

# Free Flight news



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## DIARY

October 4-9 Slanic Prahova, Romania	Indoor World Championships F1D senior and junior.	October 16-17 Zagreb, Croatia	Memorijal Vilima Kmocha. F1A, F1B, F1C. Modelarski klub Zapresic. Contact: Damir Kmoch, A.G. Matosa 6, 10410 Velika Gorica, Croatia, t: +385 01 62 52 035, fax: +385 01 3310 403
October 8-10 Novo Mesto, Sent Jernej, Slovenia	Krka Cup. World Cup event F1A, F1B, F1C. Contact: Damjan Zulic, Nahtigalova 5, 8000 Novo Mesto, Slovenia, tel: +386 41 610 737 or 33 75 700, fax: +386 7 33 75 701 or 7 33 78 444, email: damjan.zulic@insert.si, web: http://freeweb.siol.net/zulicbor/krkacup.htm	October 24	BMFA F1E Reserve. Contact & CD Steve Philpott, 0121 354448
October 8-9 Oberkotzau, Germany	Oberkotzau World Cup event F1E. Contact: Peter Kuttler, Schneebergstr. 26, 95145 Oberkotzau, Germany, tel: +49 9286 61 87, email: peter-kuttler@web.de	November 21 Coventry	BMFA Free Flight Forum. See details in FFN 0410. Tickets £8, contact BMFA office, Chacksfield House, 31, St. Andrews Road, Leicester LE2 8RE
October 9-10 Oberkotzau, Germany	Föhrberg cup World Cup event F1E. Contact: Peter Kuttler, see entry for October 8.	December 5	Coupe Europa. F1G FAI rules, Vintage CdH. Start 10am. See page 116. Contact: D Beales 020 8858 2714 addickab@aol.com, or M Dilly 020 8777 5533 or martindilly@compuserve.com
October 10 Area Venues	BMFA 6th Area. O/G Team (Model Engineer/Plugge), F1C (Astral), F1G (Plugge) Tailless	December 13 Chobham	Chobham Tree Chop. See page 116.
October 11 Chobham	Chobham Tree Chop. See page 116.	February 13 Sculthorpe	East Anglian Winter Gala. O/P (Frog Senior), O/R, O/G, O/E SLOP, Vintage, Mini Vintage, P30, Classic glider, Overall champion. Contact and CD Michael Marshall 01223 246142
October 15-17 Sacramento, USA	Sierra Cup. World Cup event F1A, F1B, F1C, F1G, F1H, F1J. Contact: M McKeever, 4252 Mockingbird St., Fair Oaks, CA 93628, USA, t: +1 916 967 8475	March 6 Area Venues	1st Area. Comb O/P+SLOP (White), F1A (K&MAA/Plugge), F1G, Vintage (Plugge)

## NFFS SYMPOSIUM REPORT 2004

Review by Ian Kaynes.

The 2004 Sympo has been published. Produced under the editorship of Walt Ghio, the contents are as follows.

The THEORY section starts with an article by Ken Bauer on FIA Bunt Computer Simulations. Ken has used the program written by his father Andy (described in Sympo 93 and 94) to evaluate more cases of bunt launch trims. For the sample model simulated it shows the effect of timing and angle changes. Off-trim settings and faster launches are also analysed, including stalls, and the extra height gain from optimum trim is shown.

Next is "Selected Wing Designs for F1A and F1B" by Hank Cole. This concentrates on detailed descriptions of the geometry of various standard popular aerofoil sections.

Rudolf Hobinger discusses "The Pin Turbulator". His developments, via moulded strips of "pins", lead to a final practical version of inserting many 0.6mm diameter plastic lines into holes in the wing protruding the required amount into the airflow.

In "Computer Simulation of Rubber Powered Models" Paul Rossiter describes his simulation of rubber model performance. He demonstrates it with results on problems including the best number of strands for a P-30, a Coupe F1B, and open rubber model. He shows how it is important to launch an F1B fast enough, whether using DPR or IPR, how marginal an improvement may result from using a variable pitch prop, the detrimental effect of too much weight or under-winding, and any benefit from gearing rubber motors. His simulation is similar to my optimum performance calculations, but I note one difference in that he says no correction is necessary to bring results into agreement with observed behaviour and yet notes the usual doubts about such components as the propeller aerofoil characteristics.

William McCombs' article "Eliminating the Pusher Climb Trouble" concerns the effect of props on lateral stability quoting a "fin effect" of the prop affecting the compromise between spiral instability and Dutch roll.

In "Tips on Tips" Hermann Andresen explains the importance of induced drag and the influence of tip shape, quoting examples with unexpected results from span reduction, square tips or adding tip dihedral. He discusses winglets and tip shapes, noting that the 3 designs commonly attributed to Hoerner do not actually appear in the books he published. He also advocates short pylons and eliminating any gaps at the wing joint.

The articles grouped under the banner of PRACTICE start with "Composite Molding at Elevated Temperatures" by Allard van Wallene. He emphasises the structural benefits of using prepreg fabric cured under pressure at 100 to 130°C rather than applying resin and curing at room temperature. In a comprehensive detailed step-by-step guide to making an F1A pod, Allard describes the construction of the male master and separating board, casting and finishing the mould, layup with the prepreg, curing, removal and finishing of the finished item.

In "Put Your Electric in the Clouds" Charles Groth describes a system he developed with the late Keith Hoover for using brushless motors in free flight. This replaces the controller needed for brushless motors and otherwise available only for the different application of radio control models.

Peter King and Sergio Montes review Profili V.2.0. The aerofoil section manipulation facilities are described by Sergio,

for such applications as modifying the section and defining the section across a wing with varying section between root, dihedral break, and tip. Peter then reviews Mark Drela's Xfoil aerodynamics programme which is included within Profili, indeed in this form it is operated in a much more user-friendly interface than was available with Xfoil on its own. Peter explains features of the aerodynamic modelling and then examines a number of calculated polars for different sections and different conditions, closing with the caution that it is necessary to compare the results with wind tunnel tests.

"Growing Your Club" is the title of the paper by David Mills. His suggestions are based on experience in the Thermal Thumber of Metro Atlanta and include recommendations of monthly meetings, a newsletter, a web site, flying sites, etc. A rather more unusual view is that adult recruits are more valuable than juniors measured in terms of financial and capability returns against the effort put into recruitment. He concludes by saying that anything that helps get a FF model into the hands of a newcomer is a good idea, with the builder of the model rule limiting the growth of the sport.

Charles Groth discusses "Lithium Polymer Batteries for Electronic Propulsion" with particular regard to the AMA rules that allow only nickel cadmium batteries on electric FF models. The new technology batteries give typically 1.8 Watts per gram compared to 1.2 for the best Nicads, qualified with the need to use the correct charger for the lithium polymer batteries.

Ron Pollard writes about "Rubber Testing". Ron describes his method of testing small samples of rubber based on discussions with Alex Andriukov. The technique gives indications of rubber characteristics including an assessment of where the energy is stored along the curve. He cites Fred Pearce's method as the definitive accurate method of rubber testing.

Daniel Petcu's "Building F1E Magnet-Steered Gliders" is a definitive account of the design and construction of all parts of F1E models, concluding with dimensions of three of Daniel's models. This advice now has the added weight of coming from the 2004 European Champion in the class, as well as holder of the F1E World Cup title for several years.

In "Variations on a Theme by Richmond" Mike Seagrave considers the possibility of adapting indoor model design features for use on outdoor models. He gives an account of his development of a low aspect ratio Coupe built in the layout of an F1D model, including the various changes required to improve performance. Notable is that the model, with aspect ratio 3.5, had a good glide similar to models with aspect ratio of about 9.

Art Lonergan "Eucalyptus 1 Airfoil" is a single page interpreting a eucalyptus leaf as a thick cambered aerofoil.

"Beginning Free Flight Power: A Journey" is Don DeLoach's account of taking up power flying from the position of longtime rubber flyer. He includes tables of possible motors, model designs (1/2A and AMA power), and props. The article includes sections on all aspects of design, construction, trimming and contest flying. There is a very extensive reference list of articles on power flying, including subdivision to specific aspects such as trimming.

The next set of articles is referred to as the HISTORY and PHILOSOPHY section. First article is by Aimee Raymond on "Learning to Fly with a Flight Log". Here son Philip took up flying with her father and she joined in the activity observing flying sessions. To help understand the multiple adjustments and differences in flight pattern Aimee began keeping a flight log. This included the effect of each adjustment and provides a

record that can be reviewed. One rather obvious example is noting that a change from 28 strands to 30 strands was the reason for getting a short run, but also quantified was the effect of different rubber lube on the run. A fundamental benefit is knowing the state of adjustments and being able to return to previous settings. It must work pretty well, at 11th Philip was the highest placed member of the US F1B team at the 2004 Junior World Champs (and mother Aimee has taken up Coupe flying).

Michael Woodhouse's "The End of History Part II?! or The Never Ending Story?!" is a follow-up to his article in the 2000 Sympo. In that paper Mike had described pressures that were stagnating technical development and he outlined his plans for the future. These included buying more parts, which he has done, and subcontracting model components (which he did by getting a kit of wing parts to his design from East Europe - sure enough it was lighter but it didn't survive in British conditions). Mike discusses Builder of the Model, noting increasing successes by people flying purchased models who previously built their own. He notes that there are fewer FF flyers and there is less technical development published in the magazines - and less interest in the techniques per se. For future trends he notes the possibility of model sources being driven perhaps to China as costs increase across Europe, the tighter situation of flying sites, and the increasing age of the FF community.

Charles Dorsett presents pen pictures of several World Champion acquaintances in "The More I Fly, the Luckier I Get". The subjects are Joe Foster, Joe Bilgri, Jerry Fitch, Bud Romak, Bob White, Erv Rodemsky, Steve Brown, and Alexander Andriukov. The common features that he identifies are that they are all good or excellent builders, are passionate about competing, love to test fly, well prepared, extremely confident, and they stay focussed during contests.

"The Shape of Things to Come" is a note by Ron Pollard on a Wakefield he built in 1955 with features that he describes as ahead of their time, including long moment arm, stiff wing, short nose, and a large prop with counterbalancing movement when it folded. It had an outstanding glide but was vulnerable in the wind.

