

FREE FLIGHT

News

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FFn DIARY

August 7-8 Salisbury Plain	BMFA Trimming Weekend. See FFn 1002 Must call Peter Tribe on Friday before 01225 862748.	August 26-29 Zülpich, Germany	41st Internationaler Eifel Pokal. F1A F1B F1C F1P F1Q. World Cup. Contact: Peter Mönninghoff, email: info@eifelpokal.de www.eifelpokal.de
August 8 Area Venues	BMFA 6th Area. Mini Vint (Plugge), HLG/CLG, F1G(Plugge), F1H, P30, CO2 (Plugge)	August 27-28 Ofakim, Israel	Negev Open - Israeli FF championship. F1A F1B F1C F1P World Cup event, F1G, F1H. Contact: Aviad Levi, tel+972 3 517 50 38, fax: +972 3 517 72 80, email: office@aeroclub.org.il
August 9-14 Belgrade Fair, Serbia	Indoor World Championships, senior and junior web: www.modelar.org.yu	August 27-28 Turda, Romania	Turda Cup. F1E. World Cup event. See August 22-23 entry
August 13-16 Kharkov, Ukraine	Zmiev Cup. F1A F1B F1C. World Cup event. Contact: Mykola Kovalenko, tel+380 57 775 44 99 / +380 50 595 82 24, fax: +380 57 775 44 98, email: ideainfo@ukr.net	August 28-29 Krbava, Croatia	FF CRO Cup. F1A F1B F1C. World Cup event. Contact: Robert Lesko, tel+385 95 90 61 550, fax: +385 133 10403, email: mkz@mk-z.hr, web: http://www.mk-z.hr
August 14-15 Barkston Heath	Timperley Weekend, see FFn 1004. Saturday Special: comb small vintage (no glider), combined small glider (vint & classic), V.small vint R, Brit P, Contact John Wingate tel 01407 831383 or 01244 812686, mobile 0777.394.3456, or email wingate@globalnet.co.uk Timperley Gala Aug 15: CR, CG, CP (excl Elec), Vintage, HLG+CLG comb. Contact Gerry Ferer 0161 928 4955, 0732.773432, TimperleyMF@hotmail.co.uk	August 28-29 Middle Wallop	BMFA Salisbury Plain. See August 7-8.
August 14-15	BMFA Salisbury Plain. See August 7-8.	August 28-30	SAM 1066 Euro Champs. Mike Parker, tel 0118 948 1392 membership@sam1066.org
August 15 Kietrz, Poland	Raciborz Cup. F1A F1B F1C F1P F1Q. Contact: Marek Lysakowski, tel+48 783 742 244, e: mlysakowski@poczta.onet.pl	September 3-5 Sisak, Croatia	Siscia Cup. F1A F1B F1C F1Q. World Cup event. Contact: Zoran Zechner, tel+385 95 914 7675, e: zoran.zechner@sk.t-com.hr, web: http://www.amka.hr
August 21-22 Kietrz, Poland	Kietrz Cup. F1A F1B F1C F1P F1Q. World Cup event. Contact: Piotr Szymanski, tel+48 50 82 81 341, email: modelpiotrek@poczta.onet.pl	September 4 Salisbury Plain Saturday	BMFA Southern Gala. CR (Flight), CG (Pilcher), CP (Short), F1G, F1H(Ripmax), F1J/ BMFA½A (Quickstart), SLOP, Mini-vint, E30,HLG/CLG. D Greaves 01285 652730
August 21-22	BMFA Salisbury Plain. See August 7-8.	September 4-5	BMFA Salisbury Plain. See August 7-8.
August 22-23 Turda, Romania	Memorial Popa Crangu. F1E, . World Cup event. Contact: Zanciu Mihail, e: mzanciu@rdsmail.ro, web: www.frmd.ro	September 4-6 Borden, ON, Canada	Huron Cup. F1A F1B F1C F1Q. World Cup event. Contact: Jerry McGlashan, tel+1 519 875 27 34, rgmcq@hughes.net
August 22-29 Turda, Romania	European Championships F1E. Web: www.frmd.ro	September 5 Borden, ON, Canada	Canada Cup. F1A F1B F1C. World Cup. Contact: Leslie Farkas, tel+1 905 886 6959 fax: +1 905 886 3025 aljolie@sympatico.ca
		September 5 near Sheffield	BMFA 5th F1E (Team Selection). Contact: Ian Kaynes, 01252 512538
		Sept 11-12 Salisbury Plain	BMFA Team Selection 1. F1A, F1B, F1C. Contact: J Carter, 01782 398816

ANSELMO ZERI

As most of you now know, Anselmo died on July 4th. He was one of Europe's – indeed the world's – best Wakefield flyers and will be sorely missed. Though he had lived in The Netherlands for many years, he was Italian by birth and never lost his Italian accent. After a degree in Aeronautical Engineering from Milan he worked in the helicopter industry in Italy, then moved to The Netherlands as head of aviation in the European Patents Office.

Looking back on his career, and the range of his success, it seems odd that he was never either World or European Champion, but his list of achievements is extensive, including a second place in the 1983 World Championships and, in 1994, his model *Rara Avis* getting the NFFS Model of the Year award and Anselmo himself being awarded Vol Libre's Golden Rib. He was a regular flyer and often successful at Poitou, a widely-travelled competitor and, in 2004, was winner of the World Cup.

On behalf of all our readers, we send sympathies and our very best wishes to his wife Tiziana and daughter Claudia at this difficult time.

A FaceBook page for Anselmo has been set up at <http://www.facebook.com/group.php?gid=130987510275282>

A few comments from the UK, firstly from Peter King:

'I'll miss Anselmo Zeri, both on the flying field and on the occasional visit to his home in Den Haag. Anselmo and his family were such great company and they always made me feel so welcome. I also have wonderful memories of playing a jazz club in his home town, while Anselmo, accompanied by his wife Tiziana and their lovely daughter, Claudia, sat in the audience enjoying the music.'

Peter Watson remembers 'staying in the same hotel as Anselmo, near the Moncontour flying site, on several occasions. I will always remember him entertaining us in the evenings, with his knowledge, and stories, on a vast range of subjects. A very special modeller, and person.'

And from Chris Edge: 'I liked Anselmo a lot. He had a relaxed approach to model flying yet a flair for winning that brought him much success. He always said 'Hi' and was happy to talk about all his innovations; nothing was a secret. I remember first seeing his winding technique, from the back of the motor tube rather than the front, and wondered why, but it made sense to him and obviously worked. Guess he never really got the big one, a World or Euro win but he certainly had the talent.'

I last saw him at Poitou last year when he was obviously very ill and not as competitive as I'm he would have liked to have been. He showed great dignity being there, doing what he wanted and talking about his illness if you wanted to.

A great surprise was seeing the scale paper constructed model he built (shown on Facebook); I had no idea he did that as well. They are works of art and show a different side to the man.

A great shame to lose such a friend still in his prime.'

And a specific comment from Ian Kaynes: "In addition to the regular contact with Anselmo the flyer, I had the pleasure of having his valuable input to the CIAM FF S/C for many years. Anselmo always put a discussion into a well considered perspective. In later years Anselmo had said that he would be interested in taking on duty on Championships Juries. While doubting that he would consider such a role rather than flying, the ideal opportunity arose with the Junior Champs in Germany in 2006. It was great to have his contribution at what was a quite difficult event, such a pity that there would be no more."

A view from Paul Masterman in the USA:

'In the case of the New World one suspects that, to the majority of the free flight fraternity, the name of Anselmo Zeri is unknown. (But it's important to remember that the majority

of New World enthusiasts tend to be preoccupied with 'local' interests – AMA, Nostalgia, SAM and FAC events for example!). There is, though, the other group of flyers embracing the international classes who would have been familiar with the name, even if they were not personally acquainted with the individual. They are the FAI enthusiasts, who, though a minority, represent the hard core of competition model flying in North America. Perhaps their familiarity was limited to noting the name in the World Cup results; however, at least some (another minority within a minority!) were amused and stimulated by the unfamiliar tone of the public announcements that emanated from the pen of Anselmo and appeared in printed and electronic form over the last couple of decades. Unfamiliar in tone to some North Americans because much of his literary output had the undoubted stamp of irony! For European readers, it's important to remember that American humour rarely focuses on irony – most humour on stage and screen is more associated with inter-personal relationships, viz: Friends, Cheers, Will and Grace, Frazier, Becker – the list is endless and goes all the way back to Jackie Gleason. Anselmo's output accorded more with Voltaire, Jonathan Swift or W S Gilbert.

'To choose a single (and singular) example, we should recall his tract, "In quest for a fair approach to competition flying", which was fairly widely disseminated, at least within the FAI world a couple of years ago, and represented Anselmo's wry humour at its best. Why, he asked, were people still permitted build their own aircraft to fly in competition? Surely, this was giving them an unfair advantage over those who had bought their aircraft? The article proposed that 'phasing-out' periods should be set in which the amount (by weight) of 'personal content' components would be reduced gradually until a maximum of 5% would be permitted in the competitor's aircraft...

'Anselmo was Italian by birth, although as an engineer he worked in the Low Countries. He would, therefore, be intimately familiar with the frequent anomalies and idiosyncrasies handed down from the European Community bureaucrats in Brussels and Strasbourg. One thing we Europeans have had to re-learn (many times) is that laughing at the idiocies of life is excellent medicine. Anselmo's contribution to the wider world not only included designing, building and flying technically advanced aircraft – and frequently placing his name well up, or on top of the results charts – but having a voice of reason and humour which put the whole world of competition model flying into the broader context of life itself. His passing is a great loss for us all. Long may his principles and example prosper.'

The plan of Coxy 3 is from NFFS Symposium Report 2005 and the name recalls the valley fever that Anselmo had caught at Lost Hills in 1993 (after which he chose not to return in 2001).

