78
17	A Persson	SWE	75
18	H Fuss	AUT	74
19	J Valo	FIN	73
20	K Kulmakko	FIN	72
21	R Hellgren	SWE	71
22	S Jakutis	LTU	70
23	A Lepp	EST	70
24	I Treger	SVK	69

F1A-Junior

1	J Zarins	LAT	154
2	D Levchenko	UKR	141
3	I Szentpeteri	HUN	123
4	T Drozdowski	POL	117
5	D Findahl	SWE	111
6	V Berzins	LAT	107
7	M Cuthbert	GBR	100
8	B Mitchell	AUS	100
9	B Bagari	SLO	91
10	G Domokova	SVK	82
11	M Joala	EST	81

F1B

1	B Silz	GER	147
2	T Bond	AUS	147
3	R Mackus	LTU	145
4	R Peers	GBR	142
5	I Kolic	YUG	142
6	R Khuziev	RUS	128
7	V Vivchar	UKR	121
8	I Vivchar	UKR	113
9	A Gey	GER	112
10	A Rybchenkov	RUS	104
11	S Stefanchuk	UKR	96
12	V Rosonoks	LAT	95
13	J Isotalo	FIN	93
14	A Zeri	NED	91
15	R Blagojevic	YUG	91
16	V Romanchenko	UKR	90
17	L Gircys	LTU	89
18	L Horak	CAN	86
19	K Salzer	AUT	79
20	V Starostenko	UKR	77
21	M Woolner	GBR	73
22	Y Evdokimov	RUS	73
23	M Woodhouse	GBR	73
24	A Mcdonald	NZL	70

F1C

1	J Roots	EST	145
2	R Summersby	AUS	140
3	L Patocs	HUN	140
4	E Verbitsky	UKR	137
5	R Truppe	AUT	133
6	K Kuikka	FIN	123
7	T Niiranen	FIN	122
8	V Semenyaga	UKR	104
9	R Naaber	EST	87
10	C Gretter	GER	83
11	M Roman	POL	83

Contests included: Maxmen International, Criterium Phillipe Lepage, Bear Cup, Holiday on Ice, Matfors VT International, Australian Free Flight Championships, Southern Cross Cup, City Cup of Lucenec, Kotuku Cup, Omara Cup, Kup Slavonije I Baranje, Baltic Cup, Estonian Free Flight Cup, Srem Cup, Sezimovo Usti, Pusztas cup, Novohrad Cup of Slovakia, Taça Von Hafe, Memorijal Dj. Zigic, Gliwice, Kharkiv Cup, Scania cup, Nordic Cup of Denmark, Antonov Cup, Odesa Black Sea Cup / Moldova, Buzau Cup.

Contests still to count: Kazan cup RUS, Vörös Jenő Memorial Contest HUN, Huron Cup CAN, Poitou FRA, Summer Cup POL, Izet Kurtalic BIH, Salzland cup GER, Israel FF Championship ISR, Una Cup BIH, Eifel Pokal GER, Canada Cup CAN, Siscia Cup CRO, Cup of Aviaprom RUS, Stonehenge Cup GBR, Krka Cup SLO, Sierra Cup USA,