The Sympo closes with the usual AWARDS and HONORS section. First the 2004 Models of the year are introduced with plans and description:

Large Power	Ed Keck	V-Squared
Electric	Charles Groth	Big Red
	(AMA A rules with brushless motor and reduction gears)	
F1B	Stephan Stefanchuk	STS-88 World Champ 03
F1G	Bill Davis	B Coup
Indoor	Bob Bailey	35cm
F1E	Marian Popescu	Marpo
	(as used by Bob Sifleet for 03 World Champs)	
F1A	Stefan Rumpp	S-27 Magic
	(many top 3 finishes in the World Cup)	
F1H	Victor Stamov	
Special Award	Ken Bauer	F1A Electronic Timer

The 2004 additions to the Hall of Fame are named and described: Ed Keck, Bob Randolph, Jim Walston, Bob Stalick, and Hank Nystrom (incidentally, the last 2, particularly Bob, are to be thanked for getting this Sympo to FFn readers so much quicker than last year).

The report closes with President's Report from Rex Hinson, details of the authors and editors, and a few more photos of flyers and models such as appear all through the report.

## Sympo from FFn

This year the Sympo has reached us in very good time and is available from FFn for the price of £19.20 including postage in UK and Europe.

For anyone from outside Europe it may be quicker or cheaper for you to order direct from NFFS; if you choose to order from FFn, you may have airmail delivery for an extra £3.00.

If you wish to combine an order for a Sympo with paying to renew your subscription to Free Flight News, the rates for next year are the same as this year, that is £16 in UK, £18 to Europe, £22 worldwide. The regular subscription renewal form will be included with the November issue.

You may pay for FFn subscription and order NFFS Sympo 2004 or 2003 online at:

[www.btinternet.com/~kaynes/ffnbuy.htm](http://www.btinternet.com/~kaynes/ffnbuy.htm)

## R B (BOB) MEUSER

We have the sad duty to report the loss of another significant figure in the annals of free flight. Bob Meuser passed away in Mill Valley, California, August 23, 2004 at the age of 82. Bob was a widower, losing his wife, Joanne Nygard Meuser, some years ago. The family home was in Oakland, California, and it was from that address that Bob performed the duties of editor of the National Free Flight Society's Digest for many years; a period when that publication achieved an editorial standard which it has been challenging to maintain. He also edited the annual Sympo report in the early days of that well established document. For those familiar with the Californian scene in the eighties and nineties, Bob could be seen on the flying field with his grandchildren, encouraging their interest in competition free flight, often to good effect!

Bob was a native of Alameda, California, living most all of his life in Oakland. He was a well-respected scientist and worked for the Department of Energy and the University of California at the Lawrence Berkeley Laboratory and the Lawrence Livermore Laboratory. His work took him to the South Pacific, many of the National Laboratories across the country and International Laboratories as well. After retirement, he worked several years as a consultant in the field of high energy nuclear particle research.

At the age of 16 Bob co-founded the Oakland Cloud Dusters, the free-flight club that has survived the ensuing 66 years and flourishes today. As well as being a key member of NFFS, he was well known for his technical expertise and craftsmanship, both at club level and nationally. His skills and expertise were profound; when the 'Scientific American' publication ran a paper aeroplane competition, Bob won the event - with the winning model being displayed in the Smithsonian Institute in Washington DC.

His scientific mind was particularly attuned to accuracy - 'sloppy' thinking on technical and other matters would cause the perpetrator to receive appropriate correction! All this was performed with a dry sense of humour, a keen willingness to help, an attention to detail, and a tenacity which ensured he never gave up!

Innovations? There were many, but one notable event which appears to have been started by Meuser (as he was often known to his friends and acquaintances) was the Dawn Mulvihill at Taft. There must be lots of flyers who still treasure that famous Meuser certificate, with the cartoon crow on it, defining what position the contestant had achieved in that year's contest. The caption, "Winning isn't everything, but it sure beats the heck out of losing!" sums up the competitive spirit which drives free flight today, as it has always done. His surviving family's comment, "he was truly dedicated to his family and loved by all" will be well taken by all of us remaining in the sport. \_ PSM.

## F1E EUROPEAN CHAMPIONSHIPS, RANA, CZECH REPUBLIC, SEPTEMBER 8-13

Report by Ian Kaynes

This Championship was held on the hill at Rana which is near Louny, an old town about 50km from Prague. The large hill at Rana accommodates wind from any direction but with varying hazards. I found one of these on the practice day by putting a model into a large maize field. The following day the World Cup competition had a lighter wind from the opposite direction. The launch site used was quite clear but if models drifted to the right it was possible to go out of sight and land in a wood of thorn trees (yes, I found that hazard too, on my first flight, but this model was found later by Jean-Marie Chabot). The good weather was reflected in 12 people reaching the flyoff after the 5 rounds of 300 sec max. Flown from low down the hill the flyoff was won by Claudio Bognolo, Italy, flying early in the round. Polish junior Krzysztof Rduch was second with a flight not far behind and third place was taken by Jean-Luc Drapeau.

At the team managers meeting a weather forecast for the championship day was given as wind 5 m/sec from south west and the possibility of a little rain. In the event the rain was accurate but the wind direction was wrong, with the day having a lighter wind from the east. A peculiarity of the generally very good organisation was that there was no model processing but competitors were given stickers to identify their models as official for themselves, to be checked by the timekeepers when going to fly.

It was overcast with just a light breeze when the Championships first round started. The wind was a similar direction to the World Cup competition day but a launch area had been selected which was further right and gave a good view round that whole sector of the hill. Almost everyone managed the 5 minute max, gliding down to the fields below the hill. The one exception in the Senior event was Jean-Luc Drapeau who was unlucky to hit the top of a small tree beside the road (whether the model was high enough to have glided for another 38 seconds is an unknown). There was drama in the last 5 minutes of the round when the models of Daniel Petcu and another flyer collided about half a minute after launch. Both prepared spare models and got away in time for just enough to record maxes.

There was some intermittent light rain during the later part of round 1 and the start of round 2. By round 3 the sun began to come out and conditions became a little trickier, needing to avoid downdraughts to max. There were long waits to fly until someone braved it to make a flight and showed reasonable air. This round had cut the number of full scores to 12 in senior and 7 in junior, almost the same proportion of the entry in each case. Some of the juniors, like Rduch who had placed in the World Cup event, were flying very well – setting up models and launching independently.

The final two rounds had easy conditions, including some dramatic lift which took one model on DT to a great height over the launch area. The final round eliminated Rene Pfister (Switzerland) just under the max and Romanian master flyer Marian Popescu – guilty of an early DT apparently from putting it in the wrong groove.

Although Czech flyer Jaromir Orel had dropped a flight, his final max was very well received – it gave the home nation the team prize. France claimed second place just ahead of Italy who overtook Germany when Ackerman dropped a few seconds in the final round. France had Chaussebourg in the flyoff, Drapeau had maxed his remaining flights after dropping round 1, and Chabot had dropped only one flight, to give a satisfying team podium for a “new” F1E country.

For the flyoff the launch position was set lower on the hill but still with a fair height over the valley floor. A 7 minute max was set. It was sunny with a gently breeze. The first two or three people to launch did not look encouraging and others

waited for another couple of minutes. It was clear that even the best of these flights would not make the long max and when the models landed on the edge of a maize field, the watches declared Dan Petcu the 2004 European Champion. He was almost half a minute ahead, with the next places taken by Kurt Bleuer (Switzerland) and Pierre Chaussebourg. The top junior, Martin Horn of Czech Republic, would have placed second in the senior event with his good flight.

The prize-giving and banquet was held the following evening, marred by a Slovakian claiming that Petcu's round 1 flight had not maxed. It was good to see Pierre Chaussebourg on the receiving side of the podium instead of the usual CIAM Vice-President duties of handing over the prizes. Next year the F1E World Championships will be in Slovakia - the hill had been used for Hungarian-run World Cup events earlier in the month and there were very mixed reports about the site, let's hope for good weather.

## F1E INTERNATIONAL, RANA, CZE, SEPT 9

### F1E 60 flew

1	C Bognolo	ITA	500.00	+390
2	K Rduch (J)	POL	500.00	+381
3	J Drapeau	FRA	500.00	+341
4	P Drapeau	FRA	500.00	+241
5	F Mang	AUT	500.00	+240
6	A Berto	ITA	500.00	+196
7	J Morgala	POL	500.00	+190
8	S Ionita	ROM	500.00	+184
9	R Wolf	AUT	500.00	+174
10	A Frieser	GER	500.00	+163
11	W Dziuba	POL	500.00	+52

### F1E-Junior 12 flew

1	K Rduch	POL	500.00	+381
2	A Draghici	ROM	500.00	
3	J Janata	CZE	491.67	

## TWO F1E WORLD CUP EVENTS BY HUNGARY at Liptovsky Mikulas, Slovakia

### Mikulas cup Sept 4

#### F1E 50 flew

1	A Draghici (J)	ROM	500.00	+153
2	N Heiss	AUT	500.00	+5
3	V Patricia (J)	SVK	496.67	
4	R Corodea (J)	ROM	486.67	
5	P Chaussebourg	FRA	482.33	
6	J Asboth	HUN	480.67	
7	F Draghici	ROM	478.00	
8	D Bildea (J)	ROM	477.33	
9	S Ionita	ROM	473.33	
10	M Popescu	ROM	466.67	

#### F1E-Junior 19 flew

1	A Draghici	ROM	500.00	+153
2	P Valastikova	SVK	496.67	
3	R Corodea	ROM	486.67	

### Cavalloni Cup, Sept 5

#### F1E 39 flew

1	C Faur (J)	ROM	500.00	+420
2	F Draghici	ROM	500.00	+290
3	A Draghici (J)	ROM	500.00	+258
4	D Petcu	ROM	500.00	+229
5	E Pop	ROM	498.33	
6	F Mang	AUT	495.33	
7	M Popescu	ROM	494.58	
8	E Mang	AUT	491.67	
9	A Moiescu (J)	ROM	490.00	
10	I Bucazar	ROM	476.67	

