Free Flight news FFn

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DIARY

August 3-5 Noizé, Thouars, France	Poitou. F1A, F1B, F1C, F1G, F1H, F1J, F1K. Contact: M Reverault, tel: +33 5 49 68 0155, email: poitou-aero@noos.fr
August 4-5 Ofakim, Israel	Arava Open. F1A, F1B, F1C, F1H, F1J. Contact: M Furman, tel:+972 3 517 5038.
August 5-6 Salisbury Plain	BMFA FF Trimming. Must be on security list. See FFn 0604. Call Bernard Aslett on 01793 852427 on the Friday to confirm.
August 6 Cardington	BMFA Indoor. F1D and F1L. See FFn 0606, must be on email list, contact Laurie Barr: lauriebarr@btinternet.com
August 11-13 Stalowa Wola, Poland	Summer Cup F1A, F1B, F1C. World Cup. Contact: R Radwanski, t:+48 15 844 45 15, fx: +48 15 844 01 18, e: rradwan@wp.pl
August 12 Mostar, Bosnia and Herzegovina	Mostar Kup. F1A, F1B, F1C. World Cup. Contact: Sonibjo Sabo, t: +387 36 326 438, fx:+38736326438, e:info@hak-mostar.com
August 12-13 Sculthorpe	BMFA East Anglian Summer Classic and Vintage. See FFn 0605. Sat: Mini vint, vintage, & non Senior Champs: Classic G, Classic P, Classic R. Sunday (non Senior Champs): Vint Wake, 25" vint R, vint G, Bowden, P30, kit scale durn, vintage CdH. CD: Michael Marshall 01223 246142, contact: M Woodhouse 01603 457754. ***NB No need for security registration – just turn upwith BMFA card.***
August 12-13 Cardington	BMFA Indoor. Reserve date for team trials. See Aug 6 entry.
August 17-20 Beograd, Serbia and Montenegro	14th Dorcol Cup. F1D. Contact: Vojislav Stojkovic, t:+381 1118 9627, fx:+381 1126 25 387, email: aviomodeli55@yahoo.com
August 18-20 Cochstedt, Germany	Salzland Cup. F1A, F1B, F1C. World Cup. Contact: M Thoma, t:+49 531 2 35 40 56, fx:+49 5312 354011, e: m.thoma@daec.de
August 19-20 Barkston Heath	See FFn 0602. Sat: Saturday Special. 10am to 5pm, flyoffs from 5.15pm. 3 flts. Brit P, mini vint, F1H, classic A1, SAM35 very small rubber. CD J Wingate, t:01407831383, wingate@globalnet.co.uk Sun: Timperley Flyers Gala. 10am to 6pm, flyoffs from 6.15. 3 flts., O/vintage, O/R, O/G CdH, comb P Timperley rules with new runs. CD D Clarkson, t:0161 477 7647
August 19-20 Salisbury Plain	BMFA FF Trimming. Must be on security list. See Aug 5-6 entry.
August 21-25 Cochstedt,Germany	FAI Junior World Championship. F1A, F1B, F1P.
August 26-27 Salisbury Plain	BMFA FF Trimming. Must be on security list. See FFn 0604. Call Peter Tribe on 01225 862748 on the Friday to confirm.
August 27 Cardington	BMFA Indoor. General flying. See FFn 0606 and Aug 6 entry.
August 31-Sept 3 Zülpich, Germany	Eifel Pokal. F1A, F1B, F1C. World Cup . Contact: Peter Mönninghoff, email: info@eifelpokal.de
September 1 (Friday) Little Rissington	BMFA Southern Gala. O/P&SLOP comb, O/G, O/R, F1H, F1G, F1J/BMFA½A, Mini-vint, E30, CO_2, HLG, CLG.. Contact & CD: D Greaves 01285 652730.
September 2-3 Newbigging	Sat: Paisley Trophy All-in open, 10.00-17.30; Sun: Cranfield Classic 10.00-17.30. Contact: J Arnott 01383 510279, arnott.downside@btinternet.com
September 2-3 Salisbury Plain	BMFA FF Trimming. Must be on security list. See FFn 0604 and Aug 26-27 entry
September 2 - 4 Borden, ON, Canada	Canada Cup. F1A, F1B, F1C. World Cup. Contact: L Farkas, t:+1 905 886 6959,fx: +1 905 886 3025,e: aljolie@allstream.net
September 3 Near Sheffield	BMFA 5th F1E (Team Selection). F1E (SMC Trophy). T Faulkner 0114 2363397.

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Compiled and produced by Ian Kaynes, Paul Masterman and Michael Warren

EUROPEAN CHAMPIONSHIPS F1A, F1B, F1C ODESSA, UKRAINE, JULY 16 TO 23

The Champs had been preceded by two World Cup events in Ukraine, the Antonov Cup near Kiev and the Black Sea Cup (sanctioned by Belarus) at Odessa on the Euro Champs field just before the start of the Champs.

At the start let's clear up the spelling of the location - it is Odesa in Russian and Odessa in Ukrainian; Victor Stamov speaks Russian and used Odesa in champs bulletins, the local authorities and Ukrainian speakers use Odessa.

I arrived on the day after the Black Sea Cup to hear stories about the poor quality of the flying field. This had been advertised as the same grass field used for the 2004 and 2005 Black Sea Cup, about which there had been no bad reports. Indeed initial impressions on arriving on the field was that it was a very large flying area. However, most of the field was covered with long grass and weeds, but also hidden in it were some large holes. One of these had been found by Matthew Cuthbert making the first flight in round 1 of the F1A event. A second flyer had launched close by and, while running fast to avoid a line tangle, Matthew fell into one of these holes. He broke his arm, went to hospital, and with his arm in plaster would do no more glider flying in Ukraine. Bill Colledge, who had his models with him, was nominated to take Matthew's place on the British glider team. The local hospital had also been involved for Italian power flyer Bruno Figo who had been rushed there with serious cardiac problems.

The other surprise was the weather. Much windier than expected and with severe storms during the afternoons on most days. The strength of the wind in the final glider round reduced the flyoff to just 7 people out of an entry of over 100. The wind had also been taking models towards a village and this gave problems with models being stolen. Per Findahl's glider was tracked to a garage and the owner was most reluctant to hand it over. Other models were tracked to apartment blocks but not located. After failing to find it with the tracker, Pete Watson's F1C was returned to the flying field by a couple of guys keen to collect a reward and also complaining that it had hit their car windscreen…

The opening ceremony was held at the Chabanka, the hotel complex where most teams were accommodated. It was a noisy affair but commendably short. It included showing the new European Championships trophies which were being supplied by Ukraine for the individual and team events which had previously had no trophies. These had been engraved with the names of the past winners.

Next day, glider day, we arrived at the field to find it wet from the previous evening's rain with low cloud and wind of 5 to 6 m/sec. The start was delayed one hour to 7.30 and the standard 3 minutes was set as the maximum instead of 3:30.

The British team were at the far end of the line, possibly an advantage compared to the middle of the line which had a small bank downwind of it with the potential for hiding the last few seconds of a flight. Later in the day a couple of soldiers were brought in to scythe the grass on top of the bank to reduce its height a little. The field was a military area - including a mound known as Gorbachov's hill which was made for the last leader of USSR to watch exercises on the field. The soldiers at the local camp appeared to spend much time sitting on the grass with a few assigned to the duty of scything the grass outside the camp.

John Carter was first to fly for the Brits, watching other models and getting info from the GB thermal detector upwind. He went near some models in reasonable air, but one circle too many put his glider in poorer air and he had the depressing start of dropping 21 seconds. Fantham then maxed and Colledge, after a long tow, released in the last 30 seconds of the round but in unhelpful air to score less than 2 minutes. The French were having a similarly unhappy time on the next pole: while Moreau had maxed, Aberlenc fell over while launching to get only 38 sec and Pouzet only just cleared 2 minutes, but he had the disadvantage of flying with bandaged leg, having hurt it on the rough ground in the Black Sea Cup.

Victor Stamov, the chief organiser and covering many aspects of the running of the Champs, had developed a computer automated system of round time announcements. This used a set of pre-recorded messages for start of round, time during the round, countdown to the end, gap until next round. His intent was that once it had been started at the beginning of the day this should then have ensured accurate consistent announcements during the day. It failed during the first round so there was no countdown or signal for the end of the round, and the visual backup - green and red flags - were changed a few minutes late! After this unfortunate start, the announcements did run successfully for most of the rest of the event, but with the feature that it could not accommodate changes. An announcement of the end of the round and that the next round would start in 5 minutes had to be followed by a manual announcement to say that, for example, 10 minutes extra had been inserted into the gap. Such an extension of the round gap was requested during round 2 because of the time it was taking to retrieve models, and extended gaps were used for all the remaining rounds.

Round 3 saw further disaster for Bill Colledge as apparent lift became down and put him on the ground in 74 seconds. He was not alone, Victor Tchop of the home team had also dropped this round. Worse was to follow for GB in round 4, with Carter having a second attempt disaster of just 11 sec.

Round 5 was harder and took the number of full scores down to 15, a remarkably small number out of the entry of 81. It was now warmer with strong thermals in a wind still around the 5 m/sec speed and, in contrast to the previous days, there was no sign of rain this afternoon. Round 6 had more maxes but still the full scores fell dramatically, down to 10 with the loss of Indrisonis (Lithuania) dropping half a minute and Steffensen, Valo, Bachar and Ibehej all achieving less than two minutes.

At the start of round 7 a number of models followed a good upwind launch and soon there were smiling faces in at least the French, Czech and Russian camps. It was confusing to recognise some teams from a distance - the organisers the had supplied yellow shirts with pre-printed individual competitor numbers and all those teams who chose to wear them looked the same. A usual at the British pole John Carter flew first to be followed by Mike Fantham, looking to book his place in the flyoff. There were some models in good air but too far away at the other end of the line so Mike kept waiting. When he started towing he soon found air that was keeping the model well up all round the circle and so he launched. The model seemed to be upset during the bunt and got into poor air that gave it no chance of maxing, down in just over a minute. The Czech flyer Ryz faired even worst at the final hurdle with a zero after towing in on his second attempt, in his case also spoiling the team position.

A select group of just 8 flyers had reached the flyoff. This was scheduled for 18.30, before which we returned to the hotel for a late lunch. The wind had dropped a little for the evening and it was decided to postpone the first flyoff round to 19.00 to allow thermal activity to reduce.

Bordjoski (Serbia) was quickly into the air but crashed and soon launched his second attempt. Jakutis (Lithuania) was one of the first to release while Russky (Russia), Lazarevitch (Ukraine) and Findahl (Sweden) were the last to go. Some models were seen to DT in front of the trees and when the scores were collected three had maxed - Findahl, Moreau, and Bordjoski. A good result for them in that they were guaranteed a place on the podium and would just contest which place each took.