EUROPEAN CHAMPIONSHIPS F1A F1B F1C, VIZE, TURKEY, JULY 18 TO 25

The basic report by Ian Kaynes is followed by views by Bob Cheesley (GB assistant team manager)

When Turkey was awarded the 2010 European Championships I immediately thought of the only other experience of a Champs in the country. This was the Junior Euro Champs held at Ankara in 1997 as part of the FAI World Air Games - it was remembered for major problems of organisation and timing.

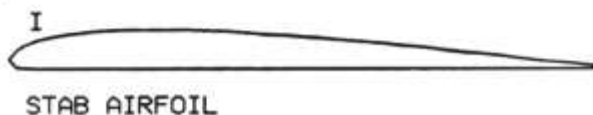
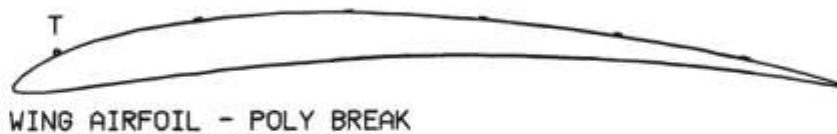
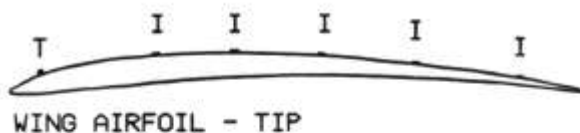
Contact with the 2010 event organisation, fronted by F1A flyer Osman Sevgi, was encouraging in that potential problems were being solved quickly. The Championships were preceded by the Anatolian Cup World Cup event on the same field. Some of the British team flew in that and when I arrived later the major topic was that the field was quite challenging to find. Although only 40km from Luleburgaz, the journey took about an hour since it was on rough country roads and involved many junctions – with multiple options for taking alternative routes.

.5 DIA. TURBULATOR IN OUTB'D PANEL

INVIGORATORS AT "I" POSITIONS

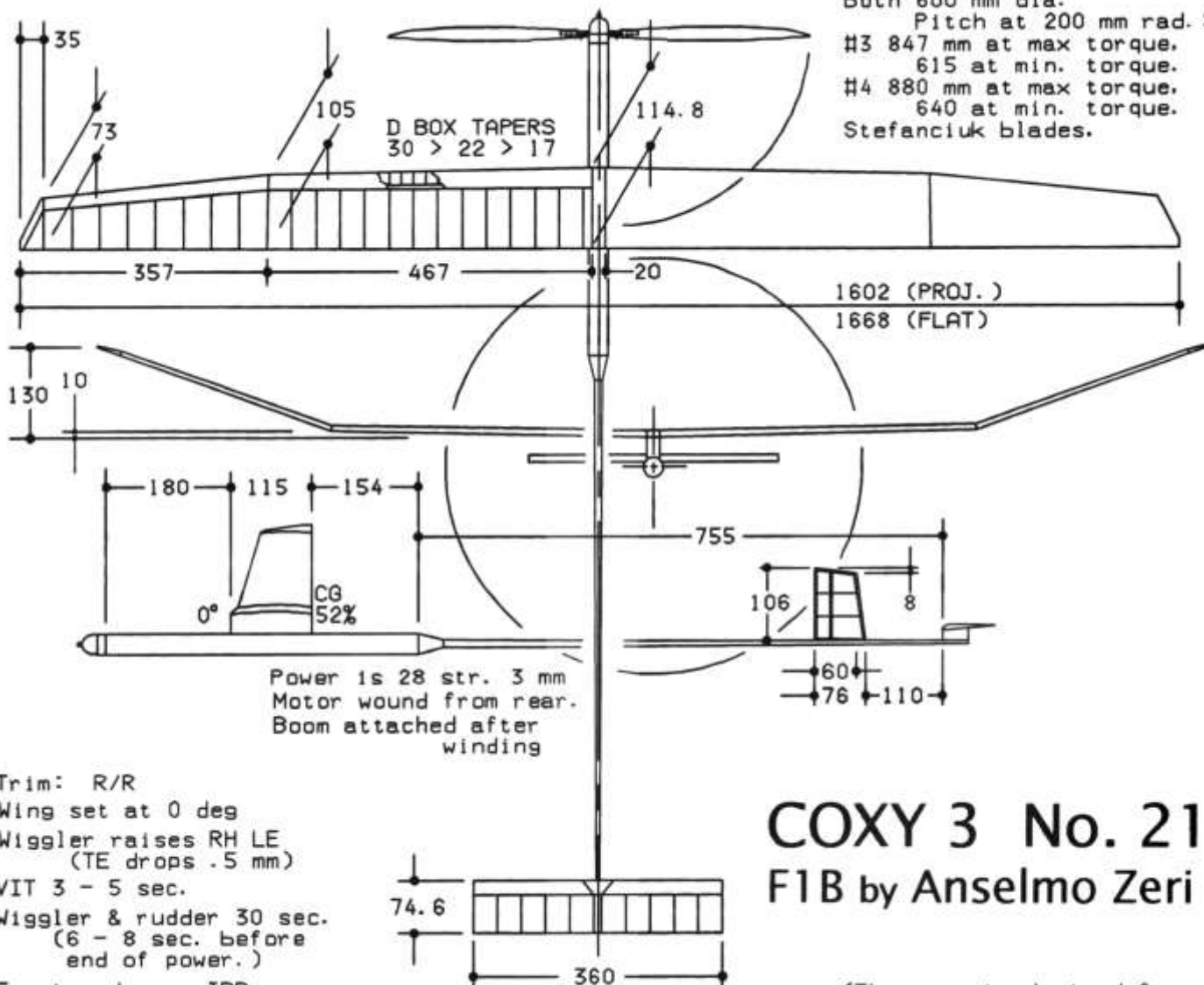
.65 DIA. IN INB'D PANEL

INVIGORATORS .15 X .85



PROP ASSEMBLIES:

#3 model for rounds,
 #4 for flyoffs.
 #3 has own var. pitch,
 #4 has Andruikov V.P.
 Both 600 mm dia.
 Pitch at 200 mm rad.:
 #3 847 mm at max torque,
 615 at min. torque.
 #4 880 mm at max torque,
 640 at min. torque.
 Stefanciuk blades.



COXY 3 No. 21

F1B by Anselmo Zeri

(The name is derived from
 Coxide, another name for
 valley fever.)

Trim: R/R
 Wing set at 0 deg
 Wiggler raises RH LE
 (TE drops .5 mm)
 VIT 3 - 5 sec.
 Wiggler & rudder 30 sec.
 (6 - 8 sec. before
 end of power.)
 Front end uses IPR

Jim O'Reilly, 2-8-05
 From a 3-view by Antony Kaerbin

The flying site itself was mainly dry dusty grass fields with some sunflowers downwind. The wind blew in the same general direction all week so that the start line was never moved. By the car park there was a large tented area with tables and chairs where lunch was served and beside a cafe. The most notable feature was the toilets. These were large with normal household flushing WC and wash basins, with running water from tanks topped up by the fire brigade. As well as that, several times each day they were cleaned and the soap replenished.

The opening ceremony was held in the centre of Luleburgaz. Competitors marched behind their flags down the main shopping street to gather in the town square for the ceremony which was commendably brief.

Model processing was uneventful, the only oddity being to stick a bar code label on each model – later found out not to be read at any time! Russell Peers obviously liked the procedure: later he came back to re-process so that he had a mixture of long and short models to be better prepared for wind, then later still returned and changed back to all long models!

The team managers meeting followed the usual practice of the British team manager (Mike Woodhouse) asking the routine questions of how things were going to run. There had been a suggestion that it would be better to start earlier than the scheduled 8.00 – which was considerably after sunrise – and it was agreed to bring it forward for the last 2 days of flying. The consequent question from France was a classic French concern about food: “when would lunch be?”

The flying order for Championships used to be defined as F1A B C but that regulation has now been removed and so Turkey chose to use F1C B A. The final practice day had a very strong wind, reported to be over 10 m/sec, and expectations were not high for the F1C contest day. However when flying began at 8.00 there was only a gentle wind blowing. The British pole had only Neil Allen and Alan Jack, since Stafford Screen had unfortunately dropped out the week before. Both made the 4 min max of round 1, which was a normal thermal round with models flying in groups when good air came through.

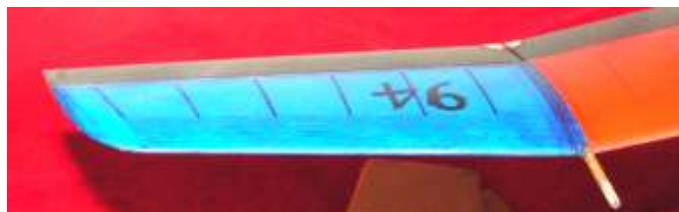
Defending champion Fuzeyev dropped time in round 2 and so stopped flying. The wind had strengthened to 6 m/sec by round 3 and there was some cloud cover, keeping the temperature rather below that expected. Although about 70% of the flights were maxes, the distribution of dropped flights meant that by lunch time (after round 4) there were only 16 full scores. The wind increased after lunch so that the break between round 5 and 6 was extended by 10 minutes to help with retrieval time. Round 6 saw disaster for Alan Jack when his tailplane stuck in the bunt position and the model glided down upside down.

By the end of round 7 just 12 had made it to the flyoff including Neil Allen. Italy claimed the team prize by a very clear margin, over one and a half minutes in front of Russia, with Poland in third place just two seconds behind.

The wind had dropped to 4 or 5 m/sec for the flyoff at 18:30. Gabor Zsengeller was first to launch but two minutes into the glide the model started stalling and came down for less than 3 minutes. Babenko's folder had one tip fail to extend and it turned tightly to land in 101 sec. Neil Allen had a poor transition with a few stalls before the glide settled down but was a minute short of the max. The transition problem had been similar during the rounds, but in good conditions later in the week managed to improve it.