#### F1E-Junior 14 flew

1	C Faur	ROM	500.00	+420
2	A Draghici	ROM	500.00	+258
3	A Moiescu	ROM	490.00	

# F1E EUROPEAN CHAMPIONSHIPS, RANA, CZECH REPUBLIC, SEPTEMBER 8 TO 13

## F1E Senior

1	Daniel Petcu	ROM	1500	500.00	+331			
2	Kurt Bleuer	SUI	1500	500.00	+306			
3	Pierre Chaussebourg	FRA	1500	500.00	+297			
4	Vojtech Zima	CZE	1500	500.00	+291			
5	Karl-Heinz Ritterbusch	GER	1500	500.00	+281			
6	Peter Nosko	SVK	1500	500.00	+270			
7	Claudio Bognolo	ITA	1500	500.00	+253			
8	Ivan Crha	CZE	1500	500.00	+244			
9	Gerhard Lrch	GER	1500	500.00	+200			
10	Rene Pfister	SUI	300	300	300	300	286	1486 495.33
11	Reinhard Wolf	AUT	300	300	276	300	300	1476 492.00
12	Fritz Mang	E/C	300	300	274	300	300	1474 491.33
13	Jaromir Orel	CZE	300	300	265	300	300	1465 488.33
14	Jean-Luc Drapeau	FRA	262	300	300	300	300	1462 487.33
15	Milan Mravec	SVK	300	300	260	300	292	1452 484.00
16	Florian Draghici	ROM	300	300	247	300	300	1447 482.33
17	Edith Mang	AUT	300	300	240	300	300	1440 480.00
17	Giuseppe Berto	ITA	300	300	240	300	300	1440 480.00
17	Aleksander Rduch	POL	300	291	300	249	300	1440 480.00
20	Jean-Marie Chabot	FRA	300	300	236	300	300	1436 478.67
21	Mauro Agosti	ITA	300	300	235	300	300	1435 478.33
22	Norbert Heiss	AUT	300	300	228	300	297	1425 475.00
23	Jozef Morgala	POL	300	300	300	264	255	1419 473.00
24	Franciszek Kanczok	POL	300	300	215	300	300	1415 471.67
25	Werner Ackermann	GER	300	241	255	300	274	1370 456.66
26	Marian Popescu	ROM	300	300	300	300	145	1345 448.33
27	Heinz Bleuer	SUI	300	300	97	300	300	1297 432.33
28	Jan Smeringai	SVK	300	166	272	194	300	1232 410.67
Number of maximums			27	25	14	25	22	
Number of full scores			27	24	12	11	9	

## F1E Senior Team

	Country	Abbrev	Total	Team member places		
1	Czech Republic	CZE	1488.33	4	8	13
2	France	FRA	1466.00	3	14	20
3	Italy	ITA	1458.33	7	17	21
4	Germany	GER	1456.66	5	9	25
5	Austria	AUT	1447.00	11	17	22
6	Romania	ROM	1430.66	1	16	26
7	Switzerland	SUI	1427.66	2	10	27
8	Poland	POL	1424.67	17	23	24
9	Slovakia	SVK	1394.67	6	15	28

## F1E Junior

1	Martin Horn	CZE	1500	500.00	+311			
2	Daniel Bildea	ROM	1500	500.00	+297			
3	Cristian Faur	ROM	1500	500.00	+248			
4	Krzystof Rduch	POL	1500	500.00	+244			
5	Kajetan Dziobon	POL	300	300	287	300	300	1487 495.67
6	Steffen Hoelper	GER	300	300	300	300	273	1473 491.00
7	Krzystof Jezewski	POL	300	300	267	300	300	1467 489.00
8	Adrian Draghici	E/C	300	300	260	300	300	1460 486.67
9	Michaela Noskova	SVK	300	300	300	300	257	1457 485.67
10	Jakub Janata	CZE	300	300	300	250	300	1450 483.33
11	Patricia Valastiakova	SVK	300	300	240	300	300	1440 480.00
12	Holger Suessmann	GER	276	300	295	251	300	1422 474.00
13	Bjoern Hoefs	GER	273	300	192	300	300	1365 455.00
14	Dominika Drmlova	SVK	300	300	224	300	223	1347 449.00
15	Razvan Corodea	ROM	219	299	227	300	300	1345 448.34
16	Josef Filip	CZE	195	290	283	279	182	1229 409.67
Number of maximums			12	14	7	13	12	
Number of full scores			12	12	7	6	4	

## F1E Junior Team

	Country	Abbrev	Total	Team member places		
1	Poland	POL	1484.67	4	5	7
2	Romania	ROM	1448.34	2	3	15
3	Germany	GER	1420.00	6	12	13
4	Slovakia	SVK	1414.67	9	11	14
5	Czech Republic	CZE	1393.00	1	10	16

## KAZAN CUP, KAZAN, RUSSIA, JUNE 26-27

### F1A 39 flew

1	S Burenok	RUS	1238
2	V Bardin	RUS	1204
3	D Polyaev (J)	RUS	1161
4	S Pankov	RUS	1112
5	A Pushkov	RUS	1110
6	A Ryazantsev	RUS	1109
7	S Makarov	RUS	1105
8	E Tsoj	RUS	1084

### F1A-Junior 6 flew

1	D Polyaev	RUS	1161
2	M Chukalkin	RUS	964
3	A Zaseka	RUS	647

### F1B 35 flew, 14 flyoff

1	V Afanasiev	RUS	1260	+120e
2	A Rybchenkov	RUS	1260	+120e
3	N Mikheyev	RUS	1260	+120e
4	V Komarov	RUS	1260	+120e
5	Y Evdokimov	RUS	1260	+120e
6	A Shelepov	RUS	1260	+120e
7	R Khuzyev	RUS	1260	+120e
8	D Idlov	RUS	1260	+120e

### F1C 11 flew 8 full scores

1	L Fuzeyev	RUS	1260	+120e
2	J Opevalov	RUS	1260	+120e
3	I Kobozev	RUS	1260	+91e
4	A Mikhaylenko	RUS	1260	+84e

## HURON CUP, BORDEN, CANADA, JULY 17-18

### F1A 10 flew

1	B Sifleet	USA	1320
2	L Farkas	CAN	1248
3	A Schlosberg	USA	1236
4	J Horak	CAN	1220
5	V Nikolajeras	CAN	1218

### F1B 10 flew

1	L Horak	CAN	1380
2	G Simon	USA	1352
3	C Jones	USA	1313
4	B Biedron	USA	1252
5	E Simon (J)	CAN	1235

### F1C 3 flew 2 full scores

1	B Gutai	USA	1380	+300
2	G Morris	USA	1380	+178

## IZET KURTALIC, Bosanski, Bosnia-Herzegovina, Aug 14

### F1A 23 flew

1	R Lesko	CRO	900	+287
2	R Kolgot	SLO	900	+280
3	I Mehmedagic	BIH	900	+224
4	S Djandara	NED	878	
5	S Limo	BIH	860	
6	E Pecenkovic	USA	859	

### F1B 12 flew

1	M Cabaravdic	BIH	900	+338
2	M Kapetanovic	BIH	900	+230
3	B Markusic	CRO	900	+178
4	R Blagojevic	SCG	885	

### F1C 5 flew

1	K Jusufbasic	BIH	894	
2	R Truppe	AUS	879	

## UNA CUP, Bosanski, Bosnia-Herzegovina, Aug 28

### F1A 11 flew

1	S Limo	BIH	1203	
2	I Mehmedagic	BIH	1191	
3	R Koglot	SLO	1178	
4	R Mimic	BIH	1167	

### F1A-Junior 1 flew

1	D Zelenika	BIH	842	
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### F1B 8 flew

1	I Kolic	SCG	1260	+120e
2	K Jusufbasic	BIH	1260	+120e
3	M Cabaravdic	BIH	1260	+116e
4	T Jusufbasic (J)	BIH	1213	

### F1C 2 flew 1 full scores

1	R Truppe	AUT	1260	+46e
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## EIFEL POKAL, ZÜLPICH, GERMANY, SEPTEMBER 2-5

### F1A 68 flew 28 full scores

1	A Van Eldik	NED	1260	+300
2	A Rink	GER	1260	+300
3	S Jakutis	LTU	1260	+300
4	J Carter	GBR	1260	+300
5	O Pshenychnyy	UKR	1260	+300
6	P Seren	GER	1260	+300
7	P De Boer	NED	1260	+298
8	W Bellen	NED	1260	+292
9	J Challine	FRA	1260	+291
10	R Holzleitner	AUT	1260	+274
11	V Vivchar (J)	UKR	1260	+273
12	G Bachmann	SUI	1260	+271
13	B Trachez	FRA	1260	+254
14	L Bajorat	GER	1260	+248
15	G Aringer	AUT	1260	+236
16	I Kreetz	NED	1260	+225
17	M Van Dijk	NED	1260	+218
18	A Schmidt	GER	1260	+218
19	M Grueneis	AUT	1260	+214
20	W Schweidler	GER	1260	+213
21	K Van De Ven	NED	1260	+208
22	C Bachmann	SUI	1260	+195
23	B van de Kerkhof	NED	1260	+193

### F1A-Junior 8 flew

1	V Vivchar	UKR	1260	+273
2	N Wijnhoven	NED	1232	
3	J Seren	GER	1176	
4	S Spruijtenburg	NED	1143	

### F1B 51 flew

1	A Zeri	NED	1260	+300	+326
2	D Paff	GER	1260	+300	+290
3	E Crins	NED	1260	+300	+283
4	P Ruyter	NED	1260	+300	+282
5	H Werfel	GER	1260	+300	+229
6	T Andre	NED	1260	+289	
7	I Kolic	SCG	1260	+281	
8	V Vivchar	UKR	1260	+215	
9	D Schulz	GER	1260	+171	
10	H Stoffels	GER	1260	+152	
11	I Zilberg	GER	1260	+146	
12	S Tedeschi	FRA	1241		
13	V Gopp	GER	1240		
14	H Schoder	SUI	1236		
15	R Seifert	GER	1234		
16	I Vivchar	UKR	1234		
17	A Bukin	UKR	1218		
18	V Rosonok	LAT	1216		
19	B Silz	GER	1211		
20	M Woodhouse	GBR	1205		
21	M Evatt	GBR	1196		
22	R Peers	GBR	1191		
23	M Hoffmann	GER	1188		
24	M Seifert	GER	1180		

### F1C 10 flew

1	R Stabler	GER	1260	
2	G Aringer	AUT	1234	
3	U Glissmann	GER	1167	
4	H Stetz	GER	1163	
5	A Roux	FRA	1135	

## SISACIA CUP, SISAK, CROATIA, SEPTEMBER 4

### F1A 27 flew

1	D Zulic	SLO	1260	+275
2	I Szentpeteri (J)	HUN	1260	+191
3	F Kerner	HUN	1260	+183
4	M Omrcen	CRO	1253	
5	J Titan	SLO	1246	
6	N Mekicar (J)	SLO	1227	
7	B Gjerek	SLO	1218	
8	B Bagari (J)	SLO	1212	
9	R Baric	CRO	1202	

### F1A-Junior 5 flew

1	I Szentpeteri	HUN	1260	+191
2	N Mekicar	SLO	1227	
3	B Bagari	SLO	1212	

### F1B 10 flew

1	K Salzer	AUT	1260	+257
2	D Stankovic	SLO	1260	+248
3	V Tomljanovic	CRO	1232	
4	D Piber	AUT	1211	

### F1C 7 flew

1	R Truppe	AUT	1260	
2	J Szecsenyi	HUN	1255	
3	G Zsengeller	HUN	1247	

## STONEHENGE CUP, Sculthorpe, Sept 18-19

The weather forecast was terrible and the numbers were a bit down on some previous years, but enough mainland Europeans joined us to make it a genuine international event and we survived the winds.