The seven minute round was at 20.00 with sun and only a light breeze. All three started towing immediately after the start. Bordjoski soon launched with a good bunt but Findahl and Moreau continued to tow just upwind of the start line. Seven minutes into the round they both launched at about the same time. Moreau had a competent bunt but had not gained as much height as Findahl with his usual very impressive bunt. The models glided away more or less retaining the height difference from the launch. Visibility was good and the models were all seen clearly to the ground as they glided away towards the Black Sea, but landing well within the field. It was no surprise that Per Findahl was declared the new European Champion by a clear margin of 48 seconds from Bordjoski who got silver and Moreau having to settle for bronze.

While the models were being processed that evening, Per said the model should be OK since it had been in 2001 (when he took the World Championships), and indeed the top three passed processing without any problems.

F1A

1	Per Findahl	SWE	1260	+300	+308
2	Milos Bordjoski	SCG	1260	+300	+260
3	Francois Moreau	FRA	1260	+300	+227
4	Sigitas Jakutis	LTU	1260	+288	
5	Jan Vosejpka	CZE	1260	+246	
6	Pavel Russky	RUS	1260	+156	
7	Vladislav Lazarevitch	UKR	1260	+139	
8	Yaron Kraus	E/C	1260	+128	

9	Frank Adametz	GER	180	180	180	180	170	180	180	1250
10	Rimas Indrisonis	LTU	180	180	180	180	180	167	180	1247
10	Sergey Makarov	RUS	180	180	167	180	180	180	180	1247
12	Ivan Bezak	SVK	180	163	180	180	180	180	180	1243
13	Jeno Voros	HUN	180	180	180	180	160	180	180	1240
14	Yuriy Titov	RUS	180	157	180	180	180	180	180	1237
15	Walter Ehrlich	AUT	180	154	180	180	180	180	180	1234
16	Matti Lihtamo	FIN	148	180	180	180	180	180	180	1228
17	Roland Kolgot	SLO	180	180	180	180	172	180	147	1219
18	Dietrich Sauter	GER	135	180	180	180	180	180	180	1215
19	Kimmo Kulmakko	FIN	180	180	124	180	179	180	180	1203
20	Dirk Halbmeier	GER	180	180	144	176	160	180	180	1200
21	Christoph Bachmann	SUI	180	109	180	180	180	180	180	1189
22	Yury Grushkovskiy	UKR	180	180	180	108	180	180	180	1188
23	Ingolf Steffensen	NOR	180	180	180	180	180	102	180	1182
24	Jari Valo	FIN	180	180	180	180	180	96	180	1176
25	Lior Bachar	ISR	180	180	180	180	180	95	180	1175
26	Heinz Bleuer	SUI	180	180	174	180	180	180	94	1168
27	Vittorio Brussolo	ITA	180	180	180	99	180	180	165	1164
27	Dusan Ibehej	CZE	180	180	180	180	180	84	180	1164
29	Michael Furman	ISR	180	123	180	180	134	180	180	1157
30	Viktor Tchop	UKR	180	180	122	180	132	180	180	1154
31	Deniz Varhos	SWE	180	180	180	71	180	180	180	1151
32	Mike Fantham	GBR	180	180	180	180	180	180	67	1147
33	Pieter de Boer	NED	110	180	180	180	180	180	135	1145
34	Ardo Parna	EST	180	136	180	180	180	180	107	1143
35	Czeslaw Ziober	POL	180	180	180	101	180	180	141	1142
36	Eyal Galor	ISR	144	180	180	180	180	180	97	1141
36	Irhad Hadzimehmedagic	BIH	129	146	146	180	180	180	180	1141
38	Jes Nyhegn	DEN	180	103	180	180	180	180	137	1140
39	Yalcin Olgun	TUR	180	180	180	180	120	116	180	1136
40	Haris Hadzihajdarevic	BIH	148	180	116	180	142	180	180	1126
41	Jan Letko	SVK	144	180	180	177	76	180	180	1117
42	Urmas Kokk	EST	180	180	145	89	152	180	180	1106
43	Benito Bertolani	ITA	180	180	180	180	132	72	180	1104
44	Attila Notaros	HUN	180	180	180	120	180	180	72	1092
45	Gottfried Bachmann	SUI	180	180	137	51	180	180	180	1088
46	Danijel Terlep	SLO	180	180	123	180	180	61	180	1084
46	Javier Abad	ESP	180	180	98	180	180	86	180	1084
48	Bohuslav Ryz	CZE	180	180	180	180	180	180	0	1080
48	Bostjan Bagari	SLO	180	180	26	180	180	154	180	1080
50	Win Bellen	NED	180	103	180	99	156	180	180	1078
51	John Carter	GBR	159	180	180	11	180	180	180	1070
52	Isabella Ehrlich	AUT	120	180	101	180	116	180	180	1057
53	Darijo Jermol	CRO	154	180	180	0	180	180	180	1054
54	Bertrand Pouzet	FRA	121	121	152	180	109	180	180	1043
55	Osman Sevgi	TUR	180	180	178	69	180	180	74	1041
56	Mikael Holmbom	SWE	180	180	180	180	135	141	44	1040
57	Gundars Abolins	LAT	140	180	110	64	180	180	180	1034
58	Sergei Plotko	BLR	180	108	132	74	180	180	175	1029
59	Stanislaw Kubit	POL	96	136	101	180	180	180	152	1025

F1A Continued

60	Vidas Dimavicius	LTU	32	180	137	180	165	180	140	1014
61	Bill Colledge	GBR	113	180	74	180	180	180	93	1000
62	Gyorgy Vasa	HUN	150	180	180	125	70	180	113	998
63	Janis Zarins	LAT	74	143	78	180	180	161	180	996
64	Frederic Aberlenc	FRA	38	180	180	151	180	180	78	987
65	Mica Tica	SCG	180	166	180	41	133	105	180	985
66	Massimiliano Gobbo	ITA	86	180	127	180	46	180	180	979
67	Anders Klemetsen	NOR	104	86	110	180	180	98	180	938
68	Miloc Hudcovic	SVK	180	180	15	103	95	180	180	933
69	Bo Nyhegn	DEN	180	75	99	153	110	127	180	924
70	Sabrija Limo	BIH	180	92	16	180	180	90	180	918
71	Robert Lesko	CRO	86	180	180	180	86	17	180	909
72	Vegar Nereng	NOR	180	144	106	180	90	105	102	907
73	Mario Omrcen	CRO	72	180	111	180	137	91	125	896
74	Franz Wutzl	AUT	180	180	180	26	85	84	129	864
75	Cetin Kargin	TUR	180	29	151	106	60	152	180	858
76	Ular Vihul	EST	180	180	180	23	180	0	111	854
77	Henning Nyhegn	DEN	145	180	0	166	83	180	79	833
78	Carlos Ferreira	ESP	138	180	114	180	78	61	61	812
79	Stevan Mutic	SCG	180	54	88	164	78	180	52	796
80	Dariusz Dradra	POL	28	179	63	180	84	81	180	795
81	Anrijs Plume	LAT	111	152	180	180	51	97	7	778
Number of maximums			55	59	48	56	49	56	54	
Number of full scores			55	40	28	21	15	10	8	

F1A Team Results

	Country	Abbrev	Total	Round-by-round team place							Team member places		
1	Russia	RUS	3744	1	5	4	2	2	1	1	6	10	14
2	Germany	GER	3665	15	9	7	3	4	3	2	9	18	20
3	Finland	FIN	3607	11	7	8	4	3	4	3	16	19	24
4	Ukraine	UKR	3602	1	1	5	7	7	5	4	7	22	30
5	Lithuania	LTU	3521	21	17	14	9	8	7	5	4	10	60
6	Czech Republic	CZE	3504	1	1	1	1	1	2	6	5	27	48
7	Israel	ISR	3473	13	14	9	5	5	8	7	25	29	36
8	Sweden	SWE	3451	1	1	1	6	6	6	8	1	31	56
9	Switzerland	SUI	3445	1	11	10	12	10	9	9	21	26	45
10	Slovenia	SLO	3383	1	1	16	10	9	12	10	17	46	48
11	Hungary	HUN	3330	10	6	3	8	11	10	11	13	44	62
12	Slovakia	SVK	3293	13	10	17	13	18	14	12	12	41	68
13	France	FRA	3290	22	23	19	14	14	13	13	3	54	64
14	Italy	ITA	3247	20	15	11	11	15	15	14	27	43	66
15	Great Britain	GBR	3217	19	13	15	18	13	11	15	32	51	61
16	Bosnia and Herzigovina	BIH	3185	18	19	23	21	19	18	16	36	40	70
17	Austria	AUT	3155	16	12	12	15	17	17	17	15	52	74
18	Estonia	EST	3103	1	8	6	16	12	16	18	34	42	76
19	Serbia and Montenegro	SCG	3041	1	16	18	20	20	19	19	2	65	79
20	Turkey	TUR	3035	1	18	13	19	21	20	20	39	55	75
21	Norway	NOR	3027	17	20	21	17	16	21	21	23	67	72
22	Poland	POL	2962	26	25	24	24	23	23	22	35	59	80
23	Denmark	DEN	2897	12	21	25	23	24	22	23	38	69	77
24	Croatia	CRO	2859	25	22	20	22	22	25	24	53	71	73
25	Latvia	LAT	2808	23	24	22	25	25	24	25	57	63	81
26	Netherlands	NED	2223	27	27	26	27	26	26	26	33	50	
27	Spain	ESP	1896	24	26	27	26	27	27	27	46	78	
28	Belarus	BLR	1029	28	28	28	28	28	28	28	58		

Wednesday, F1B day, dawned sunny and much clearer than glider day. With the access tracks having dried out, today we went to the further launch area which gave a longer distance for an easterly wind like yesterday. However, the wind had changed significantly and was now about 3 m/sec towards the oil refinery.

A four minute max was agreed and it was almost a quarter of an hour into the round before anyone flew. When they did fly it looked quite easy to max, but not surprisingly a few were caught with little time to fly at the end of the round - Ducassou of France dropped 5 seconds when flying right at the end. 53 out of the 67 entry had maxed in the round, but then we began to hear that retrieving was much harder than the flying. The major problem was that models were dropping into or beyond a large area with very high dense weeds or old crops. A detour was needed to get round this area and, although motorised retrieving was allowed, the only track was too rutted and narrow to allow cars to pass one another easily. The gap before round 2 was extended to 15 minutes. The three minute maxes required in this round were simpler and 57 maxed out of 66, the number flying having reduced by Bitic of Turkey stopping flying because of the retrieval conditions. Bob Cheesley was one of the few to drop time, having picked up a stall during the glide.

Round 3 continued in similar vein but the stronger wind shifted further and after the round the starting line was rearranged to be rather more into wind.

During round 4 the jury were called to the processing tent because Bernd Silz's model had been assessed as underweight. However, we found that they had weighed the complete model with motor and compared it to 230g. When the motor was removed and weighed it was 29.5g and the aircraft was 200.0g, exactly on the weight limit within the accuracy of the balance used on the flying field. A relieved Bernd went away, rather surprised that the model weight appeared so low.

