

FREE FLIGHT news



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FFn DIARY

November 2-3 Peak District or near Melton Mowbray	BMFA 7th F1E Team Selection. May be either or both days. Contact: Ian Kaynes 01252 512538. kaynes@btinternet.com	December 27-28 Orim, Israel	Hanukkah Open. F1A F1B F1C F1P F1Q. World Cup event. Entry fee: €30. Contact: Aviad Levy, POB 26261, 61263 Tel Aviv, Israel, tel: +972 3 517 50 38, fax: +972 3 517 72 80, email: aviad@aeroclub.org.il web: http://www.aeroclub.org.il
November 17 Daventry	BMFA Free Flight Forum. Start 10am. At Mercure Daventry Court Hotel, Sedgemoor Way, Daventry NN110SG. See FFn1910	March 26-29 Slanic, Romania	2020 F1D Indoor World Championships
November 8-10 Sentjerne, Novo mesto, Slovenia	Krka Cup. F1A F1B F1C. World Cup event. Entry fee: Senior €35 / Junior €20. Contact: Dragan Stankovic, Smarjeska 44, 8000 Novo Mesto, Slovenia, tel: +386 41 860891, email: aeroklubkrka.f1@gmail.com web: http://www.aeromodelarstvo.si	July 20-24 Turda, Romania	2020 F1E European Championships
December 1 North Luffenham	Grande Coupe de Birmingham. See FFn 1909. Start 10.00, F1G 2 flights 10.00-12.00 then 3 rounds. Pre'58 Vintage Coupe 3 flights no rounds 10.00 to 14.45. Contact Gavin Manion gavin.manion84@gmail.com tel 01543 422509 or Stuart Darmon stuardarmonfla@yahoo.com 01858 882057	July 22-26 Ulaanbaatar, Mongolia	2020 F1ABC Asian-Oceanic Championships
November 23 Belisce, Croatia	F1N Indoor Open Belisce. F1N. Entry fee: €10. Contact: Antun Sikic, Trg Jurja Krizanica 1, 31000 OSijek, Croatia, tel: +385 31 208 262, fax: +385 31 208 262, email: asikic@gmail.com web: http://www.ak-osijek.hr	August 3-9 Deva, Romania	2020 F1ABP Junior World Championships
December 26 Orim, Israel	Negev Open. F1A F1B F1C F1P F1Q. World Cup event. Entry fee: €20. Contact: Aviad Levy, POB 26261, 61263 Tel Aviv, Israel, tel: +972 3 517 50 38, fax: +972 3 517 72 80, email: aviad@aeroclub.org.il web: http://www.aeroclub.org.il	August 18-22 Prilep, North Macedonia	2020 F1ABC European Championships
		March 15-19 Slanic Prahova, Romania	2021 F1D Indoor European Championships
		August 14-21 Moncontour, France	2021 F1ABC World Championships and F1ABP Junior European Championships
		August 25-28 Turda, Romania	2021 F1E World Championships

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Compiled and produced by Ian Kaynes

F1ABC FREE FLIGHT WORLD CHAMPIONSHIPS, LOST HILLS, USA, OCTOBER 15 TO 23

By Ian Kaynes

This was the fourth F1ABC free flight World Championships to be held in California. The first was at Taft in 1979, then Lost Hills in 1993 and 2001. This year was bigger than those and also bigger than the Championships in Argentina, so making it the largest Western Hemisphere Champs. It was only a few percent smaller than the ones in France in 2013 or Hungary in 2017. This results from the increased number of countries since 1979 but also the ease of travel and the reputation of Lost Hills as a centre for free flight. It did not disappoint.



Charlie Jones led a very small core team that had undertaken all the organisation and preparation. They knew what was needed and indeed most expressed the wish that they would have loved to have been competitors if they had made the US team selection. Another promising sign was the exchange of correspondence with me (as Jury president) confirming details of the planning, making a pleasant contrast to the 2017 event.

The major doubt was about getting enough timekeepers. Brian van Nest worked hard on that and produced the required numbers with the aid of payment and a banquet ticket for those working all three days. The only shortages were on the larger flyoffs, for which teams contributed extra timekeepers for the pool.

The overall period was extended by World Cup events with the Sierra Cup before the Championships and the Kotuku Cup after the Champs, with an optional excursion to the Boulder City World Cup event the following weekend.

Both the Sierra Cup and Kotuku Cup had F1E events and these were flown on the hill on the two days before the F1ABC Sierra Cup. The first thing that was apparent on the flying site was the marvellous condition of the roads on the site. Instead of the usual bumps and ruts in places all the main tracks had been graded by the Holloway operators of the gypsum extraction. Not only the main tracks but it also extended to the tracks up to the F1E hill, complete with a new track being established. As well as the grading they were frequently watering the roads to keep down the dust which is a problem of the site in dry October. In fact the roads made a good contrast to Highway 46, the east-west road through Lost Hills that had traffic jams every weekday afternoon because of massive road works at the intersection with the I-5.