Though only just. Have you noticed that when the forecast is bad it is almost always correct. On Saturday we had 11 metres a second not including the gusts! Many decided to cut their losses and either stay at home or not fly. In F1B Russell flew

his best model to a convincing win. Young Daniel Billam got the launch wrong in the last round so had to be content with 3rd. The F1C event was, unfortunately, a non-event with only three competitors.

Sunday, the F1A day, was better. Indeed, the morning was beautiful, slightly breezy but with a clear, bright blue sky and a touch of autumn in the air without it being particularly cold. Gentle lift was available throughout the day and in the early afternoon, as the wind picked up and the cloud cover moved in, the big lift arrived, enough to take several models out of this

huge field. Particularly memorable was the master class in glider towing from Per Findahl. Half an hour maybe isn't long but the apparent effortlessness of it, the tight controlled circling, and the patience (other big names got into trouble or dropped flight during the same period) were very impressive.

The last round was flown to a five minute max for all those who were hadn't dropped time in earlier rounds. Only John Carter got it right.

The Prima contest was the only event to go to a fly off. Both Glynn Turnbull and Wim Feyth made very good flights with Glynn edging into first place. Wim caused much excitement by breaking three motors and getting away in the dying seconds of the fly-off period.

Thanks in particular to Mike Howick, and to Messrs Fantham, Edge, Screen and Faux for their work in running the event. Despite the weather the event was a success due to the splendid package put together and professionally carried out by the Howick and Turnbull families. The acclamation at the prize giving suggested that we would like a similar event in 2005 but – guess what – without the gales. (MJW)

#### F1A 32 flew

1	J Carter	GBR	1200
2	A Jack	GBR	1099
3	V Vivchar (J)	UKR	1053
4	P Findahl	SWE	1037
5	P Williams	GBR	1005
6	P Ball	GBR	998
6	J Valo	FIN	998
8	M Holmbom	SWE	987
9	M Kosonoshkin	RUS	977
10	C Edge	GBR	969
11	W Colledge	GBR	964
12	J Challine	FRA	892
13	S Chabot	FRA	886
14	A Crisp	GBR	848
15	A Cameron	GBR	824
16	T Van Eldick	NED	802

#### F1A-Junior 3 flew

1	V Vivchar	UKR	1053
2	R Jack	GBR	767

#### F1B 18 flew

1	R Peers	GBR	686
2	B Martin	GBR	676
3	D Billam (J)	GBR	668
4	C Chapman	GBR	655
5	D Greaves	GBR	637
6	M Evatt	GBR	632
6	G Stringer	GBR	632
8	R Cheesley	GBR	551
9	J Flynn	GBR	550

#### F1C 3 flew

1	A Jack	GBR	654
2	F Rushby	GBR	623

#### Prima 6 flew

1	G Turnbull	GBR	360	+194
2	W Feyth	NED	360	+167
3	P Turnbull	GBR	343	

#### Vintage at Stonehenge Cup

##### 8oz Wakefield

1	R Oldridge	Horry
2	C Strachan	Gutteridge
3	S Fairless	Jaguar

##### Mini Vintage

1	P Arnould	Scram
2	M Pressnell	RAF 5
3	B Wells	RAF 5

##### 4oz Wakefield

1	C Strachan	Copland
2	R Alban	Mayfly

##### Glider

1	R Kenward	Nord
2	T King	AV 46
3	T Dilks	Nord

## BMFA SECOND TEAM SELECTION, SALISBURY PLAIN, AUG 28-29

Report by Peter Tribe

The second Team Selection event for the 2005 F1A, F1B & F1B World Championships were held at Salisbury Plain on 28<sup>th</sup>/29<sup>th</sup> August. The contest was competently managed by John Cuthbert, despite the weather and venue conspiring to frustrate the proceedings.

The weather during the weeks preceding the event had been pretty dreadful, but on the Saturday it was pleasantly benign, with light winds and no rain. Unfortunately, the wind direction kept shifting to blow in the direction of malicious cows or large trees from wherever the line was set up. Mike Fantham had his 1993 Word Championship model destroyed by the cows in the first round, and several F1A competitors flights were terminated by the trees in the last extended round of the day.

On Sunday, the weather started poor, and just got worse, with winds at or just above the maximum most of the day, and heavy intermittent showers.

In F1A, Bill College won, to add to his win in the first selection event and to secure his nomination for a team place. In F1B, Ray Jones was the only flier to max out, with Daniel Billam (J) keeping up his good performance at the Junior championships to take 6<sup>th</sup> place. Four fliers maxed out in F1C, but the weather was so poor and the downwind hazards so great that they agreed to share the points rather than have a fly-off.

#### F1A

			pts
1	W Colledge	1306	50
2	A Jack	1266	40
3	M Fantham	1262	30
4	J Carter	1219	25
5	C Edge	1218	20
6	A Ball	1203	19
7	M Cuthbert	1199	18
8	D Bartle	1180	17
9	M Cook	1128	16
10	CP Williams	1081	15
11	D Oldfield	1033	14
12	P Tribe	1017	13
13	P Ball	988	12
14	M Dilly	662	11
15	G Madelin	590	10
16	C Best	510	9
17	S Darmon	119	8

#### F1B

			pts
1	R Jones	1260	50
2	M Woolner	1234	40
3	G Stringer	1227	30
4	B Martin	1218	25
5	R Peers	1215	20
6	D Billam	1199	19
7	J Billam	1192	18
8	D Greaves	1172	17
9	K Chamberlain	1153	16
10	G Pink	1142	15
11	M Woodhouse	1122	14
12	R Cheesley	1049	13
13	M Evatt	965	12
14	B Spooner	959	11
15	P Martin	792	10
16	M Cuthbert	554	9
17	T Challis	471	8

#### F1C

1	R Baggot	1260	36.25
2	P Chapman	1260	36.25
3	S Screen	1260	36.25
4	P Watson	1260	36.25
5	K Faux	846	20
6	A Jack	530	19

## BMFA THIRD TEAM SELECTION, SCULTHORPE, SEP 25-26

Report by Michael Woodhouse

The entry was down to those that thought they still had a mathematical chance of a trip to Argentina. The weather was somewhat better than the Stonehenge, however it was still sufficiently difficult to make the outcome less than predictable. The final results spell the answer out very clearly.

In F1A Mike Fantham handled the breeze as well as anybody and made it in style. John Carter worked hard and "sportingly" gave Peter Williams a second chance in one flight when his line hit Peter's model. Bill Colledge had a nice easy week end keeping his models in the box having done sufficient at the previous trials.

F1B was basically anybody's and the way that flights were being dropped it looked as if it would go to the wire. In the end junior Daniel Billam swept the older guys aside to get a place. David Greaves saved the seniors face by beating Daniel in the flyoff. Ray Jones hung on and despite dropping time and putting a model on the hanger roof got the final place.

F1C was the usual suspects just lining up in a different order. The final place still has to be resolved. Finally thanks to John Cooper for a well run event.

<b>F1A</b>	Score	Pts	<b>F1B</b>	Score	Pts
1 M Fantham	1219	50	1 D Billam	1260	50
2 J Carter	1179	40	2 B Martin	1246	40
3 C Edge	1158	30	3 B Spooner	1207	30
4= A Ball	1127	22.5	4 J Billam	1183	25
4= CP Williams	1127	22.5	5 M Woodhouse	1172	20
6 P Ball	984	19	6 D Greaves	1164	19
7 M Cook	939	18	7 M Woolner	1152	18
8 R Jack	913	17	8 R Cheesley	1149	17
9 A Jack	881	16	9 R Jones	1127	16
10=M Dilly	726	14.5	10 G Stringer	1075	15
10=D Bartle	726	14.5	11 M Evatt	962	14
<b>F1C</b>			12 R Peers	957	13
1 P Watson	1005	50	13 P Martin	926	12
2 R Baggott	887	40	14 A Billam	424	11
3 S Screen	754	30			
4 K Faux	101	25			

#### Final Team selection results

<b>F1A</b>	Apr	Aug	Sep	Best 2
1 W Colledge	50	50	0	100
2 M Fantham	17	30	50	80
3 J Carter	9	25	40	65
4 P Ball	40	12	19	59
5 A Jack	5	40	16	56
6 C Edge	16	20	30	50
7 M Dilly	30	11	14.5	44.5
8 M Cuthbert	25	18	0	43
9 A Ball	19	19	22.5	41.5
10 CP Williams	6.5	15	22.5	37.5
11 D Bartle	20	17	14.5	37
12 M Cook	12	16	18	34
13 D Oldfield	15	14	0	29
14 R Jack	10	0	17	27
15 G Madelin	14	10	0	24
16 P Tribe	8	13	0	21
17 S Darmon	11	8	0	19

<b>F1B</b>				
1 D Greaves	50	17	19	69+212 sec
2 D Billam	19	19	50	69+137 sec
3 R Jones	11	50	16	66
4 B Martin	16	25	40	65
5 B Spooner	30	11	30	60
6 M Woolner	14	40	18	58
7 P Martin	40	10	12	52
8 G Stringer	17	30	15	47
9 M Woodhouse	25	14	20	45
10 J Billam	15	18	25	43
11 R Cheesley	20	13	17	37
12 K Chamberlain	18	16	0	34
13 R Peers	13	20	13	33
14 M Evatt	12	12	14	26
15 G Pink	0	15	0	15

<b>F1C</b>				
1= P Watson	30	36.25	50	86.25
1= S Screen	50	36.25	30	86.25
3= R Baggott	19	36.25	40	76.25
3= P Chapman	40	36.25		76.25
5 K Faux	25	20	25	50
6 A Jack	20	19		39