During round 5 it was warm and sunny with the wind now up to about 6 m/sec. It was starting to get hard to wait for the lift and not be tricked into flying in one of the dead patches. In fact this round saw 10 people loose their full scores including names from many countries, but GBR survived with three maxes. Klaus Salzer had already dropped but in this round he had scored a highly visible 7 sec when the model barrel-rolled into the ground directly after launch with one wing partly disengaged, this was the score on his second attempt having already had the same problem on the first attempt.

Team scores now showed that no team had a set of full scores and the British team was second, behind Bosnia who had also dropped time but in their case only 7 seconds. The positions were to change dramatically in round 6. Mike Woolner continued to max but Bob Cheesley DTed at 2 minutes from air which, while not dramatic lift, would have been enough for a max. Brian Martin then went on the thermistor and few other indications to find himself in a classic calm patch of sink, resulting in just 74 seconds. Bosnian Tarik Jusufbasic had watched the launch and decided against following, but when he flew later he still dropped 10 seconds. Bortne (Norway) and Gainibashov (Russia) also terminated their full scores with a flight below 1:30 in this round. The British calamity allowed Ukraine team to climb back to the podium positions, with two of their flyers having dropped in earlier rounds but maxing this time.

Going into round 7 there were 16 full scores. There was now a period with some partial high cloud which dispersed after half an hour. A good thermal was soon marked by a soaring bird and was thankfully used by a number to confirm their place in the flyoff. A little later a flock of sea gulls served the same purpose and were joined by a dozen models, including Kulakovsky and Woolner for the flyoff.

When we returned to the field for the flyoff it seemed nearly calm and the jury were inclined towards starting at 18.30 to give maximum recovery time before another round at 20.00. However, Stamov had already announced a 19.00 start. The wind was then back up to about 2 or 3 m/sec when the start signal was given. After rapid winding the first people out were those with conventional winding and some using the half-open loading tubes were on the line a little later. After waiting a couple of minutes, Hollander (Sweden) was first to launch, followed a minute later by Feijth (Netherlands). The air looked reasonable but there was not an immediate rush to follow either of these. A minute later Kulakovsky launched. With his impressive climb it was difficult to judge the quality of his air, but notwithstanding this he was immediately followed by most of the others. Doubtless this was a combination of everyone seeing similar thermal detector indications and also some element of follow the good local flyer. While Kulakovsky maxed some of the others in that bunch, including Woolner, did not and this left five for the next round.

The models had covered quite some distance but had been seen down reasonably easily, no complaints being made about the timekeeping. However, they had reached the village and reports came back of a problem involving the Czech model and of Silz's model being tracked to an apartment block. Because of this it was decided to stop flying now and to return the following morning to continue the flyoff.

In the morning it was sunny with a wind of 2-3 m/sec towards the sea, so the line was set up on the more distant area. During the preparations, Makarov was seen to be checking the Russian's quad bike by rapidly riding round behind the car park. Verbitski sensed a novel way to eliminate some F1C competition and was heard to joke to Fuzeyev - "your turn now!" When the round started at 6.30 Silz was first to launch, followed by Feijth and Khuziev. Kulakovsky then finished winding and launched immediately. His rapid initial climb was followed by a power stall with the model falling away to the left, but such is its climb that it still carried on to be one of the highest models. The models were seen down to the ground and the times confirmed another title for Kulakovsky by 17 seconds ahead of the Serbian Gostojic and Silz from Germany. It was notable that the winning time was under five minutes, possibly lower than would have been expected.

Processing the models showed the weight of Silz's model checked yesterday was a comfortable 203g, but I don't know if he had ballasted the model or this was the result of more controlled weighing conditions. It was also noticeable that the Serbian model was a Kulakovsky one, with identical tailplane to the winner but a lower aspect ratio wing (1660 span compared to 1780 for the winner).

The rest of the day was free time - this was the extra day that had been controversially inserted after F1A and F1B and before F1C. With the weather before the event and on F1A morning it had been good to think that there was a spare day in hand as well as the final reserve day. However, it had not been needed except for the morning flyoff which did not delay another competition. During the afternoon a meeting was held to discuss rules, I will report on that separately.

The F1C flyers took full advantage of this opportunity to fly just before their contest without any constraint of helping their colleagues in other classes. In fact the British team ended up helping the F1C flyers for most of the day. Stafford Screen had made a check flight at about 8am and suffered a DT failure. The model flew to the Black Sea and the tracker signal could be picked up from a cliff showing the direction of where it was floating. As a brief outline of the long saga, the organisers then helped and eventually managed to persuade a fishing boat to take people out with a tracker. They got close to the model and then the boat returned to shore claiming it was short of fuel. It later went back to sea without any modellers, presumably intent on salvaging the valuable model themselves. Another, more helpful, boat was located elsewhere and finally the model was recovered from some kilometres out to sea and brought ashore 9 or 10 hours after the flight. The police arrived when the boat returned but were apparently satisfied to see the address on the model was the same as Stafford's papers.

Friday morning was then back to a normal contest day for the F1C flying. There was less wind than previous days and the sky was cloudless, so there was no doubt about setting the max for round one at four minutes. First to fly was Alain Roux with a comfortable max, but showing that at higher altitude the drift was along the line towards a line of trees, almost at right angles to the streamers on the ground. It seemed that the max should be a formality for most of the entry but some just failed by a few seconds, like Marek Roman of Poland and the sole flyer from Belarus Yaroslav Vasilev, and others with more major problems like Giorgio Venuti (plan in this issue) and Michel Reverault who stalled down. At the Bosnian pole Asim Jusufbasic (the Bosnian team was the Jusufbasic family) had an overrun near the end of the round and, despite help, could not start the engine for a second attempt before the end of the round. With a zero in round one he stopped flying and so does not appear in the results. There were only four teams with full score - Ukraine, Russia, Hungary and GB.

F1B

1	Oleg Kulakovsky	UKR	1320	+300	+291					
2	Svetozar Gostojic	SCG	1320	+300	+276					
3	Bernd Silz	GER	1320	+300	+270					
4	Radik Khuziev	RUS	1320	+300	+263					
5	Wim Feijth	NED	1320	+300	+254					
6	Kenan Jusufbasic	BIH	1320	+297						
7	Milan Novy	CZE	1320	+279						
8	Gilad Mark	ISR	1320	+273						
9	Hans Schoder	SUI	1320	+246						
10	Mirsad Kapetanovic	BIH	1320	+240						
11	Rolandas Mackus	LTU	1320	+232						
11	Nilserik Hollander	SWE	1320	+232						
13	Mike Woolner	GBR	1320	+222						
14	Virginijus Ivancikas	LTU	1320	+189						
15	Jean-Claude Cheneau	FRA	240	178	180	180	180	180	180	1318
16	Bror Eimar	SWE	240	180	180	170	180	180	180	1310
17	Viktors Rosonoks	LAT	240	180	180	180	180	180	167	1307
18	Anatoliy Zastavenko	UKR	240	180	180	180	163	180	180	1303
18	Tarik Jusufbasic	BIH	240	180	173	180	180	170	180	1303
20	Yehonatan Segev	ISR	240	180	180	157	180	180	180	1297
21	Heiko Helmbrecht	GER	240	180	154	180	180	180	180	1294
22	Vladimir Vivchar	UKR	240	180	147	180	180	180	180	1287
23	Vladislav Urban	CZE	240	180	180	180	165	161	180	1286
24	Indrek Harjo	EST	202	180	180	180	180	180	180	1282
25	Harald Meusburger	AUT	240	180	180	180	180	138	180	1278
26	Serge Tedeschi	FRA	240	180	180	180	180	161	156	1277
26	Michael Dalin	SWE	240	180	168	180	180	149	180	1277
28	Walter Liberatore	ITA	240	135	180	180	180	180	180	1275
28	Dietmar Piber	AUT	212	163	180	180	180	180	180	1275
30	Janne Isotalo	FIN	240	180	180	180	132	180	180	1272
31	Stanislaw Skibicki	POL	240	180	180	129	180	180	180	1269
32	Dieter Siebenmann	SUI	240	180	180	180	128	180	180	1268
33	Bob Cheesley	GBR	240	164	180	180	180	143	180	1267
34	Vinko Tomljanovic	CRO	240	180	155	180	180	180	146	1261
35	Anatoly Rybchenkov	RUS	240	180	180	180	120	180	180	1260
35	Tapio Linkosalo	FIN	240	180	180	180	180	120	180	1260
37	Stepan Stefanchuk	E/C	240	180	180	119	180	180	180	1259
38	Andrzej Poczobut	POL	240	145	149	180	180	180	180	1254
39	Juhani Isotalo	FIN	240	180	180	110	180	180	180	1250
40	Henryk Kucharski	POL	240	180	180	180	140	180	149	1249
41	Ismet Yurtseven	TUR	240	180	180	180	105	180	180	1245
42	Ramon Durendez	ESP	240	180	180	180	180	180	85	1225
43	Vladimir Gainibasharov	RUS	240	180	180	180	180	83	180	1223
44	Tor Bortne	NOR	240	180	180	180	180	82	180	1222
45	Giora Herzberg	ISR	212	180	103	180	180	180	180	1215
46	Brian Martin	GBR	240	180	180	180	180	74	180	1214
47	Walter Eggimann	SUI	240	180	180	180	143	98	180	1201
48	Mario Kusterle	ITA	114	180	180	180	180	180	180	1194
48	Ulrich Schmelter	GER	240	180	180	80	154	180	180	1194
48	Ole Torgersen	NOR	233	180	136	180	105	180	180	1194
51	Tomaz Hribar	SLO	240	180	180	180	83	147	180	1190
52	Mario Lovato	ITA	180	180	180	124	180	165	180	1189
53	Francois Ducassou	FRA	235	180	156	180	180	92	149	1172
54	Roel Lucassen	NED	240	180	90	162	120	180	180	1152
55	Jan Cihak	CZE	240	180	180	180	96	95	180	1151
56	Laimis Praniauskas	LTU	195	121	144	180	148	180	180	1148
57	Luka Hribar	SLO	104	180	137	180	180	180	180	1141
58	Janez Oblak	SLO	210	180	180	180	74	152	145	1121
59	Valentin Savov	BUL	240	180	130	180	67	122	180	1099
60	Klaus Salzer	AUT	240	180	119	180	7	145	180	1051
61	Frans Voskens	NED	18	180	180	177	101	180	154	990
62	Tiit Lilloveer	EST	218	114	180	180	62	117	0	871
63	Branko Bjelic	SCG	240	180	109	180	131	3	0	843
64	Slobodan Milic	SCG	240	180	127	87	0	0	0	634
65	Ismail Sarioglu	TUR	235	102	136	122	0	0	0	595
66	Naci Bitic	TUR	240	0	0	0	0	0	0	240
67	Tonu Lilloveer	EST	80	49	0	45	0	0	0	174
Number of maximums			53	57	48	54	43	43	53	
Number of full scores			53	48	38	32	22	16	14	