Only four remained for the next flyoff, which was to a seven minute max at 19:45. Wind was much lighter and the evening visibility was good. First to launch was the Russian Yakovenko with a straight climb with his rather cumbersome looking folder. Truppe followed and then Jusufbasic. Last to go was

Verbitski with a very good climb with his flapper that was accelerating all the way up. It was soon clear that the air was really close to neutral and all models were gliding down for less than 7 minutes. There would be a decision from these times but it was not obvious which would take the prize. In fact there was just 18 seconds covering the four times and the winner was Eugeny Verbitski. His 2.55m span 3-panel flapper had carbon flaps on each panel. He has now reached model 94! During development he had flutter problems which he had solved with the classic addition of mass balance weights, in this case projecting forward of the wing leading edge at the outer dihedral break. Eugeny called these his machine guns, with which he had shot at Babenko's tip panel!



Tip panel of BE94 showing mass balance weight

Second place was taken by Tarik Jusufbasic of Bosnia and Herzegovina. 19 year old Tarik was flying 10 year old 6-panel Verbitski models which had belonged to his late father Kenan, quite an emotional achievement for the Bosnians.

Third place Leonid Yakovenko was flying a folder which had fixed outer panels at a steep angle (almost winglets) and flat across the rest of the wing. Full projected span was 2.4m and sometimes he flew it with the wings extended in power mode.

Next day everything was ready to start F1B on time at the earlier 7:00 start time. With a clear sky and gentle wind the 4 minute max was a formality for most of the entry. Unfortunately Gerry Pink was not among the maxes after a rather low climb that could be heard not to be running smoothly.

Clear thermals started in round 2, with the models going towards the sun before the wind established its usual direction and started to increase. Russell Peers had been climbing well but dropped the third round, to leave GB hopes with Mike Woolner. By round 5 the average wind speed was up to 6 m/sec, it was hot and the enormous thermals were quite easy to pick, so by lunchtime there were still 41 full scores from the 68 flyers.

After the two hour lunch break the weather stayed similar for the last two rounds. In each round seven people with full scores dropped time and so 27 went to the flyoff, rather fewer than we would have guessed at lunchtime. Czech Republic were clear team winners, the only team with 3 people in the flyoff after Switzerland's Walter Egimann had dropped a few seconds on his last flight.

For the flyoff the starting line was extended by 2 positions and just 2 timekeepers were available for each pole. The wind had decreased to about 5 m/sec by the 18.30 start time but models would still be going a long way in five minutes. There was a succession of individual launches and two clusters flying together. At the start of their flights most looked good but when the times came in only 9 had maxed. My immediate concern was that the timekeepers might have failed to see models for 5 minutes, but there were no complaints about the times and quite a lot had air which was only good for three or four minutes.

Mike Woolner was among those who lined up for the seven minute round at 20.00 in pleasant weather with only 3 m/sec drift. Wivardson (SWE) and Rosonoks (LAT) in the middle of the line were among the first to launch, while Woolner was

breaking motors. When Mike did fly his high climb was followed by a slight dive and left turn before the prop folded. The model then glided down for a disappointing 3:14, explained when the retrievers got to the model – the prop had not stopped positively and a prop blade was on the wing.

Like the second F1C flyoff, all the models were seen to the ground. When the times came in Victor Rosonoks of Latvia was the winner – a reward for consistent flying over many years – by a clear margin of more than a minute. Second was Marian Popescu (Romania), who has been more frequently seen recently winning F1E, but has flown A B and C for the last 20 years. Third place was taken by Paul Coutineau (France). Paul came to this position from his previous successes at the Junior World Champs – third place in 2006 and winner in 2008 – and he will be defending his Junior World Champion title at Salonta, Romania, in early August. Apparently there had been some muttering in France about selecting a junior for their senior F1B team!

Thursday, the day after F1B, was a completely free day. Following the pattern established in Ukraine an intermediate reserve day had been added. After the first two days it was not even needed for an early morning flyoff. There had been suggestions that the weather would get windy later in the week and some people had asked if F1A could be brought forward one day. Such a last minute change seemed a recipe for potential disaster – if just one flyer did not hear about the change then the whole event could be challenged. I think it would be more useful to add extra reserve days at the end so that they can be used for any of the classes.

While driving to field on Friday morning we realised the weather was a little different – much more humidity making the car mist up and the grass was wet when we arrived. However, by the 7.00 start it seemed normal with sun and a gentle breeze. It was quite easy for the gliders to max from a decent launch, some of the most potent models DTing with a fair height. Tim Nicholson was unfortunately one of the 20 who dropped, in his case by gliding in just 3 seconds short of the max. The next two rounds were easier with clear lift. Swiss flyer Martin Greuss was eliminated when random processing showed that his model was just underweight.

The wind had not increased as much as it had on the previous days but for some reason round 4 proved more difficult than the others. This round dropped the number of full scores from 42 to 31. All three at the British pole maxed this round but then in round 5 both Tim Nicholson and Stuart Darmon (who had been clear until now) dropped this round with very short flights. John Carter had continued his routine of maxing from a position upwind near the car park.

The whole Turkish F1A team were people who had been busy in the organisation on other days. They started well and all maxed until round 4 when Olgun dropped time and then in round 5 he had a double tow in. The main organiser, Osman Sevgi, was lucky when his model slipped of the line at now more than 10m height but then worked its way into lift and went away for a max.

The Jury had requested the same two hour lunch break as the F1B day (although today the lunch service was much quicker). When we restarted the afternoon was hot, wind was about 5 m/sec, and the thermals really strong. Robert Lesko (Croatia) made a mess of his launch, released the model very low and then radio DTed. The timekeepers apparently gave him an attempt for this and on his second attempt he maxed. I had been very close to the radio DT and discussed it with the timekeepers. The initial translation appeared to be that it had not DTed but after discussion the flight score was restored to the 7 seconds achieved on the radio DTed flight.

After complaints from a few teams about the time it was taking them to get models the break between round 6 and 7 was increased from 5 min to 15 min. Another problem heard about later was that a few models were lost after being seen to land in the same area of grass, losing beacon signal and not finding the model. There was also a report that a beacon had been found loose on the ground.

John Carter was one of many who early in round 7 and went into strong lift to complete full scores. Overall there were just 18 left for the flyoff. Sweden had won the team prize in impressive style – all three of their team members had maxed out, and the following teams were 100 seconds behind: Israel leading Germany by just 3 seconds, while Russia missed the podium just 6 seconds behind Germany.

As usual the wind was dropping by the 18.30 start of the first flyoff. Almost everyone was towing straight on the signal, some upwind and most downwind of the line, including John Carter going down the path and parking on the slightly higher ground he had used in the last two rounds. He was first to release and was immediately gaining height in good air. Gobbo made a poor launch soon afterwards but the air was still good and he started climbing. Findahl and Makarov probably shared the prize for highest launches and I anticipated that the round would have eliminated only a few. Surprise, surprise: only 6 had actually made the five minute max. Findahl dropped half a minute and his two Swedish colleagues had both dropped more. Makarov had such bad air that even from his height he had landed before three minutes, and Stefan Rumpff was near the bottom with just 88 sec.

With the impressive flappers removed, it was a very open field that gathered at 19.45 for the seven minute flyoff. It was still sunny with a clear breeze so the Jury decided to hold the start for ten minutes. All started towing immediately except the remaining Turkish flyer Kargin who waited on the ground. John Carter was again first to launch – a good launch and soon gaining height. Bulgarian Nikolov soon released from near the line as Kargin towed straight up and released with only a single circle. Gobbo and Notaros followed and just Tsoi (Russia) was left towing. He made a good launch from near the start line seven minutes after the start of the round, but it was soon obvious that the air was not now helpful. Turning attention to the timekeepers watching the few distant models that were still up, the first to finish were John Carter's. From what had looked like good air for the first few minutes, it had decayed later and the model landed at 6:15. The timekeepers did well to see the model to the ground, recording almost exactly the same time that was taken by the downwind retrieval team. Soon cheers from the Turkish and Bulgarian camps showed that their flyers had maxed. The times showed that John Carter had the bronze medal position with a time three minutes ahead of the fourth placed Tsoi. My main personal question was whether or not the lift would have subsided below 7-minute flight if we had delayed the flyoff another 5 minutes to 20:00 – possibly so judging by Tsoi's flight. Anyway, it was remarkable that the other two classes had achieved a final result in two evening flyoffs.

Third and fourth place models were processed (as soon as John's was returned from the sunflower field it had landed in) and this confirmed his third place. A good reward for his good flying all day, which had been helped by his fitness and familiarity with the models. Just a pity that he would not be in the final flyoff having come so close. And during the Champs he had become a grandfather!

It was an impressive demonstration of the keenness of the timekeepers (or perhaps their rewards) since they were leaping forward to be selected for the third flyoff in the early morning of the next day. The weather was normal at the scheduled 6.45 start time – sunny and very light drift. Kargin towed slightly upwind and started circling, Nikolov sent slightly downwind of

the line and soon launched. A competent if not spectacular bunt launch was followed by a steady glide down. Soon Kargin was getting ready to launch, but his last circle had taken the model low and as he accelerated it had still not lined up so it speeded up by going well to the left. He aborted that launch attempt and started to try to accelerate again, but without much speed the model started circling again and slipped off the line and bunted since the hook had opened. It settled to glide at a low altitude and was down in just over a minute. The Bulgarians soon cheered when they realised that their man had launched first and was still in the air. He was thus the winner of the flyoff which was both an anti-climax and a disappointment for the Turks.

Nikolay Nikolov was flying a short model with M&K fuselage and his own wings using M&K sections. He is the first Bulgarian glider champion since Abadjiev won the World Champs at Roskilde in 1977. The second place model of Cetin Kargin was just a fraction greater span than Nikolov's but still nowhere near the type of still-air model you would have expected to have been in contention in a final flyoff.

Later in the day we returned to the town square in Luleburgaz for the prize-giving. The FAI medals, diploma and trophies were augmented by a large array of cups provided by the organisers. These were efficiently distributed and the ceremony concluded with symbolically passing the FAI flag to Italy as organisers of the 2012 Euro Champs. We then moved on to the banquet which was held at a restaurant on the edge of town. It was a pleasant occasion outdoors, which had the effect that while there was music for dancing the noise level was not overpowering like it would have been indoors and so conversations were easily possible. The only regret was that printed copies of the final results were still not yet available, mainly because of trying to produce them in a complex many-sheeted format which included colour coding maxes and showing the flag of each competitor.