## BMFA FIFTH AREA CENTRALISED, SEPT 12

### Team Open Rubber Individual Scores Plugge 28 flew

1	D Hipperson	CVA 'A'	7.30	4.35
2	J O'Donnell	Timperley	7.30	3.52
3	I Davitt	Morley A	7.30	3.46
4	D Neil	Bristol & West A	7.30	3.23
5	D Greaves	Bristol & West B	7.30	2.47
6	G Sharp	CVA 'A'	7.30	2.39
7	C Chapman	Bristol & West A	7.30	2.38
8	R Bellamy	CVA 'A'	7.30	2.34
9	G Beal	Morley B	7.30	2.23
10	D Davitt	Morley B	7.30	2.15
11	G Ferrer	Timperley	7.30	1.04
12	N Allen	East Grinstead A	7.30	0.04
13	K Taylor	East Grinstead A	7.30	
14	R Taylor	East Grinstead	7.02	

### Team Open Rubber, Farrows Shield 11 teams flew

1	CVA	22.30+9.48	4	Morley A	21.05
2	Morley B	21.42	5	Bristol&W 'B'	20.18
3	E Grinstead	21.29	6	Bristol&W 'A'	20.08

### F1A S.M.A.E Cup 14 flew

1	J Oulds	Crawley	9.15
2	A Cameron	Crawley	8.54
3	S Darmon	Birmingham	8.07
4	D Cox	Crookham	7.49
5	G Peck	Cleemac	6.59
6	J Carter	Falcons	6.38
7	P Cameron	Crawley	4.55

### F1J/1/2A 2 flew

1	D Hipperson	CVA	9.45
2	A Chilton	C/M	8.27

### SLOP (Plugge) 13 flew

1	D Hipperson	CVA	7.15
2	C Hickmott	Morley	7.07
3	I Wilkinson	Morley	6.45
4	S Dixon	Birmingham	5.52
5	D Limbert	Morley	5.35
6	D Neil	Bristol&West	5.32
7	S Barnes	Morley	5.00

### PLUGGE CHAMPIONSHIP POINTS

After fifth Area event

1	Morley	2092	8	C.V.A.	772
2	Bristol & West	2047	9	E Grinstead	703
3	Birmingham	1255	10	Crawley	488
4	Vikings	1146	11	Timperley	484
5	Crookham	976	12	Grantham	417
6	Biggles	940	13	Falcons	350
7	Cleemac	784	14	Maidstone	337

## TYNEMOUTH MINI RALLY, NEWCASTLE TOWN MOOR, AUGUST 1

Report by Brian Martin

Eighteen fliers were attracted to the Rally by a good weather report which turned out to be correct, initially cloudy and calm with occasional light variable winds, a light SE breeze appearing mid afternoon, the sun eventually breaking through at fly off time with a 7mph East wind, temperature 70F. We flew in the centre of the Moor, moving to the SE corner for the fly off.

In 1/2A five fliers made the flyoff, won by Mike Quinn flying a Zeus, the only one to make the 4 minute max. Allan Brown's model climbed high but dropped in poor air on the glide to score 2.36 for 2nd place.

Four made the CdH/Mini Vintage rubber fly off. Ron Pollard was very unlucky to have a motor break as he was about to launch. Hasty repairs got the mini vintage model away to a



good height but it dived in on the glide for second place. Winner Brian Martin had two blown motors and then had his Coupe mysteriously pile in at 5 seconds. Luckily the only damage was a bent prop shaft which was quickly straightened, then launched on the remaining turns into lift with seconds to spare.

Bruce Duncan won F1H, losing a model which was last seen high up at 15 minutes disappearing in the haze over Newcastle. Chris Edge dropped his third F1H flight when the model bunted still on the line and then released at low level, but then went on to win HLG, with Alan Jack second.

Events flown to 3 x 2 min except HLG/CLG 5 x 1 min

#### Comb BMFA½A/Brit Power 9ent F1H 3 entries

1	M Quinn	6.00+4.00	1	B Duncan	5.53
2	A Brown	6.00+2.36	2	J Arnott	4.34
3	C Hickmott	6.00+2.17	3	C Edge	4.32
4	E B Jones	6.00+2.04			
5	G Blair	6.00+1.35			

#### Comb CdH/Mini Vint Rubber 6 e Comb HLG/Cat G 5 e

1	B Martin	6.00+3.10	1	C Edge	3.22
2	R Pollard	6.00+1.45	2	A Jack	2.57
3	U Wannop	6.00+1.29	3	R Pollard	2.44
4	S Fairless	6.00			

### BMFA SOUTHERN GALA, Little Rissington, Sept 3

Report by Dave Hipperson

It has to go on record that the organisation for this one was first class. Dave Greaves, Gerry Pink and Brian Silcox together manned control doggedly all day and worked at it to such a degree that scores and totals were up to date as soon as they were completed. One notices this sort of efficiency when one has to take down the results. Furthermore the prizegiving at the end was quite excellent and had been planned and thought about at some length during the day, right down to the correct procedure for distribution of the wine! Dave Greaves himself even found time to treat many of the ladies present to a class of Sherry! It all went to make this second most prestigious BMFA event after the Nationals the big occasion it should be. The contestant responded by turning up in decent numbers so that fewer than normal of the events suffered poor entries.

Very warm, calm and sunny conditions at the start tempted out the too rarely used 3:00 max and when the wind picked up this capped the flyoffs nicely. An awkward South Westerly developed around mid-morning when the original Southerly had been light but dangerously on the buildings. Buildings which are for some reason fenced off and could present a very difficult retrieval situation. So when the breeze picked up to a wind at least it moved away from them but many were trapped in trees just off the drome and the continually filling up Kart track area was also a problem by afternoon. The air was turbulent and very difficult to pick. By afternoon the lift was coming through very quickly and to not be in it meant certain doom. Most full scores were done early. It was important to have chosen wisely what to fly first. The difficult classes were doubly so in the afternoon.

Flyoffs were from 6:15 and in three groups. The first was Mini Vintage, CdH and Open Power. Stringer's CdH flight looked satisfactory but flew into better air later and improved but was no match for Roger Wilkes. Graham Shacklock's winner in Mini Vintage was made with his Timide power design that had placed second at the Nationals. It would be easy to see this as a clear winning formula what with its 20 second power run allowance. However watching the start up procedure and

knowing the sensitivity of both the engine and the model trim it would appear very knife edge. Indeed Graham had already had a close shave with a massive over-run during the day and Tony Hall had just that with his power model in this self same flyoff as Graham was getting ready. Power is spectacular but not an easy option in Mini Vintage and they don't glide. Well they don't normally! Neither is flying a massive model in Open Power the easy way in that class. Trevor Payne's was up against Andrew Cordes with a very effective but old fashioned F1C - the sort people used to use when they had to build them themselves. The two of them waited it out through most of the period and then when Trevor came to start he diagnosed a twisted bladder and had to switch to his reserve at the very last minute. Pity as the slightly rushed launch wrecked the pull out and it stalled repeatedly through the glide. Andrew did something similar to his launch but recovered more quickly and won.

The middle period was for Open Glider, A1 and ½A Power. We can call it that as the winner Steve Barnes used a ½A all day and to make his token flight against a maxed out Watson who had mislaid his model flying it in Open Power. The Biggles League series certainly keeps up the interest in A1, the final result was not over until this contest had been decided. Gibbs also had a lost model leaving Lavis to win. The remaining three of the Glider events flown were all won by the same man. This was Ball's first big Open Glider win and an excellent effort. He seemed to look very comfortable with the model all day. His two other wins were of course in HLG and Catapult which were polished off in the breezy last hour of the day comfortably ahead of all comers apart from Peter Tolhurst who offered some opposition once again.

Finally as the evening cooled Slow Open Power, E30 and Open Rubber were decided. Slow Open was another token fly-over for Steve Barnes when John Thompson declined to flyoff. Steve must have been wondering just what he had done right by the end of all this. Arguably one of the very most successful Slow Open flyers of the year he and club mate Dave Limbert made the effort to come down from the north and had cleaned up in two classes with Dave third in this one! Early launches in Open Rubber from Chapman and Elliott didn't fair too well. John O'Donnell went on his own about half way through and looked positive but hardly in big lift and Hipperson, Ball and Sharp waited until right at the end to fly. There was nothing much there but all flights were robbed of time by a knot of trees that came into play and that were so close by that they had a great effect on visibility of the models most of which went a couple of miles or more. Gerry Ferrer's tactics of walking off somewhat across the drome before launching could have been decisive had he had a better flight!

A bit of a shame that these last flights had to be across the drome and effected so much by relatively avoidable obstructions but then hindsight is too easy. All together a very satisfactory final BMFA event. We just need to get a bit luckier with the wind direction at this one. The excellent prize giving was augmented by John Bailey awarding the Biggles League trophies to the ½A Power and A1 League winners complete with appropriate references to last years power winner, the late lamented Peter Harris, who we shall all miss.

All Open maxes 3.00, all Mini Maxes 2.00

#### Open Glider Pilcher Cup 16 fl A1 Glider 10 flew

1	P Ball	9.00+7.33	1	B Lavis	10.00+4.28
2	J Bailey	+2.59	2	A Gibbs	10.00
3	A Crisp	8.39	3	R Heap	9.20
4	G Manion	8.26	4	A Crisp	8.42
5	J Pennington	8.07	5	I Davitt	8.27
6	P Williams	7.57	6	K Taylor	8.04

**Open Rubber Flight Cup 12 fl Coupe d'hiver 15 flew**

1	J O'Donnell	9+9.25	1	R Wilkes	10.00+6.14
2	P Ball	+9.09	2	G Stringer	+4.30
3	G Sharp	+8.25	3	A Longhurst	9.44
4	D Hipperson	+7.43	4	D Thompson	9.36
5	G Ferer	+6.33	5	I Davitt	9.22
6	C Chapman	+5.38	6	J Knight	9.14
7	R Elliott	+4.48	<b>F1J - 1/2A Power 7 flew</b>		
8	M Stagg	+4.35	1	S Barnes	10.00+ 0.08

**Open Power Short Cup**

1	A Cordes	9.00+3.11	2	P Watson	10.00
2	T Payne	+2.34	3	C Foster	9.19
3	P Watson	6.00	4	A Chilton	9.04
			5	R Baggott	7.38
			6	F Chilton	5.49

**Slow Open Power 10 flew**

1	S Barnes	9.00+ 1.06	1	G Shacklock	6+7.13
2	J Thompson	9.00	2	K Cooper	+5.25
3	D Limbert	8.57	3	C Strachan	+3.14
4	D Clarkson	8.41	4	J O'Donnell	+3.07
5	G Shacklock	8.15	5	P Owens	+2.21
6	R Kenward	7.51	6	I Davitt	+1.34