F1B Team Results

	Country	Abbrev	Total	Round-by-round team place							Team member places		
1	Bosnia and Herzigovina	BIH	3943	1	1	5	4	1	1	1	6	10	18
2	Ukraine	UKR	3910	1	1	10	8	5	2	2	1	18	22
3	Sweden	SWE	3907	1	1	6	6	3	3	3	11	16	26
4	Israel	ISR	3832	14	12	12	13	10	4	4	8	20	45
5	Germany	GER	3808	1	1	8	12	11	6	5	3	21	48
6	Russia	RUS	3803	1	1	1	1	6	7	6	4	35	43
7	Great Britain	GBR	3801	1	11	7	5	2	9	7	13	33	46
8	Switzerland	SUI	3789	1	1	1	1	7	10	8	9	32	47
9	Lithuania	LTU	3788	16	15	15	14	13	11	9	11	14	56
10	Finland	FIN	3782	1	1	1	9	9	12	10	30	35	39
11	Poland	POL	3772	1	13	11	11	12	7	11	31	38	40
12	France	FRA	3767	12	10	9	7	4	5	12	15	26	53
13	Czech Republic	CZE	3757	1	1	1	1	8	13	13	7	23	55
14	Italy	ITA	3658	18	18	17	17	15	14	14	28	48	52
15	Austria	AUT	3604	14	14	13	10	14	15	15	25	28	60
16	Netherlands	NED	3462	20	17	18	18	18	16	16	5	54	61
17	Slovenia	SLO	3452	17	16	16	15	16	17	17	51	57	58
18	Serbia and Montenegro	SCG	2797	1	1	14	16	17	18	18	2	63	64
19	Norway	NOR	2416	21	21	21	21	20	20	19	44	48	
20	Estonia	EST	2327	19	20	20	20	19	19	20	24	62	67
21	Turkey	TUR	2080	12	19	19	19	21	21	21	41	65	66
22	Latvia	LAT	1307	22	22	22	22	22	22	22	17		
23	Croatia	CRO	1261	22	22	24	24	24	24	23	34		
24	Spain	ESP	1225	22	22	22	22	22	22	24	42		
25	Bulgaria	BUL	1099	22	22	25	25	25	25	25	59		

Round two was easier, with similar conditions and only a three minute max. Pieter de Boer dropped 10 seconds and Jusufbasic senior (Kenan) scored 96 and then also stopped flying.

Verbitsky was flying as defending European Champion at his own pole and, by the usual practice during the draw this had been arranged to be next to the Ukrainian team, for ease of helpers and team manager. However, round three happened to have the complete opposite of this intent - by the pole progression Verbitsky was on pole 1 while the Ukraine were on pole 20 - the last pole at the other end of the line. At the team managers meeting it had been decided for teams to move along by four poles between each round instead of the standard three, mainly so that in glider they experienced most parts of the line during the day. The pole spacing was also non-standard, reduced from 10m down to about 6m so that the ends of the line were not in rough ground or down a dip.

The breeze was a little stronger during round 3 and still tending to blow along the line. Thus after the round the line was moved a little further from the trees and rotated a bit towards facing into the wind. John Cuthbert had a stall build up later in the glide and landed at a tantalising one second short of the max. This dropped the British team out of the leading group of full score teams, the other three continuing to max. Franco Gradi of Italy also had the same 179 score to finish his full score.

Lift was getting strong by round 5 so that flights could last up to six or seven minutes. Extended gaps between rounds were started to allow for the harder retrieving. The particular problem in this direction was the lack of a track between launch line and the landing area - following the nearest tracks represented a very long detour compared to a direct line.

Round 6 was the most difficult round so far, and it particularly struck at the leaders. Seven full scores stopped here, including Timo Niiranen (Finland) whose model was quite low and gliding close to the start line - flapping helped it stay up and it looked as though it might max but landed just 5 seconds short. One of the few cases of flapping seen at this event. There were long gaps between flights, with no clear indication of the air and everyone not wanting to risk it. The round produced a complete shift in team positions: Hungary and Ukraine each had one flyer drop a few seconds, leaving Russia leading with the only full score, followed by Britain, Poland, Ukraine, and Hungary just a few seconds apart.

Soon after the start of round 7 Peter Watson launched into a good thermal, but with other motors running, he had been given an overrun. There were a few instances of the timekeepers being rather over-strict in cases when they could not really measure the run time. John Cuthbert went next from the GB pole, flying on thermistor indications and with other models in the air. His climb took him upwind of the line and the air didn't look good. Even when it glided back over the line it failed to find any of the predicted lift and indeed the other models were also coming down. a disappointing 122 dashed the hopes of a team place. Screen and Watson then maxed to get their places in the flyoff. The Russians had a worrying time when Fuzeyev had a very poor transition on his folder - a dive followed by two large stalls before it settled into the glide. Then Rekhin, while quite high, developed a glide stall and quickly lost height; flapping didn't help it and the model landed 13 seconds short of the max.

Of the leading teams Ukraine and Hungary were clean in this round, the latter at the expense of loosing one model which was looping on DT and not coming down (found and returned by a fishing boat the following day). Russia had dropped those 13 seconds and Poland dropped more than GB, giving the final order Ukraine, Hungary and Russia with the Brits fourth.

Just 12 people had survived to the flyoff which, like previous days, was a smaller proportion of the entry than you might have expected. When we returned to the field after 16.00 "lunch" we found that it was still cloudless but the wind had shifted and dropped dramatically, possibly a sea breeze effect. It was realised that we should make the most of the good conditions and the first round started promptly at 18.30. Being afternoon rather than early morning there was a good gallery of spectators. Notable among the people watching all day was Thomas Koster, now with more time and the possible idea to return with a flapper.

Zsengeller, was one of the first to launch and his model and two others initially drifted went some distance upwind of the line. As they drifted back others followed, including Pete Watson's second attempt after an overrun. Most of the models were comfortably making the 5-minute max and were still close to the line when they DTed. Three had been eliminated, including Potocs (Hungary) with an overrun on his only available model.

Since recovery was not a problem we set the next round for 19.20, with the aim of allowing a third round at 20.10, the latest feasible time for a flyoff. The models came back fairly quickly, the three British models coming back in one car about ten minutes before the next round. Wlodarczyk was first to launch, with an average climb and not seeming to have particularly good air. Nobody followed immediately and it was two minutes before Fuzeyev flew, followed then by most of the others including Watson and Screen. Stafford was found to have had an overrun. Babenko appeared to have a good climb and transition with his folder. The models were gliding almost overhead of the line with no clear lift. Being so close there was no doubt about it when we were shocked to see Pete Watson's model DT - it had been set for five minutes not seven and from the height at that time it would have had no problem maxing. The other models continued gliding and when the results were announced there were maxes by only Wlodarczyk and Fuzeyev. Third place was taken by Gabor Zsengeller's Verbitsky model 36 seconds below the max closely followed by the two Ukrainians Babenko and Aleksandrov. Babenko later claimed that the motor shaft had broken and that may have stopped it rather earlier than intended. It was also notable that his model had turned left on the glide. By contrast Screen had been given a second overrun although his second attempt had used the setting he had used during the day without any problem, yet the timekeepers recorded 5.25 and more. A sad end to the British hopes.

The nine-minute round was held as planned at 20.10 in conditions that were still perfect for a flyoff. The general consensus was that there was little doubt about the outcome - the very impressive climb and superb glide of Fuzeyev's Pelican folder against the Pole's conventional model - not a folder and not with a geared motor.

Again Wlodarczyk was first to launch, not very high on what seemed a conservative run time. The model started gliding in gentle drift away from the line. Fuzeyev soon followed but with a clear overrun. His second model was quickly in the air and the run was announced as 'normal'. The second climb and transition was probably even better than his first and both his models were now circling together upwind of the line. Repeated glances across to Wlodarczyk's model showed it to be lower but gliding pretty well. When it landed for a time of 4 seconds under 6 minutes it was clear that the Russian had enough height to better that time. Indeed both his models went on and on, the second official-flight one undoubtedly doing better. The academic question became whether he would make the 9 minute max. Finally the recorded time was just 10 seconds short of the max, an incredible flight that landed only a couple of hundred yards from the line.

Leonid had been using the same Pelican all day and that was the one he launched first in the final flyoff round. There were negligible differences between this and the model which made the winning second attempt flight: just 10mm extra span at 2597mm and 5g more weight. Leonid has just three Pelicans and says that he flies them very little between competitions, but uses a conventional model to practice air picking and understanding his thermal detection system.

It had been a most spectacular end to the Champs, but it did ask questions about how anyone can come near to this guy's performance. It was even more pronounced today than for Kulakovsky's excellence in F1B when, even with a power stall, he had beaten the other flyers by a clear margin.

The following day a debriefing meeting was held with team managers to discuss lessons for the 2007 World Champs, also be held at Odessa. Some of the similarity with this event was reduced when Stamov announced that it is now planned to hold the World Champs in September instead of July. This was mainly because the Chabanka would not supply so many rooms in July next year (which had meant turning away regular customers) but could offer more rooms in September. These would also be cheaper, but a complaint this year was that the €100 charged this time per 2-person room per day was more than the Chabanka's direct charge of $40 per room.

The different daylight time in September would probably give a new schedule - a later start, lunch on the field, and continue straight to flyoffs.

The team managers and jury described the need to improve the field - mow starting areas, provide access tracks through the thickest vegetation, provide tracks to additional parts of the field, mark or fill the dangerous holes. A final point was that a larger team would be needed for the larger size of a World Champs - Victor Stamov had been central to almost all aspects of organisation this time and doing much of the work himself.

The closing ceremony was different from the usual. It was held in the open air just outside the Chabanka and started late, like most things apart from the flying. It included presentation of the five new trophies that Ukraine has produced to cover the European Championship events without trophies - that is F1A and F1B individual and team trophies for F1A F1B and F1C. The individual trophies have been engraved with the names of all the winners from 1972 onwards, a date determined as showing clear CIAM recognition of European Championships. Those winners present were called on to the stage and passed the trophy from one to the other until the 2004 champion presented it to the 2006 winner on the podium.

Full prestige was given to the Jack North Trophy for the combined challenge: the full teams of the top three countries went to the podium and Martin Dilly presented the trophy to the Russian team manager. In the "just missed out again" category, notice that the British team came fourth in this.

The final ceremony was to call the three 2006 winners on to the stage, Per Findahl gave a short speech thanking the organisers, and the three then symbolically lowered the FAI flag and this was handed to Valentin Savov of Bulgaria, organisers of the 2008 Euro Champs. This was all rounded out with a firework display.

The banquet was held in the Chabanka, buffet style rather than a meal and with very loud music so that many people gathered on the grass outside. The final stage of farewells took place at Odesa airport as several teams endured the 3 baggage scans and 4 passport checks and associated queues before boarding flights to Prague or Budapest and onwards. Absent were the British team who were driving back to Kiev for a flight from there the following day, doubtless generating some more stories about driving and the hire cars.