The Championships had been very successful in almost all aspects – flying field, weather, timekeeping, organisation, and a very good atmosphere. There were indications that Turkey may bid for the 2013 World Championships. This would be great event if it was run on the same field by the same team. There were suggestions that the Turkish national body might insist on playing a larger part instead delegating the organisation to Yenimahalle Aero Club like this time.

Volcanic Ash, Processing and Tar on the Road

By Bob Cheesley

A volcano with an unpronounceable name started closing down the European airspace earlier in the year so Mike Woodhouse and I had started to consider other ways of getting the Team to the Championships. Luckily it was a false alarm, the volcano decided to behave itself and the team arrived in Turkey in the traditional way and with no problems.

The hotel was very good and food even better but the outstanding thing we soon noticed – and confirmed during our whole stay – was the helpful and friendly attitude of the Turkish people. This is not a holiday location so our presence was noticed wherever we went and the youngsters were trying out their English at every opportunity.

The flying field was an hour's drive from the hotel through some very rural countryside, but the trip was worth it – the field was huge and virtually flat but the real benefit was that the surrounding area was also flat with no trees and no fences; model recovery didn't look like it was going to be a problem.

We had been told that the site could get windy and on occasions it was, but what we had not anticipated was the heat – consistently in the upper 30s C, occasionally hitting 40 C. We ensured that the team had sufficient water and on competition days they were getting through 20 litres of water from our car, besides their own supplies.

This is the first time that a championship had been held in Turkey and from the outset the organisation impressed us – and it just got better. Minor niggles during the preceding World Cup event were quickly resolved. Everything ran to time, decisions to put an extra 15 minutes between rounds to help recovery were made decisively and without fuss. Facilities on the field were first class, with plentiful supplies of water and food. One team member said even his wife would fully approve of the mobile toilets – they were kept spotless throughout the whole event.

Processing was held in our hotel and was the most efficient I have ever seen, all running to time, with plenty of room for the models. Russell processed four 'long' models.

We were handed our goody bags for the team members and got the first indication that the organisers had spent some time in preparing for the event. In addition to the usual shirts and caps each team member had a pass with his photo on it. Each class had a class sticker showing the members of the teams, and I bet some people wished they'd supplied a better photograph! On the flight line the timekeepers' record book also had a photo of each competitor against his name and number. A really neat idea on the flight line was the use of national flags – each pole marker (the usual traffic cone with a number on it) had the national flag, on a small pole placed into the top of it and as the rounds changed the flag was moved, by the timekeepers, to the next pole.

During the time we spent practicing and during the Anatolian Cup days it was clear that the lift was there but difficult to find and very localised. One end of the line could have very strong lift, the other nothing. There could be periods of 20 minutes waiting for something to come through.

Anatolian Cup

Mike Woolner was second to Kulakovsky in F1B, Neil Allen sixth in F1C, the highest non fly-off placer, and we were off to a good start. We were also fine-tuning our recovery strategy, cars downwind, using one of them as a shuttle – or as a ferry, driven by Gerry Pink and soon christened by Alan Jack as 'Gerry the Ferry'. The workhorses of the recovery squad John Carter and Alan Jack were ably assisted by Tim Nicholson and Stuart Damon, who all did a terrific job all week. No models were left downwind to miss the next round, and during one of Stuart's glider flights I had not stopped the watch and left it running to time the model's recovery – it was back on the flight line in 16 minutes from a max in reasonably breezy conditions. During one of Tim's flights the downwind team missed my launch call (well, it might have been my error!) but picked up my DT call – and were quickly onto the model, now DTing down from a great height with trackers and 'eagle eyes' Neil Allen picking it up visually, much to my relief.

It was becoming windy during this contest so Russell processed two 'short' models in place of two 'long' models. Over the next day or so we had information from the organisers and from the web that the weather was going to get calmer and hotter, so Russell reprocessed and went back to four 'long' models. This was a credit to the organisers as each reprocessing was handled politely and efficiently. I would not suggest for a moment that they wanted to get their own back but of our three F1B competitors they chose Russell to process during the European Championship!

European Championships

The class order was reversed from normal with F1C going first, F1B was followed by a rest day, then F1A.

Neil made the 12 man flyoff, but missed the 5 minutes with only four making it. We all gathered to watch the seven minute flyoff, the first three made good climbs and OK transitions. Last man to fly was Eugene Verbitski. As he started you knew that that this was going to be good – the engine sounded really fast. The climb was arrow perfect, no left or right lean, no over- or under-elevation and the transition was spot on,

applause all round. Verbitski had won again – stunningly we discovered later that this was his seventh European win spread over 52 years!

F1B day started unusually calm, but still very warm. Gerry missed the four minutes by 30 seconds or so but on Russell's third flight (it was still calm) he only did a minute and a half – this was going to be tricky. Later in day models being launched only slightly out of the lift didn't make it – the flights just died. It got breezier in the afternoon and Mike was still maxing out and got to the flyoff. He made the 5 minutes and with eight others went for the 7 minutes. Super climb followed by a glide that seemed a bit fast – on the flight line we thought it was poor air until a call from the downwind guys informed us that a prop was mis-folded on the wing. Suspected dust in the Montreal stop mechanism.

The recovery team showed their skill once more as Gerry had a DT fault on one round and didn't DT until 12 minutes or so. We left it to recover later – Tim had taken a GPS bearing on it and during the two hours break between the contest end and the fly offs Tim, Gerry and Stuart went to look for it, found it 5 miles away and were back before the flyoffs.

F1A day started calm again and Tim missed the extended max by a cruel 3 seconds. Stuart and Tim also dropped flights later on, being not quite in the lift they were down for remarkably short flight times. John Carter maxed out, and during this contest and the Anatolian Cup we had remarked that he was looking completely in control of his flying.

In the five-minute flyoff John went immediately downwind, not to piggy-back on the lift of others (which I hadn't seen him do all week, he always found his own air) but to give himself some operating room. After a short time he launched on his own and was the first one off. He made the five minutes to reduce the fly off from 18 competitors to six going for the seven minutes. One remarkable thing to notice was that none of Swedish team, who had all maxed out and won the team prize, made the five minutes.

Seven minute fly-off in front of a very large crowd. John, pacing around, described it as 'being in a goldfish bowl'. A 15 minute hold to get more favourable conditions just added to the pressure on the competitors and excitement for the onlookers. Each pole had three timekeepers all with binoculars on tripods.

European Championships F1A Individual results

1	Nikolay Y Nikolov	BUL	1290	+300	+420	+243	10	Robert Hellgren	SWE	1290	+184
2	Cetin Kargin	TUR	1290	+300	+420	+62	11	Daniel Crintescu	ROU	1290	+179
3	John Carter	GBR	1290	+300	+375		12	Sergey Makarov	RUS	1290	+162
4	Evgeny Tsoi	RUS	1290	+300	+196		13	Manfred Gruneis	AUT	1290	+159
5	Attila Notaros	HUN	1290	+300	+154		14	Osman Sevgi	TUR	1290	+130
6	Massimiliano Gobbo	ITA	1290	+300	+118		15	Janis Zarins	LAT	1290	+127
7	Per Findahl	SWE	1290	+264			16	Stefan Rumpp	GER	1290	+88
8	Ittai Shichman	ISR	1290	+230			17	Ben Noon Ofer	ISR	1290	+78
9	Mikael Holmbom	SWE	1290	+212			18	Hakon Johansen	NOR	1290	+30
19	Gyorgy Vasas	HUN	210	166	180	180	180	180	180	1276	
20	Francois Moreau	FRA	210	180	180	180	180	165	180	1275	
20	Czeslaw Ziober	POL	210	165	180	180	180	180	180	1275	
22	Jens Kuhn	GER	210	180	180	164	180	180	180	1274	
23	Pekka Ronkanen	FIN	210	180	180	163	180	180	180	1273	
24	Tomaz Slokar	SLO	210	180	180	180	159	180	180	1269	
24	Victor Stamov	UKR	210	180	180	180	180	180	159	1269	
26	Bohuslav Ryz	CZE	210	180	180	157	180	180	180	1267	
27	Vittorio Brussolo	ITA	210	180	180	145	180	180	180	1255	
28	Szilard Szijjarto	ROU	210	180	180	180	180	180	142	1252	
29	Henryk Urban	POL	171	180	180	180	180	180	180	1251	
30	Vesa Varuskivi	FIN	210	180	180	180	180	180	131	1241	
31	Edgar Bernard	FRA	152	180	180	180	180	180	180	1232	
32	Tzvetan S Tzvetkov	BUL	210	150	180	150	180	180	180	1230	
33	Robert Bjelajac	BIH	181	180	180	131	180	180	180	1212	
34	Jorg Schellhase	GER	210	170	180	180	104	180	180	1204	
35	Oskars Grigals	LAT	210	180	180	180	180	180	90	1200	

I called John's launch and tracked the model through my hand held binoculars – it was getting very difficult to see at six minutes. The timekeepers gave John a time of 6 minutes 15 seconds. Alan Jack downwind had seen the model land at 6 minutes 17 seconds - the timekeepers had seen it all the way.

As the round ended there was the usual 'who did what time' melee and we gathered three competitors had made the seven minutes, this quickly changed to only two and then we had it officially confirmed that John had come third with two to fly-off the following morning. Whole team overjoyed at a well-deserved success.

One of the memories will be the prize giving – with John on the podium with his trophy and the three national flags being raised behind the winners – just like the Olympics.

Final Thoughts

The organisers did a terrific job, providing a well-run contest on a great flying site. Timekeepers were students from the local university and made us all feel very welcome. There was talk at the end of the contest that Turkey would be host for a future World Champs – this was supported by everybody that I talked to.

The road tar?

On the first day driving to the site there were stretches of these rural roads that had been graded but not surfaced. A few days later some parts had tar poured over them. Result? Every car had a new under-seal (and some a new side-seal) of tar. A few days driving through this added several kilos of weight to our cars.