**EOP**

1	T Grey	8.59	1	T Grey	6.00+5.04
2	P Lang	6.50	2	P Lang	+3.15
3	G Ferrer	1.50	3	J Down	4.23
4	J Thompson	1.25			

**HLG**

1	P Ball	6.22	1	P Ball	4.07
2	S Brewer	5.12	2	P Tolhurst	3.45
3	B Taylor (J)	3.33	3	S Brewer	2.57

**C02**

1	C Strachan	10.00	4	D Braun	2.23
2	I Davitt	9.34	5	B Colledge	1.57
3	P Tolhurst	4.18			

**Mini Vintage 20 flew, 9 full**

1	G Shacklock	6+7.13
2	K Cooper	+5.25
3	C Strachan	+3.14
4	J O'Donnell	+3.07
5	P Owens	+2.21
6	I Davitt	+1.34

**E30**

1	T Grey	6.00+5.04
2	P Lang	+3.15
3	J Down	4.23

**Catapult Glider**

1	P Ball	4.07
2	P Tolhurst	3.45
3	S Brewer	2.57
4	D Braun	2.23
5	B Colledge	1.57

**SCOTTISH EVENTS, NEWBIGGING, SEPT 4-5**

Report by Jim Arnott

**Paisley Trophy - All-in-Open event, Sept 4**

Following the gales overnight, it was a pleasant surprise to find good conditions at Newbigging on Saturday morning. The wind from the Southwest was in the main about 15 mph and turbulent, but their pleasant lulls with smoother lighter air. An easy max of 2:30 was set to limit the risk of landing in trees. There were eight entries - four glider flyers who were seriously disadvantaged against the four rubber flyers who simply had to avoid any mistakes. One rubber flyer had an early d/t and the others - Urlan, Jim and Brian were in the fly-off. While Jim's model stalled down and Urlan's failed to hit lift, Brian's model went away in a very nice patch of gentle lift for an excellent 11:14 time. The model was seen down to the ground about 2 1/2 miles away across the open moor land and we will pick up Brian's bones next time we are out that direction.

1	B Martin	7:30+11:14
2	U Wannop	+4:25
3	J Arnott	+3:59
4	Bruce Duncan	7:22
5	Ron Sabey	6:25

**Cranfield Classic, Sept 5**

Absolutely perfect conditions for the Cranfield Classic event, with the drift seldom above 5mph. The day was overcast, warm and humid and the moor appeared to gently sweat off a permanent layer of buoyant air. The scoreboard was soon filling out with max after max. To have only six entries on such a day was a disappointment. Although the Gloworm and Lucky Lindy were the designs to feature in the fly-off; the Mister Max, Ascender, and La Bestia designs were also flown during the day. A light fall of rain coincided with the start of the fly-off. Ewan, whose model had been climbing high all

day, produced an extra special climb for the fly-off, but then d/t'd at the top. His 1:23 flight time is a reflection of height, quality of the air, and what might have been. George Blair's OS15 powered Lucky Lindy and Alan Brown's Oliver powered Gloworm had excellent climbs and the models drifted off into the misty haze with little to separate them. They were on the verge of visibility when they dropped below the horizon into the Todhills valley. Alan's Gloworm won it by 13 seconds with a 4:57 flight.

1	A Brown	9:00+ 4:57	Gloworm , Oliver Tiger
2	G Blair	+4:44	Lucky Lindy, OS15
3	J Arnott	+3:19	Gloworm , OS15
4	M Quinn	+3:14	Lucky Lindy, OS15
5	E Baxter-Jones	+1:23	Gloworm OS15

**SALZLAND CUP (NON W.CUP EVENTS) GERMANY, AUG 20**

Report by Dave Hipperson

Forerunners of this contest were the Volkswind series and before that the Bodeland Cup events both run in similar locations and all of which your reported has experience of. On the registration and warm up day part of the German Nationals was flown and it included Slow Open Power or FIX as they like to call it. I sampled this first in 2001 (foot and mouth year) on the nearby Hakeborn site in a blistering heat wave. It was intriguing to fly UK spec models in an FAI climate and I planned then to come back and do it again. Now called the Salzland Cup and under the directorship of Gerhard Wobbeking - a man who does a great deal for Free Flight in Germany - the venue had been moved slightly to the East, directly South of Magdeburg and on flatter fields.

This year the weather was just pleasantly warm but very windy. Indeed the whole week including the two days of FAI events which followed somewhat dispelled the myth that the continentals only fly in the flat calm although I can assure you they really disliked it windy! My flights were made in the strongest wind in which I have yet flown Slow Open Power. Some gusts were approaching 30 mostly it was 20-25mph but thankfully smooth unturbulated air blowing from huge open fields upwind of the launch point which itself was situated on a very slight rise. Downrange were eight kilometres of open country and the wind co-operated in direction if not strength and blew along this rectangle. The flat fields were uninterrupted by nothing larger than the odd few bushes, small trees and of course the inevitable wind farm. (There appears to be a wind farm in virtual every direction you look in this part of Germany so it was reasonable one would figure in the contest). We were lucky as the wind settled slightly away from the huge revolving blades. There was much discussion as to the turbulence effects of them if a model came close not to mention the catastrophic effect of an actual impact. Tip speeds here are colossal even though they don't look it. Ossi Kilpelainen explained that blade size is now solely limited to the practicalities of getting such giant aeronautical surfaces to the site. Average size blades are already larger than the wings of any aircraft! It would have been a novel and doubtless educational experience to have seen their effect on competitor enthusiasm if not model safety had they come into play!

This first day got off to a slightly delayed start when the computer wouldn't work - same the world over. However the time was extended an hour at the end to compensate but the calmest (least windy) weather had already gone. A thick overcast quickly cleared to sunny intervals and classic white fluffy clouds. There had been a few wet period in the days before and more showers were forecast but didn't materialise until the end of the next day.

Myself and American Brian Van Nest flying Al were quick to get stuck in while others dithered about the wind. My

experience from the previous few days had been the wind peaked at about 4pm then dropped a bit. Mid-afternoon would be the period in the day to avoid. Victor Stamov came out at about this time and flew AI! He gave us a tremendous display and despite putting it in a huge hole on the first flight before he got the feel of the treacherous air went on to make five flights, four of them maxes, before the end of the contest, wife timing, him retrieving - no other help. So there's a leading FAI glider flyer that can not only handle a high wind but also a contest that isn't run in rounds! However the excellent German Thomas Weimer had been working all day and his total was just a little better. Van Nest fell away with a couple of poor last flights. Stamov and Weimer were then to figure prominently in the World Cup A2 event that followed a couple of days later reinforcing the belief that practice on the site and in similar conditions, particularly competition practice, can be very helpful!

The Power event was a story of German finesse versus UK brute force. The German high thrusters of Seja and Schmidutz handled the wind well with their shallow fast patterns. However the height gain from my bigger traditional UK design was always helpful despite a few very nasty pull outs due to patterns upsets by the wind. The German models always slid out well into their glide. Seja had a motor problem half way through the day and dropped the middle flight when experimenting with diesel. He fell foul of the mistake we all make from time to time of screwing down the compression a bit too far and having the motor harden up in the air. Schmidutz (OS 15 powered) maxed out along with me but we had taken all day to complete the necessary five flights despite the very short max.

Interest in the other classes had been all but eliminated by the high wind and forecast of worse and by late in the afternoon most of those present were FAI flyers registering for the following two days and earnestly walking about holding up wind meters and shaking their heads. When I was given the chance to delay the power flyoff till 8am the following morning, just before the start of F1B & C, I took it, as although by late evening the wind did drop, the morning offered much less thermally conditions in which I believed my best model would have the advantage.

Although there were no facilities on the field for camping those with motor homes were not asked to leave therefore it was possible for us to spend a very pleasant evening eating outside in the warm and slackening breeze confident that we were in exactly the right place for the flyoff the next day.

This came on cue at 8am in front of a rapidly assembling FAI line. Despite my vehicle being right in the way of this there was never a suggestion I should move it until after I had flown. Delightfully polite of the organisation. It was cool with thin overcast and blowing about 8- 10 mph and my hunch was correct. I followed the German into the air and was still high when he landed. The breeze at altitude was already strong and the flight took slightly over an hour to retrieve and upon my return I was presented with a superb Eagle Trophy, a bottle of wine from Herman Jenne and a few minutes later some exceedingly warming apricot brandy from a splendid Czech fellow who had the bottle and glasses all laid out ready on a little table in the back of his car. A recommended time to partake of such refreshment - most invigorating!

The World Cup events and the results appear elsewhere and although I was around for the F1B & F1C including the flyoffs the following day saw little of the action. However for those thinking of attending this I can recommend the site. The organisation is still in its infancy and I believe Wobbeking might have been trying to do just a little too much single handed. His computer results system when up and running was really very fast with updated sheets up on the board minutes

after the end of each round even though very small. (Someone must find a way of enlarging standard computer print out sheet sizes as at present they are not big enough for more than a couple of people to view at a time). Furthermore they do not look impressive even though they convey the information.

There is a very well appointed camp site virtually walking distance from the field - as close as Castle Brake is to Woodbury and civilised rural villages dotted around the landscape full of friendly people. Weather statistics for the period promised light and variable winds - we avoided rubbing this in as quite obviously the stats were right and it was the wind speed that was wrong! Good fun and nice meeting many old friends from the FAI world that I have not seen for a few years.

All events flown to 2.00 x 5 flights

#### F1H 7 flew

1	T Weimer	GER	9.36
2	V Stamov	UKR	9.10
3	B Van Nest	USA	8.37
4	J Westphal	GER	8.15
5	S Gerlach	GER	7.53
6	O Kipelainen	FIN	7.00

#### F1H-N (Tailless)

1	H Jenne	GER	6.27
2	H Stoffels	GER	4.05
3	H Baier	GER	2.26

#### P30

1	H P Baier	GER	120
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#### F1X (Slow Open Power)

1	D Hipperson	GBR	+5.00
2	G Schmidutz	GER	+3.29
3	F Seja	GER	9.30

#### F1G

1	H Jenne	GER	2.15
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#### F1V

1	K H Hasse	GER	8.16
2	R Stalalies	GER	8.05

## BIGGLES LEAGUES 2004

Final positions from Brian Lavis.

That's the fourth season finished. There were quite a few more names in the glider list but I'm not confident that the leagues put them there. F1J showed a slight increase. I'll persevere for 2005.

The F1H shoot-out had John Cooper firing blanks but Roger Heap did just enough to win. Serves me right for not flying-off at Oxford. Congratulations to Dave Hipperson & Roger; the trophies were presented at the Southern Gala.