Challenge – Jack North Trophy

		F1A	F1B	F1C	Total
1	Russia	3744	3803	3947	11494
2	Ukraine	3602	3910	3954	11466
3	Germany	3665	3808	3779	11252
4	Great Britain	3217	3801	3901	10919
5	Lithuania	3521	3788	3373	10682
6	Poland	2962	3772	3860	10594
7	France	3290	3767	3423	10480
8	Finland	3607	3782	2495	9884
9	Italy	3247	3658	2455	9360
10	Austria	3155	3604	2447	9206
11	Estonia	3103	2327	3700	9130

F1C

1	Leonid Fuzeyev	RUS	1320	+300	+420	+530						
2	Jerzy Wlodarczyk	POL	1320	+300	+420	+356						
3	Gabor Zsengeller	HUN	1320	+300	+384							
4	Artem Babenko	UKR	1320	+300	+381							
5	Vjacheslav Aleksandrov	UKR	1320	+300	+380							
6	Maris Voits	LAT	1320	+300	+356							
7	Peter Watson	GBR	1320	+300	+325							
8	Uwe Glissmann	GER	1320	+300	+321							
9	Stafford Screen	GBR	1320	+300	+0							
10	Darijo Jermol	CRO	1320	+295								
11	Yury Opevalov	RUS	1320	+287								
12	Laszlo Patocs	HUN	1320	+0								
13	Marek Roman	POL	237	180	180	180	180	180	180	1317		
14	Timo Niiranen	FIN	240	180	180	180	180	175	180	1315		
15	Victor Semenyaga	UKR	240	180	180	180	180	174	180	1314		
16	Levente Magyari	HUN	240	180	180	180	180	170	180	1310		
16	Pieter de Boer	NED	240	170	180	180	180	180	180	1310		
18	Michael Sondhauss	GER	240	180	180	180	180	168	180	1308		
19	Nikolay Rekhin	RUS	240	180	180	180	180	180	167	1307		
20	Raimond Naaber	EST	234	180	180	180	180	180	160	1294		
21	Franco Gradi	ITA	240	180	180	179	180	154	180	1293		
22	Reinhard Truppe	AUT	240	180	180	180	180	180	146	1286		
23	John Cuthbert	GBR	240	180	180	179	180	180	122	1261		
24	Eugene Verbitsky	E/C	240	180	180	180	180	180	112	1252		
25	Yaroslav Vasilev	BLR	238	180	180	180	180	110	180	1248		
26	Danas Babenskas	LTU	240	180	180	159	180	180	124	1243		
27	Juri Roots	EST	240	180	180	180	180	99	180	1239		
28	Peter Maurer	SUI	240	180	180	89	180	180	180	1229		
29	Piotr Plachetka	POL	240	180	180	180	180	180	83	1223		
30	Tarik Jusufbasic	BIH	240	180	180	180	180	180	72	1212		
31	Kaarle Kuukka	FIN	240	180	180	180	180	113	107	1180		
32	Alain Roux	FRA	240	180	180	180	180	114	102	1176		
33	Bernard Boutillier	FRA	240	180	180	180	175	39	180	1174		
34	Vahur Tiho	EST	201	180	153	156	117	180	180	1167		
35	Giorgio Venuti	ITA	85	180	180	177	180	180	180	1162		
36	Robert Hegenbart	AUT	240	180	120	124	137	180	180	1161		
37	Matthias Tietz	GER	174	180	163	180	94	180	180	1151		
38	Arunas Grasys	LTU	240	180	180	168	180	0	127	1075		
39	Michel Reverault	FRA	107	180	180	180	168	148	110	1073		
40	Robertas Kiburtas	LTU	206	160	48	180	101	180	180	1055		
41	Borislav Bardarov	BUL	0	119	153	153	180	180	180	965		
42	Kenan Jusufbasic	BIH	240	96	0	0	0	0	0	336		
Number of maximums			33	38	36	32	35	29	29			
Number of full scores			33	31	30	25	24	17	12			

F1C Team Results

	Country	Abbrev	Total	Round-by-round team place							Team member places		
1	Ukraine	UKR	3954	1	1	1	1	1	4	1	4	5	15
2	Hungary	HUN	3950	1	1	1	1	1	5	2	3	12	16
3	Russia	RUS	3947	1	1	1	1	1	1	3	1	11	19
4	Great Britain	GBR	3901	1	1	1	4	4	2	4	7	9	23
5	Poland	POL	3860	5	5	5	5	5	3	5	2	13	29
6	Germany	GER	3779	8	8	7	6	8	6	6	8	18	37
7	Estonia	EST	3700	7	6	6	7	7	7	7	20	27	34
8	France	FRA	3423	9	9	8	8	6	8	8	32	33	39
9	Lithuania	LTU	3373	6	7	9	9	9	9	9	26	38	40
10	Finland	FIN	2495	10	10	10	10	10	10	10	14	31	
11	Italy	ITA	2455	13	13	12	12	11	12	11	21	35	
12	Austria	AUT	2447	10	10	11	11	11	11	12	22	36	
13	Bosnia and Herzigovina	BIH	1548	10	12	13	13	13	13	13	30	42	
14	Latvia	LAT	1320	14	14	14	14	14	14	14	6		
15	Croatia	CRO	1320	14	14	14	14	14	14	14	10		
16	Netherlands	NED	1310	14	18	18	17	17	16	16	16		
17	Belarus	BLR	1248	18	17	17	16	16	17	17	25		
18	Switzerland	SUI	1229	14	14	14	18	18	18	18	28		
19	Bulgaria	BUL	965	0	19	19	19	19	19	19	41		

NEWS FROM BMFA FF TECH COMMITTEE

For some time now there has been considerable debate on the problems of contest free flight in the UK. As usual there as many opinions and ideas as there are people making them. After lengthy debate the FFTC has decided that it is necessary to be proactive and provide a structured overall plan that will cope with all the problems at one time. We identified four main problems that this plan should address:

1. The declining popularity of some traditional classes and decreasing entry numbers in a number of other classes.
2. The 'Builder of the Model' rule (BOM).
3. The state of the Contest Calendar.
4. The reducing numbers of participants and the failure to attract 'new blood'

It must be realised that all of the four problems have to be dealt with together. No one part can be treated in isolation, the success of each part depends on this 'holistic' approach.

1. Classes

The existing Rubber and Power Open classes have become moribund due to performance levels (around 10 minutes and 8 minutes respectively, in still air) which can only be handled by a few competitors; these competitors now dominate the events and have effectively discouraged the participation of the 'rest'. We need to limit the still air performance levels to around 6 minutes for Rubber and Power. This will make sites easier to find and use and retrieval easier for those who are less fit. Additionally the reduced need for extreme performance should help to encourage those who have become jaded by the 'high tech' approach. In particular the removal of the BOM rule would allow those whose sole interest is the FAI classes – and who rely on 'bought' models – increased opportunities to fly against the 'Open' models whilst in the UK.

To see the exact picture you will need to read the attached detailed 'rule changes' in conjunction with an existing 2006 Free Flight rule book. If you don't already have a 2006 rule book a copy can be obtained 'free' from the BMFA office by asking for a "Concessionary Copy – re 2007 rule changes". The following details give a brief synopsis of the changes to the Unrestricted (Open Rules):

Unrestricted (Open) Glider

No model design restrictions (as present)

Unrestricted (Open) Rubber

No model design restrictions (as present)

Maximum 50 gram rubber weight limit

Unrestricted (Open) Power

No model design restrictions other than:

i) Unrestricted models limited to 5 seconds engine run.

ii) Models 'without' moving trim surfaces, other than DT, limited to 9 seconds engine run

There will be no redundancy in models. Existing models will still perform on 50 grams of rubber, albeit at a lower level, which is the object of the exercise. Also bought F1Bs will be competitive. Open Power models will again be reduced in performance and F1C are effectively now restricted to their 'normal' engine run. However, in Open Power there is also the opportunity to fly models without moving surface functions (Bunt, VIT, AR, etc.) but with no limit on fuel systems, to a longer engine run – the so called "Super SLOP" option.

2. BOM

The Builder of the Model rule (BOM) was removed by the FAI some 15 years ago. In the intervening years, despite initial hostility, there has been a noticeable change of opinion towards a complete removal of the rule. A number of "straw polls" taken have also pointed in this direction.

The 'complete' removal of the BOM would enable the revised Unrestricted (Open) classes described above to be truly 'Open'. Anybody with any type of model will be able to compete – BMFA specific, FAI, Purchased or Own Built. There will no longer be a bar to flying models which, due to the fact that they have for example 'commercially' manufactured wings, are currently ineligible.

One particular advantage of removing the BOM for all other classes will be the ability for newcomers to obtain models and try flying them in contests without having to spend some considerable time building them before starting. This may not be 'traditional' aeromodelling but if we wish to encourage new blood, then we have to accept that today most expect to buy 'equipment', not to have to manufacture it.

For all these reasons the FFTC have finally decided to remove the BOM, except for classes such as "The Bowden Trophy" where it is specifically required.

3. Calendar

It is obvious that our three principal classes – Unrestricted (Open) Glider, Rubber and Power – have declined in popularity. Conversely 'Combined' events for Power and Glider have become more popular. The principal FAI classes are also in decline at a domestic level though to some extent this is offset by the increasing desire by their followers to fly on a 'worldwide' basis. The Vintage, and now to be officially added Classic, classes have a good following. Lastly, most of the Mini classes still have a good following and in some cases an increasing patronage.

There is also a feeling in some quarters that at centralised events we run too many classes and thus dilute the entry for each class. The opposing view suggests that many of the classes attract entries specific only to them and thus if these classes are not run at events the overall entry will just be reduced anyway – the entrants *not* transferring their entries to other classes. Overall we feel the need to reduce the number of separate classes at each event, but not the number of opportunities for each class to be flown throughout the season.

We are aware that 'Combined' classes flown at club run events are popular and successful. The practical solution is to adopt the Combined principal for a number of the season's BMFA events – for Rubber as well as Power and Glider. A look at the rule changes below will show that we have included this principal in the 'organisational' rules for contests by allowing various 'compatible' combinations to be included in the Calendar. This means that all 'individual' class specifications, other than Unrestricted (Open) as specified above, would remain nominally unaltered in the rule book, other than the usual yearly up-dating deemed necessary as appropriate. Please note however that there are some 'performance balancing' changes to the Vintage rules – rubber weight restriction and changed engine run limits – and also a restriction imposed in the 'new' Classic rules – rubber weight limit – from the off.

All this gives us the chance to run a similar number of events to now but with increased opportunity for any particular interest group to fly the type of model they like, more often, and without requiring the ultimate performance model to be competitive.

Most importantly, given the limits imposed in the Unrestricted (Open), Vintage and Classic rules, each discipline (Glider, Rubber, Power) is on a level field; Unrestricted (Open), Vintage, Classic, FAI, etc, being approximately equal on performance level.

4. Participation

Essentially we need to think of this as two problems: firstly the decreasing physical ability and enthusiasm of our existing participants; secondly our inability to recruit new blood both 'Junior' and 'Intermediate' (given that most current participants are 'Senior').