A very enjoyable Championships, great site and great organisation.

FFn Comment in SEN

Roger Morrell in SEN no.1417: "I also noted as an example of masterful pre-event hype the description in FFn of John Carter's [UK F1A] pre EC gym work, 2 and a half hours a day, three days a week. The hype almost worked getting John on to the podium into third place. Pity the first and second place getters don't subscribe to FFn. Ian, you need to sign those guys up. This gym hype worked better than the haggis hype coming previous years from the Edge of Beyond."

35	Milos Bordjoski	SRB	200	180	180	100	180	180	180	1200
37	Helmut Fuss	AUT	210	180	180	180	180	86	180	1196
37	Borislav Bardarov	BUL	210	158	180	108	180	180	180	1196
39	Ioan Maskovszky	ROU	174	180	180	180	180	180	121	1195
40	Michal Dvorak	CZE	210	180	180	180	180	180	83	1193
41	Adin Ramadanovic	BIH	190	180	178	104	180	180	180	1192
42	Limor Shachar	ISR	210	180	180	81	180	180	180	1191
43	Ivan Bezak	SVK	210	180	180	180	180	180	79	1189
44	Bostjan Bagari	SLO	155	180	180	130	180	180	180	1185
45	Iouri Titov	RUS	210	126	180	126	180	180	180	1182
46	Bachar Lior	E/C	210	122	180	180	180	180	129	1181
47	Timothy Nicholson	GBR	207	180	180	180	65	180	180	1172
48	Radoje Blagojevic	SRB	210	180	180	180	180	58	180	1168
49	Jan Vosejka	CZE	210	180	180	180	180	180	57	1167
50	Bertrand Pouzet	FRA	210	180	180	48	180	180	180	1158
51	Yuriy Grushkovskiy	UKR	210	180	180	103	180	180	111	1144
52	Anrijs Plume	LAT	196	136	180	180	180	67	180	1119
53	Roland Koglot	SLO	210	180	180	180	75	105	180	1110
54	Vasyl Beschasnyy	UKR	210	180	180	136	180	16	180	1082
55	Stuart Darmon	GBR	210	180	180	180	52	180	96	1078
56	Teemu Taponen	J/E	74	180	180	100	180	180	170	1064
57	Heikki Tahkapaa	FIN	210	125	180	93	180	92	180	1060
58	Ardo Parna	EST	210	73	180	180	180	180	39	1042
59	Georg Tschuor	SUI	173	180	180	53	180	90	180	1036
60	Milos Hudcovic	SVK	191	180	180	130	95	59	180	1015
60	Gabika Domokova	SVK	198	180	180	0	165	180	112	1015
62	Edin Sahinovic	BIH	210	180	180	52	45	180	150	997
63	Igor Kusicka	CRO	175	180	180	109	180	71	81	976
63	Anders Klemetsen	NOR	208	48	180	180	180	180	0	976
65	Igor Bombek	CRO	210	121	96	180	0	180	180	967
66	Benito Bertolani	ITA	210	128	108	180	79	77	180	962
67	Nikola Djordevic	SRB	163	180	180	131	67	122	98	941
68	Robert Lesko	CRO	210	150	168	180	180	7	17	912
69	Yalcin Olgun	TUR	210	180	180	74	0	86	180	910
70	Bartlomiej Modrzejewski	POL	134	180	55	53	180	106	180	888
71	Romas Brazenas	LTU	210	180	180	128	180	0	0	878
72	Vidas Dimavicius	LTU	206	180	180	180	0	0	0	746
73	Franz Wutzl	AUT	210	75	180	180	0	0	0	645
74	Paulius Budovas	LTU	178	180	180	23	0	0	0	561
75	Attila Szekelyhidi	HUN	158	180	2	180	0	0	0	520
Number of maximum in each round			55	60	69	48	59	55	51	
Number of full scores up to each round			55	42	42	31	28	25	18	

F1A team results

Country	Abbreviation	Total	Round by round team places							Team member places			
			1	1	1	1	1	1	1	7	9	10	
1	Sweden	SWE	3870	1	1	1	1	1	1	1	7	9	10
2	Israel	ISR	3771	1	1	1	7	5	4	2	8	17	42
3	Germany	GER	3768	1	7	7	4	6	5	3	16	22	34
4	Russia	RUS	3762	1	14	13	11	7	6	4	4	12	45
5	Romania	ROU	3737	16	9	9	5	3	3	5	11	28	39
6	Bulgaria	BUL	3716	1	13	12	13	9	7	6	1	32	37
7	France	FRA	3665	22	18	17	17	11	9	7	20	31	50
8	Czech Republic	CZE	3627	1	1	1	3	2	2	8	26	40	49
9	Latvia	LAT	3609	13	18	17	6	4	8	9	15	35	52
10	Finland	FIN	3574	1	15	14	15	10	11	10	23	30	57
11	Slovenia	SLO	3564	20	15	14	8	12	13	11	24	44	53
12	Great Britain	GBR	3540	12	6	6	2	13	10	12	3	47	55
13	Italy	ITA	3507	1	12	20	14	14	14	13	6	27	66
14	Ukraine	UKR	3495	1	1	1	12	8	12	14	24	51	54
15	Turkey	TUR	3490	1	1	1	10	16	15	15	2	14	69
16	Poland	POL	3414	23	23	23	23	19	17	16	20	29	70
17	Bosnia-Herzegovina	BIH	3401	18	11	11	22	21	16	17	33	41	62
18	Serbia	SRB	3309	21	17	16	16	17	18	18	35	48	67
19	Slovakia	SVK	3219	14	8	8	20	18	19	19	43	60	60
20	Austria	AUT	3131	1	21	19	8	15	20	20	13	37	73
21	Hungary	HUN	3086	19	20	22	18	20	21	21	5	19	75
22	Croatia	CRO	2855	15	22	21	21	22	22	22	63	65	68
23	Norway	NOR	2266	24	24	24	24	24	24	23	18	63	
24	Lithuania	LTU	2185	17	10	10	19	23	23	24	71	72	74
25	Estonia	EST	1042	25	26	26	25	25	25	25	58		
26	Switzerland	SUI	1036	26	25	25	26	26	26	26	59		

European Championships F1B Individual results

1	Victors Rosonoks	LAT	1320	+300	+408	15	Mirko Peselj	SRB	1320	+211
2	Marian Popescu	ROU	1320	+300	+320	16	Tuvia Fibbish	ISR	1320	+204
3	Paul Coutineau	FRA	1320	+300	+299	17	Milan Novy	CZE	1320	+202
4	Ismet Yurtseven	TUR	1320	+300	+294	18	Radic Kuziyev	RUS	1320	+196
5	Igor Vivchar	UKR	1320	+300	+248	19	Soniboj Sabo	BIH	1320	+192
6	Gilad Mark	E/C	1320	+300	+220	20	Dirk Drelse	GER	1320	+189
7	Radoje Blagojevic	SRB	1320	+300	+218	21	Dieter Siebenmann	SUI	1320	+186
8	Michael Woolner	GBR	1320	+300	+194	22	Tonu Luman	EST	1320	+185
9	Gunnar Wivardson	SWE	1320	+300	+182	23	Vegar Nereng	NOR	1320	+168
10	Ondrej Parnel	CZE	1320	+266		24	Didier Barberis	FRA	1320	+147
11	Andrey Burdov	RUS	1320	+248		25	Shmuel Kuflik	ISR	1320	+133
12	Vladislav Urban	CZE	1320	+223		26	Dag Edward Larsen	NOR	1320	+113
13	Sava Ionut	ROU	1320	+222		27	Giancarlo Polla	SUI	1320	+60
14	Bror Eimar	SWE	1320	+216						

28	Jurijs Ancans	LAT	236	180	180	180	180	180	180	1316
29	Volodymyr Vivchar	UKR	240	180	180	180	180	170	180	1310
30	Walter Eggimann	SUI	240	180	180	180	180	180	168	1308
31	Alexandr Milutkin	RUS	240	180	180	180	180	164	180	1304
32	Emir Hajdarevic	BIH	222	180	180	180	180	180	180	1302
33	Svetozar Gostojic	SRB	219	180	180	180	180	180	180	1299
34	Thomas Mackus	LTU	218	180	180	180	180	180	180	1298
35	Tomaz Hribar	SLO	240	180	180	180	180	154	180	1294
36	Rolandas Mackus	LTU	240	180	180	180	180	180	151	1291
37	Mario Kusterle	ITA	240	180	180	180	180	180	149	1289
37	Virjinius Ivancikas	LTU	240	180	180	149	180	180	180	1289
39	Thorvald Christensen	SWE	240	180	180	180	142	172	180	1274
40	Vinko Tomljanovic	CRO	240	180	180	180	180	180	128	1268
40	Gerald Pink	GBR	213	180	180	155	180	180	180	1268
42	Or Shabat	ISR	240	180	145	180	180	161	180	1266
43	Mirsad Kapetanovic	BIH	240	180	180	180	180	180	125	1265
44	Bruno Murari	ITA	240	180	180	180	124	180	180	1264
45	Ante Franic	CRO	240	180	180	180	180	129	174	1263
46	Serge Tedeschi	FRA	240	180	180	180	180	180	122	1262
46	Luca Hribar	SLO	240	180	180	180	180	122	180	1262
48	Eugeniusz Cofalik	POL	222	180	136	180	180	180	180	1258
49	Walter Liberatore	ITA	240	180	180	158	180	180	138	1256
50	Victor Starostenko	UKR	240	180	180	180	180	114	180	1254
51	Adam Krawiec	POL	240	180	180	180	180	180	108	1248
52	Naci Bitik	TUR	240	180	180	180	100	180	180	1240
53	Brian Peers	GBR	240	180	98	180	180	180	180	1238
54	Valentin Savov	BUL	240	180	180	180	135	180	127	1222
54	Peter Monninghoff	GER	240	180	180	145	180	117	180	1222
56	Yrjo Waltonen	FIN	240	180	180	180	86	180	172	1218
57	Igor Zilberg	GER	240	180	180	176	180	180	78	1214
58	Stanislav Skibicki	POL	240	180	158	180	180	180	95	1213
59	Plamen Mihailov	BUL	240	180	180	180	180	161	89	1210
59	Dusan Slokar	SLO	240	180	180	180	70	180	180	1210
61	Suranyi Bela	ROU	201	180	180	180	180	180	95	1196
62	Danko Sokolic	CRO	115	180	180	180	180	180	175	1190
63	Riku Posa	FIN	102	180	180	180	180	160	180	1162
64	Harald Meusburger	AUT	177	180	180	164	180	91	122	1094
65	Juris Agafonos	LAT	172	180	180	164	180	180	0	1056
66	Markku Kiiskinen	FIN	27	180	180	180	180	180	73	1000
67	Mariana Savova	BUL	170	121	82	122	180	0	0	675
68	Ismail Sarioglu	TUR	112	0	0	0	0	0	0	112
	Number of maximum in each round		54	66	62	59	61	54	47	
	Number of full scores up to each round		54	54	51	47	41	34	27	