#### F1H

		Total	NG	Eas	Sp	Nat	Ox	Br	Sco	Sum	SG
1	R.Heap	29	0	0	0	6	1	9	0	9	4
2	B.Lavis	28.5	3	0	3	0	7.5	6	0	3	9
3	J.Cooper	25	6	9	0	0	2	2	0	6	0
4	A.Gibbs	15	0	0	0	9	0	0	0	0	6
5	C.Edge	10	4	0	0	0	0	0	6	0	0
5	K.Taylor	10	0	0	9	0	0	0	0	0	1
7	A.Crisp	9	0	6	0	0	0	0	0	0	3
7	I.Davitt	9	2	3	0	0	0	0	0	2	2
7	J.Oulds	9	0	0	6	0	3	0	0	0	0
10	G.Oulds	7.5	0	0	0	0	7.5	0	0	0	0
11	P.Tribe	7	0	4	0	3	0	0	0	0	0
12	M.Cooke	6	0	0	2	0	4	0	0	0	0
13	M.Dilly	5	0	1	0	4	0	0	0	0	0
14	P.Cameron	4	0	0	4	0	0	0	0	0	0
14	J.Carter	4	0	0	0	0	0	0	0	4	0
14	J.Howick	4	0	0	0	0	0	4	0	0	0
14	R.Sabey	4	0	0	0	0	0	0	4	0	0
18	G.Gilkes	3	0	0	0	0	0	0	3	0	0
18	T.Hall	3	0	0	0	0	0	3	0	0	0
18	N.Parry	3	0	0	0	1	0	1	0	1	0
21	I.Clark	2	0	0	0	2	0	0	0	0	0
21	P.Seeley	2	0	2	0	0	0	0	0	0	0
21	B.Shanks	2	0	0	0	0	0	0	2	0	0
24	J.Bailey	1	0	0	1	0	0	0	0	0	0
24	B.Duncan	1	0	0	0	0	0	0	1	0	0

## F1J

	Total	NG	Eas	Sp	Nat	Ox	Br	Sco	Sum	SG
1 D.Hipperson	30	6	3	0	9	0	0	6	6	0
2 P.Watson	21	9	6	0	0	0	0	0	0	6
3 J.Bailey	17	4	1	6	0	0	4	0	2	0
4 C.Foster	14	1	0	0	6	0	0	0	3	4
5 S.Barnes	13	0	0	0	4	0	0	0	0	9
6 F.Rushby	10	0	0	0	0	0	6	0	4	0
7 R.Baggott	4	0	2	0	0	0	0	0	0	2
7 P.Harris	4	0	4	0	0	0	0	0	0	0
7 C.Hickmott	4	2	0	0	2	0	0	0	0	0
7 M.Quinn	4	0	0	0	0	0	0	4	0	0
11 A.Chilton	3	0	0	0	0	0	0	0	0	3
11 A.Jack	3	0	0	0	3	0	0	0	0	0
11 T.McLaughlin	3	0	0	0	0	0	0	3	0	0
11 P.Woodhouse	3	3	0	0	0	0	0	0	0	0
15 F.Chilton	2	0	0	0	1	0	0	0	0	1

## TOP LEAGUE POINTS AND POSITIONS

This list of 20th September (final in the case of CDH) takes into account scoring events since the last FFN publication which are:- Pleasure Drome, Timperley Gala, SAM Euro Champs Wakefield events only, the BMFA Southern Gala and 5th Area plus Scottish Paisley and Cranfield Classic contests.

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

	NG	Spr	Nats	Ox	Sum	Brum	SG	Total
1 G Sharp	4	-	-	9	9	6	-	28
2 I Davitt	3	4	6	-	4	3	2	20
3 R Sparrow	9	-	3	-	-	4	-	16
4 D Greaves	-	6	9	-	-	-	-	15
4 R Vaughn	-	9	-	6	-	-	-	15
6 G Stringer	-	2	-	3	-	-	6	11
7 R Wilkes	-	-	-	-	-	-	9	9

### Open Rubber Trophy League (best 5 scores make up totals)

	WO	NG	Spr	Nats	Sco	Dev	Brum	SG	Total
1 P.Ball	4	9	9	4	3	3	9	6	37
2 G.Sharp	3	6	-	-	-	9	-	4	22
3 D.Hipperson	-	-	2	9	-	-	4	3	18
4 J.O'Donnell	-	-	-	6	-	-	2	9	17
5 W.Hodkinson	6	3	4	-	-	-	1	-	14
6 G.Ferer	-	4	-	1	-	-	6	2	13
7 T.Dobson	2	-	3	2	-	-	3	-	10

### Timperley League points (best 8 results only)

D Hipperson	9 9 9 9 6 6 4 4	56
G Sharp	9 9 9 6 6 1	40
P Ball	9 9 6 6 4 3	37
C Strachan	9 9 2 2.5	31.5
T Grey	9 9 2 1	30
F Rushby	9 9 6 2	26
R Kenward	9 6 3 3 2 1	24
S Willis	6 6 4 3 3 1	23
S Barnes	6 6 3 3 2 2	22
G Ferer	6 4 4 3 2 1	20
C Foster	6 4 4 3 1	18
G Shacklock	9 4 4	17
P Woodhouse	6 4 4 3	17

### Aeromodeller

Overall positions up to and including BMFA 5th Area (top few only and data may be subject to slight alteration in future as no official Senior Champs. information has been received from the BMFA since before the Nationals!)

1 P.Ball	167 pts	7 T.Grey	68 pts
2 D.Hipperson	163 pts	8 F.Rushby	59 pts
3 I.Davitt	93 pts	9 J.O'Donnell	58 pts
4 G.Sharp	79 pts	10 P.Watson	45 pts
5 C.Strachan	77.5pts	11 J.Cooper	44 pts
6 S.Barnes	71 pts	12 G.Beal	43 pts

## NEWS FROM BMFA FF TECH COMMITTEE

### 1. Team Managers-F1A/B/C World Championships, Argentina 2005

The Free Flight Technical Committee invite applications for Team Manager and Assistant Team Manager for the F1A/B/C World Championships to be held in Argentina from 21<sup>st</sup> to 27<sup>th</sup> May 2005.

Applications should be sent to Chris Strachan, 56 Way Lane, Waterbeach, Cambridge, CB5 9NQ to arrive no later than 5<sup>th</sup> November 2004

### 2. BMFA Rule Changes for 2005

The Rule changes below are those which were agreed at the FFTC meeting on 16<sup>th</sup> September 2004 and will go forward to Technical Council. The other items considered in the change process during 2004 will result in "no change".

#### 4 Mini Contests- Clarify some wording

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

#### 5 Timekeepers – allow 30m radius

Change wording in 3.1.8.3(a) and (b) to - "15 metres"

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

#### 8 SLOP – Ban folding propellers

Add to wording in 3.19 (d) – "Folding propellers are not permitted."

Explanation - Folders are not in the spirit of SLOP.

#### 9 E30 – Single model spec of improved appeal

Change wording in 3.42 to read -

##### E30 Electric

##### (a) Model Specification

Maximum projected span	30 inches
Maximum overall length...	30 inches
Maximum propeller diameter...	6 inches
Minimum weight.....	100 grams
Maximum Battery size.....	3 x 50 mAh cells

##### (b) Contest to 3 x 2 minute maximums plus Fly-Off to rule 3.1.4.3

#### 10 EOP – Revised specification to improve appeal

Change class title to Open Electric and wording in 3.48 to read:

##### 3.48 Open Electric

##### (a) Motor

Maximum motor size 600, brushed type only.

##### (b) Motor run

Maximum time from launch 30 seconds.

##### (c) Timing of motor run

The motor run is to be verified by the timekeeper check timing on the ground before flying. The timekeeper shall mark the flight card to affirm this (it is only required that the ground 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 31 seconds an over-run shall be declared.

The FFTC have thought hard about the BoM issue and have decided not to change the present rule. They feel that any change may well do more harm than good when judged on the criteria of providing a UK BMFA Free Flight scene which is attractive to the largest possible number of fliers.

### 3. FFTC for 2005

There will be no elections for the 2005 FFTC.

The committee will comprise:-

For 1 year Chris Strachan, Mike woodhouse, Dave Clarkson.

For 2 years John Carter, Ralph Sparrow.

### 4. BMFA Contest Calendar 2005

The 2005 BMFA contest calendar is set out below. Airfields/venues are presently being booked, so it is possible that there may be future changes. Let us hope not!

February 13 Sculthorpe	East Anglian Winter Gala. O/P (Frog Senior), O/R, O/G, O/E SLOP, Vintage, Mini Vintage, P30, Classic glider, Overall champion. Contact and CD Michael Marshall 01223 246142
March 6 Area Venues	1 <sup>st</sup> Area. O/P&SLOP combined (White), F1A (K&MAA/Plugge), F1G, Vintage (Plugge)
March 25 (Easter) Church Fenton	Northern Gala. O/G (CMA), O/R (Caton), O/P (Hamley), SLOP, F1G, F1H, F1J/BMFA1/2A, Mini-vintage, CO <sub>2</sub> , E30, HLG, Catapult Glider. Contact and CD: Denis Davitt 0113 2675433
April 3 Area Venues	2 <sup>nd</sup> Area. O/G, F1B (Weston/Plugge), F1J/BMFA1/2A (Plugge) HLG, Catapult Glider
May 1-2 (May day) Salisbury Plain	London Area Gala. Open, Mini and Club Championships. 1 <sup>st</sup> O/R. O/G, O/P, O/E, Vintage, HLG, Catapult and Club Championships; 2 <sup>nd</sup> F1G, F1H, F1J/BMFA1/2 SLOP, Mini Vintage, P30, E30. Contact & CD Martin Dilly 0208 777 5533
May 9 Near Sheffield	F1E. Contact & CD: Trevor Faulkner 0114 2363397
May 15 Area Venues	3 <sup>rd</sup> Area. O/R, (Gamage), F1C (Halfax/Plugge), F1H, Mini-Vintage(Plugge)
May 28/29/30 Barkston Heath	National Championships. O/G (Thurston), O/R (Model Aircraft), O/P (Shelley), SLOP (Falcons) Tailless (Lady Shelley), Womens Open (SAA), Junior Open (Frog Junior), F1A (Ronytube), F1B (Fred Boxall), F1C (Eddie Cosh), Vintage (Jubilee), O/E, E.30, Junior Kit (rubber, glider), Windrush, Bowden, F1H (B.A.), F1G (308), F1J/BMFA1/2A (Hales), Mini-vintage, HLG (Nats), Catapult Glider, CO <sub>2</sub> (Sparklets), P30, Vintage Glider Plus Junior championships (Heather) and overall class championships. Contact Mike Woodhouse 01603 457754. CD
June 5 Near Sheffield	F1E. Contact & CD: Trevor Faulkner 0114 2363397
June 12 Area Venues	4 <sup>th</sup> Area. O/P&SLOP combined team (Keil/Plugge), F1B (Gutteridge), F1H (Plugge), CO <sub>2</sub> , O/E
June 19 Near Sheffield	F1E. Contact & CD: Trevor Faulkner 0114 2363397
July 3 Near Sheffield	F1E. Contact & CD: Trevor Faulkner 0114 2363397