The first we will address by including more events, where feasible, that are less onerous and will encourage this 'Senior' element. We could even move in the future towards some specific events for 'Veterans'.

The second we will tackle by appointing a member of the FFTC with specific responsibility of 'recruitment' both Junior and Intermediate. This should be a wide ranging operation encompassing publicity, training and specific opportunities to fly in contests – both specific and within the regular contest calendar. The removal of the BOM for all events should assist with this as it will now be possible for Juniors and Newcomers to buy not only commercially produced models, but to benefit from 'redundant' models passed on from traditional modellers.

Summary

We should all be aware that it is long past the time when it would be "…*nice* to do something to update Free Flight." The plan above provides a unified structure for a real update. It must be repeated that all parts of this plan should be taken together. For instance the BOM changes are essential to the proper operation of both the 'revamped' Unrestricted (Open) classes and the recruitment of Juniors/New Blood. Equally, the revamped Unrestricted (Open) classes, and Combined class events, are a vital part of the new calendar structure. The new calendar structure is vital to rebuilding enthusiasm and giving wider opportunities for participants to fly their favourite classes but as part of a simplified contest structure. This in turn will rely on changing the BOM, which brings us back to the start.

Following you will find the proposed actual changes to the rulebook to enable all of the above, together with a number of other changes suggested by the usual yearly rule change process. The full details of the new calendar will appear next month when we have completed the site booking process and recruitment of CDs etc.

FFTC Rule Change Proposals for 2007

We propose the following changes to the Free Flight rule book:-

Objective 1 **To keep up to date on International Class developments**

3.1.1(a) (i) Free Flight

Add at end of section:

---any of its functions, except as permitted within the FAI Sporting Code and for the particular classes there specified only.

Objective 2 **To remove the Builder of the Model Rule**

3.1.1(b) (i) Outdoor Free Flight

Insert in bold at top of paragraph

This rule no longer applies to any event featured in the Official BMFA Free Flight Calendar unless required by the individual class rules e.g. Bowden trophy

3.1.1(c) Ownership of Models

Insert this new rule as follows

The entrant must be the owner of the model before the start of the contest. Ownership of the model shall require that the owner's BMFA number, and/or FAI Licence number, shall be permanently displayed on the model in accordance with General rule 2.2.12 *(2.3.12 in the new draft)*. If the model has been previously owned then any numbers arising from this previous ownership shall have been permanently removed.

3.2.1 FAI Contest Regulations

Delete second paragraph

3.2.2 (g) Models

Delete (in which the Builder of the Model rule does not apply)

Objective 3 **To introduce Combined Events and make the Class changes to balanceperformance**

3.1.9 Retitle as

Contest Types

Then insert new rules as follows

3.1.9.1 Single Class Contests

Single Class Contests shall be those held for individual classes as defined by the relevant class rules

3.1.9.2 Two Class Contests

Two Class Contests shall be those held for two individual classes as defined by the relevant class rules e.g. F1J/British 1/2A Power, C02/E30, HLG/CLG

3.1.9.3 Combined Class Contests

Combined Class Contests shall be those held for a combination of individual classes as defined by the relevant class rules (references to these are appended for easy reference).

For these events the combinations of classes shall be:

(i) Combined Glider: F1A (3.3)
Unrestricted Glider (3.7.1)
Classic Glider (3.18)
Vintage Glider (3.18)

(ii) Combined Rubber: F1B (3.4)
Unrestricted Rubber (3.7.2)
Classic Rubber (3.18)
Vintage Rubber (3.18)

(iii) Combined Power: F1C (3.5)
Unrestricted Power (3.7.3)
SLOP (3.19)
Classic Power (3.18)
Vintage Power (3.18)
Open Electric (3.48)
F1Q (3.51Q.1 & 2)

3.1.13.(a) *Change* Open Glider, Open Rubber and Open Power *to* Combined Glider, Combined Rubber and Combined Power

3.1.9.4 Team Contests

New section - contents as previous 3.1.9

3.7 BMFA Unrestricted Classes

Add to end of first sentence: ---- *regulations (1.2)* and those specified below.

3.7.1 Towline Glider Class ('Open Glider')

Change to Unrestricted Towline Glider Class ('Open Glider')

3.7.2 Rubber Class ('Open Rubber')

Change to Unrestricted Rubber Class ('Open Rubber')

Also change text to The amount of rubber used shall be restricted to 50 grams (lubricated)

3.7.3 Power Class ('Open Power')

Change to Unrestricted Power Class ('Open Power')

Also change second sentence to The maximum engine run allowed from the moment of release of the model will be:

(i) for models fitted with any moving trim surfaces other than DT, 5 seconds

(ii) for models not fitted with any moving trim surfaces other than DT, 9 seconds

N.B. category (ii) above are <u>not</u> SLOP models. SLOP models and contests have different rules. However, if a competitor wishes to fly a SLOP model in an Unrestricted class contest he/she will receive the 9 seconds run allowance of category (ii). (Note that previously the run allowance would only have been 7 seconds.)

3.48 (b) Electric Open Power

Change from 30 seconds *to:* 28 seconds

<u>Objective 4</u> To introduce a Classic Class and rationalise the rules with Vintage

3.18 Vintage Models

Retitle as Classic and Vintage Models

Add: these models may be flown in either single discipline events (Vintage Glider, Classic Power etc.) or in all class events (Vintage or Classic)

3.18.1 *Add*: A classic model must be built in accordance with a design that was first published or kitted after 30th December 1950 and before 1st January 1961 (January 1961 issues of magazines are accepted as published in 1960).

3.18.3(c) *Add: ---are permissible* but conversion from a one piece to a two piece wing or vice-versa is not permissible

3.18.3 (e) *Add: ---mounting,* but noses may not be lengthened or pylons moved to facilitate CG positioning with lighter modern engines

3.18.3 (h) *Delete*: The amount of rubber is not restricted but the rear anchorage must be in the position shown on the plan. *And replace with:* Propeller hubs must be of the style and material shown on the plan (e.g. replacement of wooden hubs with bent wire or wire hubs with machined metal etc. are not permitted). *Do not delete last sentence in this para.*

3.18.3 (i) *modify last sentence to read*; *--- where an auto rudder,* operated by the release of the launching cable, and constructed in accordance with designs published prior to 1st January 1961 is permitted.

3.18.3.(j) *modify to read*: *Power models may use any type of engine and propeller* other than folding propellers, and mechanical (friction) engine brakes cannot be used.

3.18.3.(k) *modify to read*: *Turbulators may be added to any component of the model provided that the type of turbulator used has been described in a publication dated prior to 1st January 1951* for vintage models, or prior to 1st January 1961 for Classic models (refer to 3.18.1).

3.18.4 *modify to read: The maximum engine run allowed from the moment of release of* a power model will be:

(i) for Classic models, 12 seconds

(ii) for Vintage models,18 seconds

3.18.6 *add:* The maximum amount of rubber used for a rubber model shall be:

(i) for Classic models restricted to 75 grams (lubricated)

(ii) for Vintage models restricted to 100 grams (lubricated)

3.1.5.1 (a) *add after (328ft)maximum*: for Classic gliders 75 m (246ft) maximum *and all other*----

3.11.6 (a) *change second sentence to read*: Otherwise they are an all class event flown in accordance with "mini" rules.

<u>Objective 5</u> To correct errors or omissions

3.11.4 Class F1J (1/2A Power)

Remove : (1/2A Power)

3.1.5 (d) *change* F1A, F1B and F1C *to* F1A, F1B, F1C and F1Q

3.2.5.4 Launching F1C

Change title to Launching F1C/F1Q

3.2.5.4 (b) *Change engine or engines to:* engine/motor or engines/motors

3.12 Mini Contests

Renumber as 3.11.1 *and position accordingly*

3.1.2 (b) Number of Models

Revise second and third sentences to read: The competitor may use spare propellers, rubber motors, piston engines, electric motors or batteries. No individual engine or electric motor may----

<u>Objective 6</u> To clarify points in the Classic and Vintage Model rules

3.18.3(c) *Add*: *---are permissible* but conversion from a one piece to a two piece wing or vice-versa is not permissible

3.18.3 (e) *Add*: , but noses may not be lengthened or pylons moved to facilitate CG positioning with lighter modern engines

3.18.3 (h) *Delete*: The amount of rubber is not restricted but the rear anchorage must be in the position shown on the plan. *And replace with:* Propeller hubs must be of the style and material shown on the plan (no replacing wooden hubs with bent wire or wire hubs with machined metal etc.)

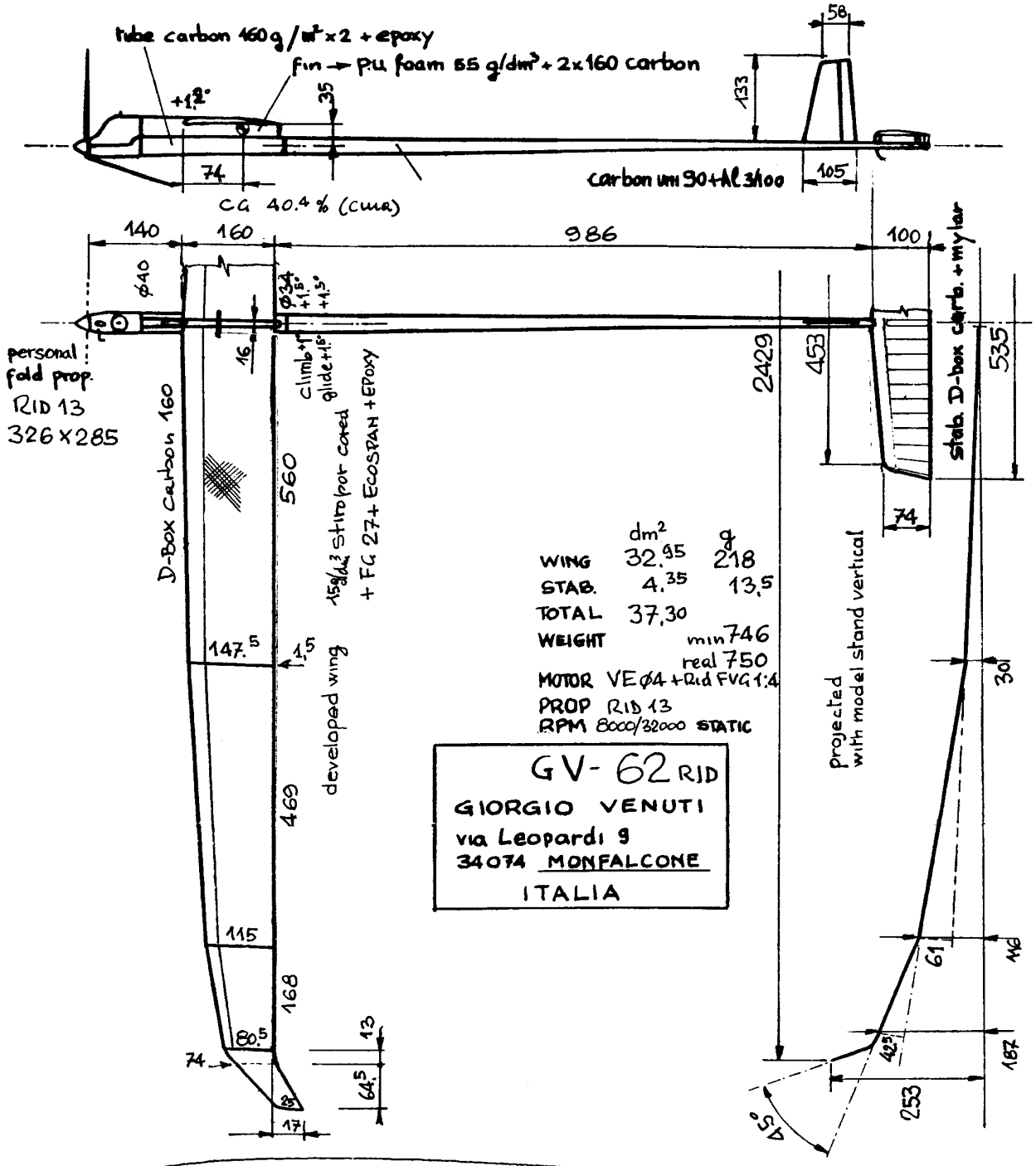
INDOOR RECORDS

FAI has received the following indoor record claims :

F1D record: N°125-a: duration (ceiling less than 8 m) 31 min 13 sec set by Lutz Schramm (Germany) at Dillingen (Germany) on June 11 2006. The current record is 26 min 45 sec set by Oleg Korniychuk, (Ukraine) on May 20 2002.