F1B team results

Country	Abbreviation	Total	Round by round team places							Team member places				
			1	1	1	1	1	1	1	10	12	17		
1	Czech Republic	CZE	3960	1	1	1	1	1	1	1	1	10	12	17
2	Switzerland	SUI	3948	1	1	1	1	1	1	1	2	21	27	30
3	Russia	RUS	3944	1	1	1	1	1	4	3		11	18	31
4	Serbia	SRB	3939	13	13	11	9	7	6	4		7	15	33
5	Sweden	SWE	3914	1	1	1	1	9	8	5		9	14	39
6	Israel	ISR	3906	1	1	13	11	8	10	6		16	25	42
7	France	FRA	3902	1	1	1	1	1	1	7		3	24	46
8	Bosnia-Herzegovina	BIH	3887	11	11	10	8	6	5	8		19	32	43
9	Ukraine	UKR	3884	1	1	1	1	1	11	9		5	29	50

10	Lithuania	LTU	3878	14	14	12	14	12	9	10	34	36	37
11	Romania	ROU	3836	16	16	14	12	10	7	11	2	13	61
12	Great Britain	GBR	3826	15	15	17	18	18	16	12	8	40	53
13	Italy	ITA	3809	1	1	1	10	13	12	13	37	44	49
14	Slovenia	SLO	3766	1	1	1	1	16	18	14	35	46	59
15	Germany	GER	3756	1	1	1	13	11	15	15	20	54	57
16	Croatia	CRO	3721	19	18	18	17	17	17	16	40	45	62
17	Poland	POL	3719	11	11	16	15	14	13	17	48	51	58
18	Latvia	LAT	3692	18	17	15	16	15	14	18	1	28	65
19	Finland	FIN	3380	22	21	20	20	20	19	19	56	63	66
20	Bulgaria	BUL	3107	17	19	19	19	19	20	20	54	59	67
21	Turkey	TUR	2672	20	20	21	21	21	21	21	4	52	68
22	Norway	NOR	2640	21	22	22	22	22	22	22	23	26	
23	Estonia	EST	1320	23	23	23	23	23	23	23	22		
24	Austria	AUT	1094	24	24	24	24	24	24	24	64		

European Championships F1C Individual results

1	Evgeny Verbitski	UKR	1320	+300	+363								
2	Tarik Jusufbasic	BIH	1320	+300	+358								
3	Leonid Yakovenko	RUS	1320	+300	+352								
4	Reinhard Truppe	AUT	1320	+300	+345								
5	Giorgio Venuti	ITA	1320	+283									
6	Piotr Plachetka	POL	1320	+281									
7	Yaakov Itzhkov	ISR	1320	+268									
8	Neil Allen	GBR	1320	+241									
9	Peter Maurer	SUI	1320	+216									
10	Gabor Zsengeller	HUN	1320	+176									
11	Artem Babenko	UKR	1320	+101									
12	Arthur Kaitshuk	RUS	1320	+94									
13	Kaarle Kuukka	FIN	240	180	174	180	180	180	180	180	1314		
13	Franco Gradi	ITA	240	180	180	180	174	180	180	180	1314		
15	Dragan Lacic	SRB	219	170	180	180	180	180	180	180	1289		
16	Yaraslau Vasilyeu	BLR	240	180	178	180	148	180	180	180	1286		
17	Raimond Naaber	EST	240	142	180	180	180	180	180	180	1282		
18	Claus Peter Waechtler	GER	203	180	180	180	177	180	180	165	1265		
19	Pierre Marrot	FRA	240	180	180	121	180	180	180	180	1261		
20	Andrea Banci	ITA	240	180	180	180	180	180	180	111	1251		
21	Marek Roman	POL	173	175	180	180	180	180	180	180	1248		
22	Juri Roots	EST	240	180	180	180	180	180	94	180	1234		
23	Mariusz Gasiorowski	POL	163	164	180	180	180	180	180	180	1227		
24	Claus Gretter	GER	201	180	117	180	180	180	180	180	1218		
25	Edin Sahinovic	BIH	206	180	180	103	180	180	180	180	1209		
26	Michael Mashiach	ISR	240	180	180	118	150	155	180	180	1203		
27	Blatney Jaroslav	CZE	240	76	180	180	180	180	180	163	1199		
28	Michael Sondhauss	GER	160	180	130	180	180	180	180	180	1190		
29	Pavel Matocha	CZE	200	180	180	167	100	180	180	180	1187		
30	Bernard Boutillier	FRA	240	163	130	180	131	162	180	180	1186		
31	Alan Jack	GBR	240	180	180	180	180	36	180	180	1176		
32	Alexandr Drozdov	RUS	240	46	180	151	180	180	180	180	1157		
33	Sholomo Nagari	ISR	233	21	180	180	180	180	180	180	1154		
33	Stevan Janovic	SRB	219	100	180	180	180	115	180	180	1154		
35	Nikolay P. Nikolov	BUL	240	60	180	180	163	180	180	125	1128		
36	Alexandrov Vjacheslav	UKR	105	180	180	180	180	180	180	109	1114		
37	Branko Bijelic	SRB	21	171	71	180	180	180	180	180	983		
38	Nikolay Z. Nikolov	BUL	93	180	89	31	180	124	48	745			
39	Janko Groselj	SLO	199	180	151	180	0	0	0	710			
40	Volodymir Sychov	SLO	240	180	180	8	0	0	0	608			
41	Lazslo Patocs	HUN	240	180	77	0	0	0	0	497			
42	Leonid Fuzeyev	E/C	240	79	0	0	0	0	0	319			
43	Janzekovic Konrad	SLO	22	0	0	0	0	0	0	22			
	Number of maximum in each round		28	30	32	33	31	32	32	32			
	Number of full scores up to each round		28	22	19	16	15	13	12				

F1C team results

Country	Abbreviation	Total	Round by round team places							Team member places			
1	Italy	ITA	3885	1	1	1	1	1	1	1	5	13	20
2	Russia	RUS	3797	1	2	2	3	3	3	2	3	12	32
3	Poland	POL	3795	5	5	4	4	4	4	3	6	21	23
4	Ukraine	UKR	3754	4	3	3	2	2	2	4	1	11	36
5	Israel	ISR	3677	3	6	5	5	5	6	5	7	26	33
6	Germany	GER	3673	6	4	6	6	6	5	6	18	24	28

7	Serbia	SRB	3426	12	7	7	7	7	7	7	15	33	37
8	Bosnia-Herzegovina	BIH	2529	13	12	9	10	10	8	8	2	25	
9	Estonia	EST	2516	7	13	10	9	9	9	9	17	22	
10	Great Britain	GBR	2496	7	8	8	8	8	10	10	8	31	
11	France	FRA	2447	7	10	12	11	11	11	11	19	30	
12	Czech Republic	CZE	2386	14	14	14	12	12	12	12	27	29	
13	Bulgaria	BUL	1873	15	15	15	15	14	13	13	35	38	
14	Hungary	HUN	1817	7	8	13	14	13	14	14	10	41	
15	Slovenia	SLO	1340	11	11	11	13	15	15	15	39	40	43
16	Austria	AUT	1320	16	16	16	16	16	16	16	4		
17	Switzerland	SUI	1320	16	16	16	16	16	16	16	9		
18	Finland	FIN	1314	16	16	19	19	18	18	18	13		
19	Belarus	BLR	1286	16	16	18	18	19	19	19	16		

Challenge Results for Jack North Trophy

Order determined by total score in all three events

Country	Total time	F1A	F1B	F1C									
1	Russia	11503	3762	3944	3797	F1B 41 flew							
2	Israel	11354	3771	3906	3677	1	O Kulakovskiy	UKR	1320	+300	+321		
3	Italy	11201	3507	3809	3885	2	M Woolner	GBR	1320	+300	+301		
4	Germany	11197	3768	3756	3673	3	P Coutineau (J)	FRA	1320	+300	+270		
5	Ukraine	11133	3495	3884	3754	4	T Christensen	SWE	1320	+300	+269		
6	Poland	10928	3414	3719	3795	5	A Vivchar	UKR	1320	+300	+264		
7	Serbia	10674	3309	3939	3426	6	A Milyutkin	RUS	1320	+300	+256		
8	France	10014	3665	3902	2447	7	L Hribar	SLO	1320	+300	+199		
9	Czech Republic	9973	3627	3960	2386	8	A Kulakovskiy	UKR	1310				
10	Great Britain	9862	3540	3826	2496	9	D Barberis	FRA	1292				
11	Bosnia-Herzegovina	9817	3401	3887	2529	10	A Burdov	RUS	1278				
12	Bulgaria	8696	3716	3107	1873	11	S Stefanchuk	UKR	1261				
13	Slovenia	8670	3564	3766	1340	12	O Shabat	ISR	1258				
14	Finland	8268	3574	3380	1314	13	B Eimar	SWE	1257				
15	Sweden	7784	3870	3914		14	D Slokar	SLO	1254				
16	Romania	7573	3737	3836		15	R Peers	GBR	1245				
17	Latvia	7301	3609	3692		16	G Wivardson	SWE	1242				
18	Croatia	6576	2855	3721		F1C 19 flew							
19	Switzerland	6304	1036	3948	1320	1	R Truppe	AUS	1320	+300			
20	Turkey	6162	3490	2672		2	G Zsengeller	HUN	1320	+284			
21	Lithuania	6063	2185	3878		3	A Kaitshuk	RUS	1320	+271			
22	Austria	5545	3131	1094	1320	4	V Sychov	SLO	1320	+262			
23	Norway	4906	2266	2640		5	Y Itzhkov	ISR	1320	+197			
24	Hungary	4903	3086		1817	6	N Allen	GBR	1299				
25	Estonia	4878	1042	1320	2516	7	L Fuzeyev	RUS	1290				
26	Slovakia	3219	3219			8	A Babenko	UKR	1282				
27	Belarus	1286			1286								