July 17 North Luffenham	Summer Mini & Midland Classic. Classic Rubber, Glider & Power, British Power, F1H, F1G, F1J/BMFA1/2A, P.30, E30, HLG, Min-vintage, Catapult Glider, SLOP, O/E, CO <sub>2</sub> . Contact Tony Hall 01543 686917 CD
August 20-21 Salisbury Plain	Team Trials. F1A (D Brawn), F1B, (M Duce), F1C (P Buskell). Contact Peter Tribe 01225 862748 CD
September 2 (Friday) Little Rissington	Southern Gala. O/G (Pilcher), O/R (Flight), O/P (Short), O/E, F1H (Ripmax), F1G, F1J/BMFA1/2A (Quickstart), SLOP, Mini-vintage, E.30, CO <sub>2</sub> , HLG, Catapult Glider. Contact & CD: Dave Greaves 01285 652730
September 4 Near Sheffield	F1E. S.M.C. Trophy. Contact & CD: Trevor Faulkner 0114 2363397
September 10-11 Sculthorpe	Stonehenge Cup. F1A, F1B, F1C World Cup Event. Contact: Mike Woodhouse 01603 475754, CD Mick Howick 01328 878635
September 18 Area Venues	5 <sup>th</sup> Area. O/R Team (Farrow/Plugge), F1A (S.M.A.E.), F1J/BMFA1/2A, SLOP (Plugge), P30.
September 24-25 Sculthorpe	Team Trials. F1A, F1B, F1C. Contact: Mike Woodhouse 01603 457754. CD
October 9 Area Venues	6 <sup>th</sup> Area. O/G Team (Model Engineer/Plugge), F1C (Astral), F1G (Plugge), Tailless, E30
October 15-16 Sculthorpe	Team Trials. F1A, F1B, F1C. Contact Mike Woodhouse: 01603 457754. CD
October 23 Near Sheffield	F1E Reserve. Contact & CD: Trevor Faulkner 0114 2363397

### CALENDAR NOTES 2005

SAM involvement attendance and events - The BMFA FFTC will continue to encourage their involvement at centralised events. They will cover their own activities and operate under BMFA general jurisdiction.

Added value - The idea of the 2005 calendar is to give added value by adopting the feelings and ideas expressed at the conference. We are trying increase the status and attendance. The approach is to involve other clubs and organisation to participate alongside

### 5. Stonehenge Cup

The Stonehenge cup was a great success, despite the weather which did it's best to disrupt everything. Mick and Jane Howick are to be congratulated on the enormous effort that they put into organising the event, as are all of the others who helped and CD'd the contests. The vintage meeting alongside the Stonehenge Cup was run by SAM 35 and in view of the weather on the Saturday a good entry turned up and all four events were keenly contested by the more hardy individuals. There was no problem in co-existence between "Ancient and Modern" and we intend to make this addition a permanent feature.

### 6. The Nationals

The FFTC are pleased to advise that the accounts for the 2004 FF National Championships are complete and show a modest profit.

Planning is already underway for the 2005 event in May, and the FFTC have been advised that Barkston will be available to us (subject to the usual conditions). The FFTC would welcome suggestions for 'added attractions', such as a social event one evening.

## UK SUPPORTERS AT WORLD CHAMPS 2005

This event will take place near Cordoba in Argentina between the 21 and 28 May. The UK team will probably travel out two days earlier. Would anyone wishing to travel out as a UK supporter, taking advantage of the group travel rates, please notify Jim Andrews, The Old Manse, Llanfapley, Abergavenny, Monmouthshire, NP7 8SN.

Costs are not known at this time but will be notified to prospective supporters as soon as possible.

## BMFA FREE FLIGHT FORUM

November 21st is the date for this year's BMFA Free-Flight Forum and it will again be held in the Walmesley Room at the Holiday Inn, Coventry, the day after the BMFA's AGM. This year's Forum, the twenty-first in the highly popular series, will see a wide range of speakers on all aspects of free-flight; among them will be Peter Smart on his indoor electric Me. 323 and current indoor scale developments, Andy Crisp on low aspect ratio F1A gliders and Andy Hewitt on further developments in disc-launched gliders.

As usual, the papers will be published as another Free-Flight Forum Report, with all proceeds going to help our teams for World and European Free-Flight Championships.

To ensure your place at this year's Forum, which starts at 10 a.m., contact the BMFA office, Chacksfield House, 31, St. Andrews Road, Leicester LE2 8RE; tickets are £8.00 each and lunch will be available.

## UK COMPETITION NEWS

**COUPE EUROPA.** Martin Dilly writes: This year's Coupe Europa international contest will take place at Middle Wallop on December 5th 2004, starting at 10 a.m. Organisation will again be in the hands of Croydon & DMAC.

The events will be F1G for the Aeromodeller Trophy, to the FAI rules, of course, and Vintage Coupe d'Hiver for the AAA Cup, flown to the builder of the model rule. There will be awards for top junior and lady competitors and national teams will compete for the Flitehook Europa Trophy, with the three top-scoring F1G flyers from each nation making up its team.

Entry - £7 (€10) per class or £10 (€15) for two classes. Pre-entry fees will be £5 (€8) per class, or £8 (€12) for two. Fees for pre-entered overseas flyers can be collected on the field. There will be an indoor prizegiving with refreshments.

There has been a very large increase in the licence and other costs for the airfield use and there will be a £5 per head admission charge at the gate with non-flying family members free. Those not competing in the contests will be most welcome to use the airfield for trimming and other flying.

For further information and pre-entry forms please contact David Beales +44 (0)20 8858 2714 or addickab@aol.com or Martin Dilly +44 (0) 20 8777 5533 or at 20, Links Road, West Wickham, Kent BR4 0QW or martindilly@compuserve.com

## SALISBURY PLAIN

There has been a shortfall between attendance and payments offered over this current year---as a reminder the charge is £10 per weekend or part thereof - and cheques should be made out to BMFA and sent to me. Failure to do so effectively means that the nucleus of flyers who allow the season to start by payment in advance, are subsidising those who fail to pay.

Bernard Aslett

## WINDER WANTED

**ANDRUIKOV WINDER.** Does anyone have one of Alex's F1B winders, with built-in torque meter, that they're not using and are willing to sell? If so, please phone 020-8891 3130, where Michael Warren will be pleased to talk to you. Thanks.

## NOTICEBOARD

Surplus to requirements from Nick Bosdet: Hi performance epoxy laminating resin 'SP Ampreg 20' with the slow hardener. Formulated for high strength lightweight kevlar/carbon composites. Strength increased by elevated temps, optimally 50°C, although will fully cure over 14 days at ambient temps, both following initial 48 hr cure at ambient. 3 kg available - seller has switched from racing dinghy renovation - seven years is just too long. Could be useful for a production run of carbon kevlar D boxes as product has low viscosity for wetting out and excellent air release properties. nick.bosdet@btinternet.com Northallerton (Further technical details on SP Structural Polymer Systems Limited website.)

## CHOBHAM TREE CHOP

From Geoff Smith: The dates for the "tree pruning" have been agreed with the Countryside Warden and in an attempt to attract more lumberjacks for this 2 hour workout, we have reverted to MONDAYS. The dates are October 11, December 13, February 7, February 14. Meet in the Clump car park at 10am. Bring a model - you might just have enough energy left for a spot of trimming.

## FAI FREE FLIGHT WORLD CUP

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

### F1A

1	P Findahl	SWE	150
2	V Lazarevich	UKR	144
3	M Kochkarev	RUS	144
4	J Carter	GBR	134
5	L Hines	USA	130
6	P de Boer	NED	111
7	V Stamov	UKR	110
8	J Valo	FIN	108
9	B Nyhegn	DEN	107
10	V Vivchar (J)	UKR	102
11	R Holzleitner	AUT	101
12	A Jack	GBR	99
13	B Ryz	CZE	98
14	A Szekelyhidi	HUN	98
15	P Kuikka	FIN	97

### F1A-Junior

1	V Vivchar	UKR	158
2	J Zarins	LAT	154
3	D Levchenko	UKR	146
4	I Szentpeteri	HUN	142
5	M Cuthbert	GBR	125
6	T Drozdowski	POL	117
7	G Domokova	SVK	117
8	D Findahl	SWE	111
9	V Berzins	LAT	107
10	B Mitchell	AUS	100

### F1B

1	A Zeri	NED	164
2	R Peers	GBR	152
3	I Kolic	YUG	152
4	B Silz	GER	147
5	T Bond	AUS	147
6	A Rybchenkov	RUS	147
7	R Mackus	LTU	145
8	R Khuziev	RUS	128
9	V Vivchar	UKR	121
10	R Blagojevic	YUG	116
11	L Horak	CAN	115
12	I Vivchar	UKR	113
13	A Gey	GER	112
14	K Salzer	AUT	111
15	P Ruyter	NED	109

### F1C

1	R Truppe	AUT	155
2	L Patocs	HUN	151
3	J Roots	EST	145
4	R Summersby	AUS	140
5	E Verbitsky	UKR	137
6	K Kuikka	FIN	123
7	M Roman	POL	123
8	T Niiranen	FIN	122
9	J Szecsenyi	HUN	122
10	G Zsengeller	HUN	107

F1E results have the addition since the results in the July FFn: Mikulas Cup HUN, Cavalloni Cup HUN, Rana CZE and the contests still to count are two in Poland and two in Germany.

### F1E

1	M Popescu	ROM	128
2	D Petcu	ROM	120
3	F Mang	AUT	113
4	F Draghici	ROM	108
5	D Bildea (J)	ROM	104
6	A Draghici (J)	ROM	91

### F1E-Junior

1	D Bildea	ROM	154
2	A Draghici	ROM	135
3	C Faur	ROM	105
4	J Janata	CZE	84
5	P Valastikova	SVK	76
6	R Corodea	ROM	75