F1D record: N°125-b: duration (ceiling 8m - 15m) 32 min 52 sec set by Dezso Orsovai (Hungary) at Budapest (Hungary) on June 17 2006. The current record is 32 min 4 sec set by the same flyer on August 20 2005.

The details shown above are provisional. When all the evidence required has been received and checked, the exact figures will be established and the record ratified (if appropriate).


tube carbon 160 g/m² x 2 + epoxy
fin → PU foam 55 g/dm³ + 2x160 carbon
+1.2°
35
58
133
74
CG 40.4 % (cma)
carbon uni 90+tl 3/100
105
140
160
986
100
Ø40
Ø34
+1.5°
+1.5°
personal
fold prop.
RID 13
326x285
16
climb +1°
glide +1.5°
D-Box carbon 160
560
15g/dm² strip por coted
+ FG 27 + ECOSPAN + EPoxy
2429
453
535
stab. D-box carb. + mylar
74
dm²
g
WING 32.95 218
STAB. 4.35 13.5
TOTAL 37.30
WEIGHT min 746
real 750
MOTOR VE Ø4 + Rid FVG 1:4
PROP RID 13
RPM 8000/32000 STATIC
GV-62 RID
GIORGIO VENUTI
via Leopardi 9
34074 MONFALCONE
ITALIA
147.5
1.5
developed wing
469
projected
with model stand vertical
30
115
168
61
148
80.5
74
13
64.5
187
253
45°
17
BE 50
1.2 mm wash out
1.2 mm wash out
STAB.
carbon D-Box 90 g/dm²

GV 6/2006

MEMORIJAL VILIMA KMOCHA, BJELOPOLJE, CROATIA, JUNE 24-25

F1A 19 flew

1	R Koglot	SLO	1199		
2	R Holzleitner	CRO	1196		
3	H Fuss	CRO	1161		
4	H Hadzihajdarevic	BIH	1136		
5	C Siftar (J)	SLO	1124		
6	B Oucek (J)	SLO	1099		

F1A-Junior 7 flew

1	C Siftar	SLO	1124		
2	B Oucek	SLO	1099		
3	G Domokova	SVK	1005		

F1B 8 flew

1	N Banjac	CRO	1320		
2	T Hribar	SLO	1309		
3	M Kapetanovic	BIH	1298		

F1C 13 flew

1	D Zulic	SLO	1320	+300	+415
2	F Gradi	ITA	1320	+300	+375
3	D Jermol	CRO	1320		

NOVOHRAD CUP, Lucenec, Slovakia, July 8

F1A 37 flew

1	T Wiemer	GER	1260	+420	
1	M Wachtler	GER	1260	+420	
1	P Findahl	SWE	1260	+420	
1	A Szekelyhidi	HUN	1260	+420	
1	I Szabo	HUN	1260	+420	
6	Z Baki	HUN	1260	+407	
7	I Bezak	SVK	1260	+393	
8	J Letko	SVK	1260	+284	
9	D Schulz	GER	1260	+280	
10	R Kulcsar (J)	HUN	1260	+278	
11	P Teller	HUN	1260	+244	
12	J Keselak	SVK	1260	+242	
13	J Voros	HUN	1260	+20	

F1A-Junior 10 flew

1	R Kulcsar	HUN	1260	+278	
2	J Rogovsky	SVK	1219		
3	T Horvath	HUN	1199		

F1B 7 flew 4 full scores

1	M Varady	HUN	1260	+308	
2	V Romanchenko	UKR	1260	+289	
3	P Windisch	GER	1260	+274	

F1C 7 flew

1	R Truppe	AUT	1260	+383	
2	B Bauer	HUN	1260	+286	
3	J Szecsenyi	HUN	1260		

ANTONOV CUP, KYIV, UKRAINE, JULY 7-9

F1A 29 flew

1	V Lazarevich	UKR	1260	+300	
2	Y Grushkovskiy	UKR	1260	+295	
3	V Stamov	UKR	1260	+283	
4	H Nyhegn	DEN	1260	+263	
5	P Mitchell	AUS	1260	+248	
6	O Samsonov (J)	UKR	1260	+240	
7	I Yablonovskyy	UKR	1246		
8	V Tchop	UKR	1236		
9	V Chigir	UKR	1184		
10	I Kolumbet	UKR	1178		
11	P De Boer	NED	1176		
12	V Lazarevich	UKR	1173		
13	A Naloev	RUS	1168		

F1A-Junior 5 flew

1	O Samsonov	UKR	1260	+240	
2	O Sychov	UKR	1167		
3	P Marakhovskyy	UKR	1074		

F1B 17 flew

1	O Kulakovskyy	UKR	1260	+300	+367
2	V Vivchar	UKR	1260	+300	+360
3	A Chik	UKR	1260	+300	+319
4	M Kovalenko	UKR	1260	+300	+309
5	Y Horban	UKR	1260	+300	+247
6	V Starostenko	UKR	1260	+298	
7	S Molchanov	UKR	1260	+211	

F1C 16 flew

1	V Semenyaga	UKR	1260	+300	+414
2	A Babenko	UKR	1260	+300	+365
3	V Tregubenko	UKR	1260	+300	+307
4	V Aleksandrov	UKR	1260	+300	+275
5	O Koba	UKR	1260	+300	+255
6	I Andryuschenko	UKR	1260	+300	

BLACK SEA CUP OF BELARUS, ODESA, UKRAINE, JULY 13-16

F1A 100 flew

1	Y Titov	RUS	1260	+253	
2	P Russky	RUS	1260	+250	
3	A Korobitsin	RUS	1260	+249	
4	V Tchop	UKR	1260	+239	
5	V Bardin	RUS	1260	+210	
6	I Yablonovsky	UKR	1260	+116	
7	A Naloev	RUS	1260	+45	
8	M Furman	ISR	1257		
9	E Galor	ISR	1248		
10	P Findahl	SWE	1243		
11	M Fantham	GBR	1237		
12	V Isaenko	UKR	1232		
13	V Pisanny	UKR	1202		
14	Y Kraus	ISR	1201		
15	Y Donchenko	UKR	1199		
16	O Kokh	RUS	1197		
17	Y Olgun	TUR	1179		
18	V Stamov	UKR	1157		

F1A-Junior 11 flew

1	V Nevzorov	UKR	1057		
2	G Denisov	UKR	1039		
3	A Zaseka	RUS	1027		

F1B 59 flew

1	V Afanasjev	RUS	840	+420	
2	B Silz	GER	840	+397	
3	A Zastavenko	UKR	840	+376	
4	B Eimar	SWE	840	+346	
5	V Vivchar	UKR	840	+345	
6	B Cheesley	GBR	840		
7	T Linkosalo	FIN	828		
8	B Martin	GBR	810		
9	S Degtyarev	RUS	803		
10	S Molchanov	UKR	802		
11	H Schoder	SUI	799		
12	M Woolner	GBR	795		
13	N Kovalenko	UKR	792		
14	I Vivchar	UKR	782		
15	S Smirnov	RUS	781		
16	A Schebalkov	RUS	761		
17	P Martin	GBR	719		
18	V Gopp	GER	694		
18	K Chanchikov	RUS	694		

F1C 30 flew

1	I Andriushenko	UKR	840	+420	
2	J Perchuk	RUS	840	+394	
3	S Katyba	UKR	840	+312	
4	A Mikhaylenko	RUS	840		
5	V Semenyaga	UKR	815		
6	V Sychov	UKR	810		
7	J Opevalov	RUS	786		
8	M Voits	LAT	773		
9	R Truppe	AUT	766		

PETER KING

Martin Dilly drew attention to this piece about Peter King in an on-line jazz magazine at: http://www.pointofdeparture.org/PoD6SomethingElse.html, reproduced here verbatim.

Musicians Talk about Other Passions with Bill Shoemaker

Free Flight: Peter King and Aeromodeling

Now in his mid '60s, Peter King has been the UK's preeminent alto saxophonist for decades, his mastery of the bop lexicon has won him awards and polls since he was a teenage prodigy in the late 1950s. Though he is frequently called upon for Charlie Parker tributes in the US and Europe, often playing in tandem with Phil Woods, Bobby Watson and other keepers of the flame, King has distinctively extended the Parker-Adderley trajectory playing his own compositions at the helm of small groups (documented in recent years by Miles Music), and contributing to numerous Stan Tracey projects. Like many composers, King has integrated jazz and chamber music in works like "Janus," which paired his working quartet with the Lyric String Quartet; yet, King has gone far beyond this by composing a two-act opera, Zyklon, which was work-shopped in New York in 2004, and a Jazz Mass, to be premiered next year. King is also writing his autobiography.

King, who has yet another passion in Formula 1 racing, was interviewed on May 21st at the Vincenza Jazz Festival, where he was performing with Tracey's Hexad.

Bill Shoemaker: I'm sure you get this occasionally; but it just seems so unlikely that a jazz musician would be into air modeling, or vice versa for that matter.

Peter King: A lot of air modelers love jazz. I remember reading magazines when I was young where this guy had these plans for planes, and they had jazz names like "Salt Peanuts" and "Lover Man." He's about 80 years old now. He used to hang around 52nd Street in the '50s. And, a lot of the ones who loved jazz worked for NASA and Lockheed. One day, I'm chatting away on flying my type of air models, and one guy suddenly emailed, "Oh, yeah, I know about that because I was one of the guys who calculated the first lunar landing." I've met so many people like that. There's a Japanese guy I met in Japan, a top aerodynamicist with Mitsubishi, who's a complete Coltrane fan. But, when we talk about models, we're all on the same level.