ANATOLIAN CUP, VIZE, TURKEY, JULY 15-17

F1A 36 flew				
1	E Kantipaylo	UKR	1290	+300 +307
2	Y Titov	RUS	1290	+300 +253
3	J Schellhase	GER	1290	+300 +53
4	V Stamov	UKR	1290	+167
5	S Makarov	RUS	1290	+75
6	R Hellgren	SWE	1272	
7	P Findahl	SWE	1252	
8	J Carter	GBR	1244	
8	M Holmbom	SWE	1244	
10	S Limor	ISR	1212	
11	Y Grushkovskiy	UKR	1192	
12	B Pouzet	FRA	1177	
13	E Bernard	FRA	1172	
14	S Rumpp	GER	1165	
15	B Muller	GER	1149	
16	T Slokar	SLO	1133	
17	A Plume (J)	LAT	1127	
18	N Nikolov	BUL	1083	
F1A-Junior 1 flew				
1	A Plume	LAT	1127	
F1B-Junior 1 flew				
1	P Coutineau	FRA	1320	+300 +270

SWEDISH CUP, RINKABY, SWEDEN, JULY 3

F1A 49 flew				
1	J Valo	FIN	900	+300 +344
2	A Van Eldik	NED	900	+300 +218
3	M Kosonozhkin	RUS	900	+260
4	P Witkowski	GER	900	+98
5	K Huber	SWE	900	+82
6	S Jensen	DEN	880	
7	K Kongstad	DEN	871	
8	J Kuhn	GER	869	
9	P Kuikka	FIN	860	
9	K Van De Ven	NED	860	
11	A Van Wallene	NED	856	
12	M Farber	GER	854	
13	D Klink	GER	851	
14	S Limberger	GER	841	
15	A Plume (J)	LAT	830	
16	P Findahl	SWE	827	
17	H Blös	GER	826	
18	A Selgoja	EST	824	
F1A-Junior 4 flew				
1	A Plume	LAT	830	
2	M Richter	GER	810	
F1B-Junior 2 flew				
1	J Ancans	LAT	828	

F1B 25 flew

1	H Stendal	GER	900	+300	+295
2	V Rosonoks	LAT	900	+300	+285
3	N Hollander	SWE	900	+198	
4	D Larsen	NOR	900	+194	
5	P Windisch	GER	895		
5	T Bortne	NOR	895		
7	O Torgersen	NOR	880		
7	A Seifert	GER	880		
9	H Broberg	SWE	872		
10	B Eimar	SWE	868		
11	A Gey	GER	860		
12	G Wivardsson	SWE	856		
13	M Woolner	GBR	842		

F1C 6 flew

1	J Roots	EST	897		
2	P De Boer	NED	890		
3	Y Perchuk	RUS	879		

F1Q 5 flew

1	M Lihtamo	FIN	900	+180	+266
2	A Lindner	GER	900	+180	+157
3	R Assmuss	GER	812		

NORDIC CUP OF DENMARK, RINKEBY, SWEDEN, JULY 4-5**F1A 40 flew**

1	I Kreetz	NED	780	+220	
2	P Kuikka	FIN	780	+204	
3	L Nielsen	DEN	754		
4	P Rasmussen	DEN	752		
5	B Rotteveel	NED	749		
6	D Halbmeier	GER	747		
7	S Jensen	DEN	732		
8	T Weimer	GER	726		
9	A Van Wallene	NED	721		
10	P Findahl	SWE	720		
11	K Van De Ven	NED	707		
12	R Hellgren	SWE	705		
13	M Holmbom	SWE	703		
14	M Liiva (J)	EST	695		
15	M Kosonozhkin	RUS	692		
16	T Linkosalo	FIN	690		
17	A Plume (J)	LAT	689		
18	K Huber	SWE	685		

F1A-Junior 4 flew

1	M Liiva	EST	695		
2	A Plume	LAT	689		

F1B 22 flew

1	B Silz	GER	780	+300	+374
2	H Stendal	GER	780	+300	+206
3	T Christensen	SWE	780	+300	+197
4	M Woolner	GBR	780	+271	
5	A Gey	GER	780	+252	
6	J Ancans (J)	LAT	780	+229	
7	P Windisch	GER	780	+207	
8	B Schwendemann	GER	780	+155	
9	O Findahl (J)	SWE	780	+91	
10	T Wiesiolek	GER	765		

F1B-Junior 2 flew 2 full scores

1	J Ancans	LAT	780	+229	
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F1C 4 flew 3 full scores

1	J Roots	EST	780	+300	
2	P De Boer	NED	780	+250	

F1Q 4 flew 2 full scores

1	M Lihtamo	FIN	780	+180	
2	R Assmuss	GER	780	+51	

ANTONOV CUP, KYIV, UKRAINE, JULY 9-11**F1A 20 flew**

1	V Stamov	UKR	1260	+372	
2	A Khoroshev (J)	RUS	1260	+229	
3	Y Grushkovskyy	UKR	1247		
4	D Grushkovskiy(J)	UKR	1226		
5	I Yablonovskyy	UKR	1224		
6	V Tchop	UKR	1212		
7	P Allnutt	CAN	1195		
8	M Sadchikov	UKR	1165		

F1A-Junior 2 flew 1 full scores

1	A Khoroshev	RUS	1260	+229	
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F1B 18 flew

1	I Vivchar	UKR	900		
2	V Vivchar	UKR	870		
3	O Kulakovskyy	UKR	849		
4	S Popov (J)	UKR	837		
5	V Starostenko	UKR	831		
5	O Kulakovskyy	UKR	831		
5	Y Blahevych	UKR	831		
8	V Kholyavkin	UKR	801		

F1B-Junior 3 flew

1	S Popov	UKR	837		
2	A Stefanchuk	UKR	724		

F1C 11 flew

1	I Andruschenko	UKR	900	+422	
2	V Tregubenko	UKR	900	+332	
3	D Stakhanov	UKR	900	+322	
4	V Sychov	SLO	900	+295	
5	B Ivanov	UKR	900	+265	
6	E Bashinskiy	UKR	900	+210	

FAI GALA BARKSTON HEATH JUNE 26

Hot and sunny 10 to 15 mph

F1A Glider 8 flew

1	R Jack	12.30
2	J Carter	11.02
3	B Baines	10.24
4	J Howick	10.17
5	G Peck	9.57
6	P Williams	9.44

F1B Rubber 4 flew

1	R Peers	12.30
2	G Stringer	12.24
3	P Brown	11.23
4	M Woodhouse	9.49

F1Q Electric 2 flew

1	T Grey	12.06
2	P Tolhurst	9.53

F1C Power 2 flew

1	A Jack	2.30 +1.48
2	S Screen	2.30 +1.40

Comb HLG + CLG 7 flew

1	P Ball	6.55
2	M Page	5.40
3	D Brawn	4.52
4	P Cowley	4.01

Mini Vintage 8 flew 4 F/O

1	J Foster	6.00 +4.40
2	P Ball	6.00 +3.28
3	D Taylor	6.00 +3.10
4	S Wilis	6.00 +3.00

Slow Open Power 10 flew

1	P Watson	7.30	+4.05
2	F Rushby	7.30	+2.18
3	P Ball	7.30	O/R
4	D Clarkson	5.14	
5	S Barnes	5.00	
6	M Sibson	4.59	

BMFA EAST ANGLIAN GALA, SCULTHORPE JULY 10-11

Report by Michael Marshall.

A lengthy period of exceptionally hot and sunny weather, raised hopes for a bumper attendance at the East Anglian Gala. The Saturday was hot, about 29 degrees maximum and sunny but with a firm breeze from the south. This wind direction permitted the longest stretch of what is probably the largest

flying area in the country. No hangars now, just a few cows, but the strength of the breeze necessitated a reduction of the three-minute max to two and a half. Models were reaching amazing heights in the very strong lift and David Beales lost a glider out of the airfield. There were fly offs in E30 and Classic Power / Rubber where both Phil Ball and Adam Beales had fly aways. The weather on the Sunday was not quite as expected or even forecast, with the wind initially in the same direction but now very strong perhaps in excess of 20 mph. In an attempt to keep the models on the field this forced a reduction in the max to one and a half minutes for all classes.

Flyers were reluctant to get started hoping that things might improve which they did by mid afternoon with a change in wind direction and consequent movement of control to the north westerly corner of the field. It was now as hot as the Saturday with great flights especially in glider. Chris Strachan won Classic Glider, Roger Heap won Mini Vintage with a glider and Tony Shepherd won Combined Power. Stan Horne made the journey south to run the Bowden competition, took part himself and won second place. Phil Ball unfortunately spent nearly all day searching, without success, for the model he had lost the previous day. Classes with the largest entries were BMFA Combined Glider, HLG/CLG and Mini Vintage. Competitors came from far and wide; many were wearing shorts, which goes against tradition here. There were newcomers from Middle Wallop, and Peterborough all joining with the many regulars from around the country who support and enjoy this event.