So, this started out with you building models as a kid?

I started flying models when I was 6. When I was about 12, I met some older modelers who got me into a club where I learned how to build models properly and fly in competitions. This is free flight, not radio controlled. One guy who took me under his wing died recently. He was a top boffin, involved in the early research of high-speed aerodynamics, which was a lot for me to try to understand at 14. I came in second in one of the junior competitions, and then everything changed. I became a jazz musician and left it all behind.

It wasn't until I was middle age that I bought a magazine and suddenly got interested in it again. The type of model I used to fly, which is a rubber powered model – Wakefields and F-1B they're called now – are really competitive models. The Wakefield Trophy is the most coveted trophy. It's the world championship. Originally, it was for all models, but now it's only for rubber powered models. They've changed the rules a lot with the type of models I used to fly – they keep reducing the amount of rubber you can use. In the former USSR, the modelers were like professionals. Their clubs were like their jobs. They used to come and fly at the world championships and they had developed totally new systems. It was fascinating, astonishing. That's how I got back into it all. This one Russian, Alexanda Andriukov, was World and European champion three times in a row, which had never been done before. He got out of Russia, and now works for Air Environment, the people who made the Gossamer Albatross, the big solar-powered airplane. He's very happy now. They're all crazy air modelers in that company, you know. They used to do this on a shoestring, but now they get millions from NASA for working on these spy planes with the cameras.

It took me a while once I got back into to learn how to build models using the new technology, the new trimming techniques. I won the British championship in 1989 and a couple of other major competitions, and I came in second in an international competition in France to Alex, the Russian world champion I mentioned before. Suddenly, I found myself in a fly-off with Alex. I then got more interested in aerodynamics in its own right. Then I met the guy I knew years ago, the boffin. He was getting old, but he remembered me just like it was yesterday. He showed a lot of things. Then I got a computer and learned how to use spread sheets. Now, we've got bloody simulation programs that we send all around the world.

WARNINGS

Two different items extracted from correspondence:

Nick Bosdet: "I wish to make others aware of the difficulties that I am having with the "International Model Group" Steov Oleg's FAI's model building enterprise. I placed and paid for an order last summer and yet to have the glider wings delivered. This individual concerned now fails to respond to e-mails or telephone calls."

Dave Hipperson: "All those readers planning to cross the Channel this year to continental contests should be made aware that P&O Ferries are operating something which can only be described as a scam. If you arrive at the docks too late for your crossing you will be charged for amending your ticket. The charge is £10 at the moment…. In addition there is a whopping great penalty… the difference between the ticket price when you bought it and the one now appertaining on the day of your sailing…" (Ed: that is, as exactly as defined in P&O's small print and exactly the same as the low cost airlines in which they are in competition, but useful to be reminded).

SWEDISH CHAMPIONSHIPS, RINKABY, JULY 1-2

By Bengt Stibner

The Swedish Championship in free flight were held at Rinkaby. The weather both days were perfect, warm, wind 2-4 m/s from east and lift not too easy to catch. The fly off in F1A and F1B was held around 8.30 in the evening the conditions were absolute fair no wind no lift

F1A senior 15 flew

1	P Findahl	900 +290
2	G Trogen	900 +270
3	A Persson	900 +235

F1A junior 4 flew

1	D Findahl	809
2	A Nilsson	793
3	E Eriksson	550

F1B 9 flew

1	H Broberg	900 +329
2	B Eimar	900 +314
3	M Söderling	900 +279

F1C 3 flew

1	K Johansson	784
2	T Eriksson	749
3	G Ågren	628

F1H senior 7 flew

1	P Findahl	600
2	R Hellgren	535
3	S Landervik	531

F1G 5 flew

1	B Stibner	600
2	H Broberg	514
3	O Findahl (J)	452

F1H junior 2 flew

1	E Eriksson	383
2	S Eriksson	280

F1J 3 flew

1	J Edström	163
2	G Ågren	158

P-30 5 flew

1	T Eriksson	551
2	T Andersson	499

KPG 4 flew

1	M Larsson	274
2	B Lindgren	242

HLG senior 9 flew

1	P Findahl	290
2	M Larsson	286
3	M Fredriksson	282

HLG junior 7 flew

1	A Nilsson	268
2	S Eriksson	208
3	E Eriksson	170

REG PARHAM

By Laurie Barr

One of our SMAE/BMFA Fellows, Reg Parham has died at the age of 88. Since his wife Betty died a few years ago, dear Reg lost his much loved other half, and his sense of purpose, and had been in nursing homes ever since she died.

Reg was a most accomplished free flight modeller, and was a team member of the British Wakefield team that went to the USA in 1939. His designs are still used today, by the Free Flight Vintage movements all over the world.

He was also famous in Britain as "Mr. Indoor", and was a very skilled exponent of indoor duration modelling, covering all types, but especially the FAI Microfilm class of model. He wrote and published all kinds of indoor material, including plans in the Frank Zaic yearbooks, and was years ahead of his time. His lectures about the history of indoor flying were legendary, and he built and flew up to 30 historic replicas at many venues including the Model Engineer Exhibitions.

Reg was responsible for promoting indoor flying, well before World War 2, and flew with Bob Copland and others in the Albert Hall in London. After the war, Reg took an interest in Man Powered flight, and one day, he was passing by the big hangers at Cardington, sitting next to Lord Brabazon (Who held pilots licence No 1 !) and Reg remarked, I would like to fly my indoor models in there ! Lord Brabazon pulled some strings, and we have been flying models in the hanger ever since.

He was the first person I ever saw fly a microfilm covered model, in the late 1940's, at the Kodak Hall in Harrow and this was the start of my addiction to indoor flying, along with many others, and we owe him everything we do today. He was a member of the British F1D indoor team that went to Lakehurst N.J in 1974, and again made the team in 1988 at Johnson City Tennessee.

He had many other interests, including model railways, teaching children to swim, and he was a most happy and likeable man, and my friend. I shall miss him, and not see his like again.

SCOTTISH NATIONALS, Newbigging, Jun 24-25

Report by Jim Arnott. Three events were scheduled on Saturday – F1A, F1B, and Vintage. The weather was excellent with a light wind from the North West and pleasant sunshine throughout the day. Capricious thermals and awesome downdrafts were a feature of the day.

In F1A, last year's winner, Alan Jack dropped 22 secs on his way to retaining the trophy from Chris Edge in second place. Early leader John Eland finished in third place. In F1B, Mike Woodhouse lead throughout despite leaving the door open with dropped time. One flight in particular came down as though DTed for 2:05 after an excellent climb. Ken Gibson was only nine seconds adrift after four rounds, but a fine max on the last round sealed victory for Mike.

The Vintage event was once again heavily biased to power models, with only a couple of little Gollywocks in the line up. Exceptionally, there were three Flying Pencils competing. Four power models reached the fly-off. Mick Quinn's Elfin 249 powered Mallard and Allan Brown's Eta29 powered Flying Pencil hit poor air for disappointing times. Richard Wykes' HP40 powered Flying Pencil did 5:52 in quite neutral air. Ewan Baxter-Jones sheared the wings off his San De Hogan fly-off model (I am sure it was not designed to climb that fast, Ewan !). He quickly grabbed the equally fast OS19 powered Mallard that he had used in the rounds to produce a glorious 8:19 winning flight.

On Sunday, there were six events. The weather had deteriorated badly overnight. A stiff 20 mph plus Northeast wind blew all day - an awkward direction toward trees and the pheasant farming wood. That caused a 2 minute max to be set for the Open classes, and a 1:30 max for the mini events. Entries were poor across most events, and surprisingly especially in mini where the trees were not a factor with the reduced max. Chris Edge had a very good day, maxing out to win Open Glider, then going on also win F1H. Jim Arnott won Open Rubber with three maxes, from Gerry Ferer who had been going well until a field repair to his fin caused the loss of glide turn and a dropped final flight. Doug Price and Urlan Wannop turned the F1G into a novelty to see who would win the glass goblet, and initiated a discussion about care homes for the elderly. There were no entries in 1/2A power.

The main activity of the day was in the combined SLOP/OP for the Flying Dutchman Trophy, with eight entries. After an arduous day, two reached the fly-off where Allan Brown conceded to allow Alan Jack to take the trophy with a token flight. Despite the wind strength and direction there was only one model tree'd, and that was after an overrun in power. There was little other model damage, thanks largely to Newbigging's soft and cuddly landing surface.

Saturday 24th

F1A 7 flew

1	A Jack	12:38
2	C Edge	11:11
3	J Eland	9:52
4	T McLaughlin	9:47
5	D Hearn	8:53

F1B 3 flew

1	M Woodhouse	11:59
2	K Gibson	10:30+1:10

Vintage 8 flew

McManus Trophy

1	E Baxter-Jones	7:30+8:19
2	R Wykes	7:30+5:52
3	A Brown	7:30+4:09
4	M Quinn	7:30+2:31
5	U Wannop	6:08
6	G Blair	3:50

Sunday 25th

OP/SLOP 8 flew

Flying Dutchman Trophy

1	A Jack	6:00
2	A Brown	6:00
3	G Blair	5:40
4	R Wykes	5:22
5	J Eland	4:52

OR 3 fl Waulkmill Shield

1	J Arnott	6:00
2	G Ferer	5:02

Open Glider 3 flew

Granger Trophy

1	C Edge	6:00
2	D Hearn	4:30

F1G

1	D Price	0:19
2	U Wannop	0:09

F1H

1	C Edge	4:18
2	J Arnott	0:47

BMFA INDOOR NATIONALS

The Indoor Duration Nationals are to be held at Cardington on September 8th to 10th. Events are:

F1L (Houlberg Trophy), 35 cm, No Cal, F1M, F1D (Aeromodeller Trophy), Limited Penny plane, F1N (HLG) for the Sweepette Trophy), Catapult Glider, Living Room Stick. Flights may be taken on any of the 3 days, in any of these listed events, results/prize giving will take place on the evening of the 10th of September.

BMFA F1D TEAM TRIALS FOR 2007 EUROPEAN CHAMPS

Held 22nd/23rd July 2006, best 2 from 6 to count

		1	2	3	4	5	6	Best	2nd	Total
1	R Bailey	23:18	33:08	30:13	33:32	00:00	00:00	33:32	33:08	66:40
2	D Richards	30:18	30:20	31:52	10:52	00:00	00:00	31:52	30:20	62:12
3	M Benns	29:18	26:12	26:08	30:11	27:04	29:46	30:11	29:46	59:57
4	N Aikman	27:55	25:52	27:30	00:00	00:00	00:00	27:55	27:30	55:25
5	G Lefever	00:00	19:06	27:35	24:12	23:19	00:00	27:35	24:12	51:47
6	J Shaw	00:00	25:08	25:22	25:57	23:19	00:00	25:57	25:22	51:19
7	L Barr	22:20	00:00	00:00	00:00	00:00	00:00	22:20	00:00	22:20