Saturday July 10

Combined Glider 8 flew

1	J Howick	Vikings	7.30
2	J Cooper	Biggles	6.56
3	C Foster	Morley	6.22
4	T King	Impington	5.56
5	D Beales	Croydon	5.38
6	P Tomlinson	Biggles	4.77

Combined Rubber 4 flew

1	P Woodhouse	Morley	7.30	+5.33
2	C Foster	Morley	7.30	+2.43
3	S Willis	Croydon	7.26	

Classic Power / Rubber 5 flew

1	P Ball	Grantham	7.30	+17.53
2	C Strachan	Biggles	7.30	+9.36
3	A Beales	Croydon	7.30	+5.39
4	J Foster	Morley	7.08	

Tailless 3 flew

1	C Foster	Morley	7.30
2	S Willis	Croydon	7.04
3	P Woodhouse	Morley	6.18

SLOP 2 flew

1	T Shepherd	Crookham	4.58
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E30 3 flew

1	A Shepherd	Crookham	6.00	+3.12
2	T Grey	Crookham	6.00	+2.44

HLG/CLG 6 flew

1	W College	Birmingham	5.55
2	P Ball	Grantham	5.54
3	T Stevens	Bristol	4.26
4	C Strachan	Biggles	4.14

Sunday July 11

Combined Power 5 flew, 4 F/O

1	T Shepherd	Crookham	4.30	+4.52
2	F Rushby	Cleemac	4.30	+4.48
3	T Grey	Crookham	4.30	+3.06
4	P Tolhurst	Hayes	4.30	+1.52

Classic Glider 7 flew

1	C Strachan	Biggles	4.30	+6.36
2	R Heap	Biggles	4.30	+4.48
3	D Truluck	Vikings	4.30	+3.05
4	T King	Impington	4.30	+0.34
5	G Hart	Vikings	4.14	

Mini Vintage 10 flew

1	R Heap	Biggles	4.30	+7.10
2	D Taylor	Grantham	4.30	+5.28
3	J Foster	Morley	4.30	+4.26
4	T Rushby	Cleemac	4.30	+3.34
5	S Willis	Croydon	4.19	
6	B Taylor	E Grinstead	4.17	

P30 3 flew

1	S Willis	Croydon	4.18
2	P Gibbons	Peterborough	3.32

CO2 3 flew 2 F/O

1	C Strachan	Biggles	4.30	+3.22
2	P Tolhurst	Hayes	4.30	+2.56

Bowden 3 flew

1	B Waterland	Peterborough	Own design
2	S Horne	Morley	Own design

BMFA SENIOR CHAMPIONSHIPS

Scores are given for the most recent events

	Area	London	Nationals	Area FAI	Total					
	4	D1	D2	D1	D2	D3	5			
1	P Ball	4	18	7	15	6	3	10	15	108
2	C Foster	-	6	7	4	2	12	15	-	80
3	A Shepherd	9	-	11	9	6	10	3	-	66
4	P Watson	6	6	2	4	-	6	6	9	49
5	T Grey	6	9	2	4	4	9	4	2	46
6	S Barnes	1	-	-	-	6	6	-	2	42
7	C Strachan	3	-	-	6	6	4	6	-	41
8	F Rushby	-	-	-	3	-	2	12	6	33
8	S Willis	9	6	-	3	3	-	9	3	33
10	P Brown	-	-	9	-	2	4	-	2	32
10	J Cooper	4	10	4	4	-	-	-	-	32
12	J Carter	-	-	-	9	-	1	-	6	28
13	A Crisp	9	-	10	-	1	6	1	-	27
13	R Heap	2	4	6	-	-	7	4	-	27
15	R Peers	-	-	-	-	6	-	6	4	25
16	J Odonnell	6	-	-	6	3	9	-	-	24
17	P Tolhurst	3	9	4	2	3	2	-	1	24
17	D Taylor	-	-	-	-	-	1	-	-	21.5
19	G Stringer	-	-	-	-	9	6	2	3	20
19	P Woodhouse	-	-	-	3	-	4	2	2	20
21	C Chapman	-	3	4	3	-	3	3	-	19
21	J Hook	-	3	6	-	-	-	-	1	19
23	M Cook	-	9	9	-	-	-	-	-	18
23	M Quinn	3	-	-	-	9	-	-	-	18
25	B Baines	-	-	-	-	-	-	-	4	17
25	J Deeming	11	-	-	-	-	-	-	-	17
25	G Fuller	-	-	-	6	1	-	-	9	17
25	M Lester	-	3	1	-	-	2	9	-	17
25	T Payne	-	-	-	9	-	-	-	-	17
30	K Best	-	1	-	1	3	-	2	-	16
30	S Brewer	-	5	6	3	-	-	-	-	16
30	J Foster	-	-	-	4	2	6	-	-	16
30	D Neal	-	-	-	-	-	-	-	-	16
30	S Screen	4	4	-	-	-	4	-	-	16
30	G Ferrer	1	-	-	-	-	-	-	-	15

FREE FLIGHT FORUM - CALL FOR PAPERS

November 2010 sees the twenty-seventh BMFA Free Flight Forum and your help is needed to make it happen. As usual, we aim to cover the widest possible range of free flight, with the papers presented at the Forum published later as the Forum Report. Topics can range from how-to-do-it items, theoretical pieces and building and flying techniques to the philosophy of what we do and how we do it in free-flight.

Please contact Martin Dilly (martindilly@compuserve.com), phone 020 8777 5533, or Mike Evatt (mikeevatt@hotmail.com), phone 01327-842746 before Oct. 4th with your offers; better still, do it now, while you think of it.

FLYING NORTH – THE REPRINT

There's been an encouraging response to the idea of a re-print of Flying North, the 163 page book covering the model flying career of Jack North, and including 23 previously un-published plans of his aircraft. Access to Jack's drawings and notes dating back to 1938 means that there are a number of designs in the book likely to be tempting to the nostalgia-minded.

Readers of the first edition seem to have enjoyed it::

"...no other modeller's life and times can ever have been so comprehensively covered"

"I hope it becomes a classic."

"I am glad I bought Flying North. such a huge chunk of nostalgia"

"... am immensely impressed. A splendid effort"

"A fitting memorial to an unforgettable personality. I am sure the book will become an instant classic, treasured by aeromodellers all over the world"

"A very balanced record of Jack's modelling and professional activities"

"The best aeromodelling book since the Zaic Yearbooks"

As a result of the interest, we've produced a spiral-bound version as a short print run, which is available now. If you have already expressed an interest you will have received your copy by now, but to get your own copy of this unique record of a major innovator in British free-flight, contact Martin Dilly on 020 8777 5533, write to 20, Links Road, West Wickham, Kent BR4 0QW or e-mail: martindilly@compuserve.com.

The price in the UK is £18; airmail to Europe £20 or to anywhere else £22. Cheques should be payable to BMFA F/F Team Support Fund, in pounds sterling only, and drawn on a bank with a branch in the UK; you may also order by credit card. All proceeds help to fund the expenses of those representing Great Britain at World and European FF Championships.

UK COMPETITION NEWS

DREAMING SPIRES GALA. Charlie Newman writes: Owing to the very high winds at the original event in July, many classes were not flown. As we still have the goodies to give away, these competitions will be flown on the 19th September. There will also be an All-in F/F Scale event too. Here's hoping for a calmer day in September!

19th. September, 2010 Oxford MFC Dreaming Spires Gala 2
Vintage (10 am start): L/W Rubber, Vintage Glider, Classic Glider (both 50 metre line max),
F/F Scale (2.00pm start): all-in, no documentation, IC engines 1.5cc max.

All flyers require BMFA insurance. Venue Port Meadow, Oxford. Contact – Charlie Newman 01865 426129

NEWS FROM BMFA FF TECH COMMITTEE

Please be advised that after discussion with the Army on the availability of Salisbury Plain the 1st Team Selection event is now confirmed as **11 and 12 September at Salisbury Plain**.

Team Selection 2 will be at Barkston Heath

Venue for Team Selection 3 to be advised

INDOOR WORLD RECORD

FAI has received the following F1D World record claim:

125-b (ceiling 8m - 15m) time 34 min 6 sec by Zoltan Sukosd of Hungary at Budapest, Hungary on June 6 2010. The current record is 33 min 42 sec set by Dezso Orsovai, Hungary, on July 9 2006.

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.

KEILKRAFT SENATOR POSTAL RESULTS

Results of the 2009-10 competition from Jim Moseley.

Once again I offer my thanks to all who have participated and especially to those who have offered donations to the prize list.

The total of entries increased a little this year which was encouraging ... but there are a lot of Senators 'out there' throughout the world which would be welcomed so please try to talk anyone who has a model (or two .. or more....) to join us for the 2010/11 event which is already in progress.

Once again we have but a single claimant for the Junior award which was donated again by Bill McConachie specifically to encourage such participation; without taking anything away from Mia Dixon's effort it would be good to see more youngsters involved and I hope this might eventually be evident in the results of the next contest.

The percentage of maximums recorded from the initial three flights dropped to 65% this year which perhaps reflects the many comments about windy conditions being encountered in all parts; never the less half of the entrants 'maxed out' though Craig Limber must have been frustrated at missing his third 120 by a mere .16 of a second (!) However, congratulations to Bill McConachie who progressed his flights to an eventual total of 922 seconds.

A mere list of results is a dry item to read and the inclusion of photographs and personal reports/anecdotes fleshes such out into a much more interesting presentation. It would be appreciated if supporters could provide some general details with their scores and photographs are always welcomed. The subject might be similar in this instance but the approach to trim and colour schemes, backed up with personalities is always of general interest.

The details of the 2010-11 event were published in FFn last month including contact details for Jim Moseley

19 flew 3x120

1	W McConachie	USA	360	+180	+240	+142
2	J Moseley	CAN	360	+180	+240	+102
3	K Taylor	GBR	360	+166		
4	O Torgersen	NOR	360	+150		
5	L Sayer	CAN	360	+137		
6	J Sayer	CAN	360	+135		
7=	R Taylor	GBR	360	+105		
7=	A Cohen	USA	360	+105		