The F1E Kotuku Cup on Thursday 10th had a gentle wind mainly from the north-east, which is a good direction for flying into the pit. Brian van Nest set a max of 150 seconds and

sensibly maintained that for all the rounds, despite conditions becoming a little easier in the afternoon. Fred Terzian, a long time flyer of F1E at Lost Hills, finished on top with only two maxes but his other three flights were all longer than the short flights produced by everyone else.

On the next day the Sierra Cup had apparently similar conditions and three 150 maxes were scored in the first round. The max was then increased to 180 for the remaining rounds, but conditions became so difficult that there were only three maxes during the rest of the competition. At times the wind was up to 5 or 6 m/s with some changes of direction and then periods with almost no wind. It was difficult to choose between a ballasted windy weather model or a calm weather model. Tom Iorger won with his electronic steering system working well on this occasion. He was followed by Bob Sifleet and I headed the chasing pack with a much lower score which included a 20 second flight (when the model apparently encountered a gust when it was starting to soar over the slope and executed a sharp 180 degree turn back to land on the slope).

The F1E events were really unaffected by the Championships, and I was the only foreign competitor. A number of European F1E flyers were in Lost Hills to fly in F1A or F1B but they chose to concentrate on the championship events and not be distracted by F1E. If Marian Popescue had flown F1E and had won one of the events he would have converted his second place in the World Cup to a first place.

Kotuku Cup of New Zealand, October 10

F1E 7 flew

1	F Terzian	USA452.00
2	I Kaynes	GBR428.67
3	M Richardson	USA414.66
4	P Brocks	USA392.00

Sierra Cup, October 11

F1E 7 flew

1	T Iorger	USA424.45
2	R Sifleet	USA410.90
3	I Kaynes	GBR312.85
4	P Brocks	USA297.90

The next day was the F1A and F1Q classes of Sierra Cup. The field had been laid out with flight lines on the west near the orchard marked by blue flags and on the north side of the site there were two closely linked lines marked by white and red flags. This day of Sierra Cup flying was from the white starting line. In the light winds this was suitable all day, up to and including the flyoffs needed for F1A. Half the F1A entry maxed over the seven rounds, which had been flown to the format planned for the championships:- a 240 second max for rounds one and two with 180 for the remaining five rounds. At 16.30 only 6 failed to make the 6 minute max, then at 17.15 the 8 minute round eliminated another 13. This left 19 to try for 10 minutes just before sunset. Per Findahl won by a margin of 50 seconds over Israeli Itai Schichman and fellow Swede Robert Hellgren. There were no full scores in F1Q and Ben Tarcher won with only a 12 seconds deficit.

Sunday was for Sierra Cup F1B and F1C. The forecasts for the day showed a light wind from the west initially changing to northerly during the morning. The blue line was used for the first round and I was surprised to hear the decision to move to the white line for round 2. At that time my F1Q test flights had been comfortably clear of the orchard but 10 minutes after the move was announced my next flight was heading to the orchard. I admired their good decision to move after round 1. It took an hour for everyone to get established at the new line and the knock-on effect from that was the reduction of the contest to six rounds in order to leave the standard time for flyoffs. The

first flyoffs reduced F1B from 43 to 12 and F1C from 19 to 7. The 8 minute round then reduced both events to just 2 people in each class. However the wind had increased in a direction in which was unsuitable for flying from the white line so the flyoffs were delayed to 7.20 the next morning. In F1B both models stalled on the climb, and George Batiuk won with the less severe stall. In F1C Serhiy Katyba had a wing unfold failure and score just 21 seconds, leaving, Aussie Shannon Tolmie with a clear win with a routine flight.

The next day, Monday October 14th had the mini competition parts of both the Sierra Cup and Kotuku Cup, with different flights required for each competition.

F1A 79 flew 35 full scores October 12

1	P Findahl	SWE	1380	+360	+480	+513
2	I Shichman	ISR	1380	+360	+480	+463
3	R Hellgren	SWE	1380	+360	+480	+432
4	J Parker	USA	1380	+360	+480	+412
5	S Makarov	RUS	1380	+360	+480	+404
6	L Biteznik	SLO	1380	+360	+480	+401
7	V Rossler (J)	CZE	1380	+360	+480	+388
8	M Kosonozhkin	RUS	1380	+360	+480	+373
9	E Ragot	FRA	1380	+360	+480	+372
9	V Bottyan	HUN	1380	+360	+480	+372
11	D Andrist	SUI	1380	+360	+480	+368
12	S Son	KOR	1380	+360	+480	+358
13	R Koglot	SLO	1380	+360	+480	+353
14	Y Kraus	ISR	1380	+360	+480	+332
15	T Weimer	GER	1380	+360	+480	+315
16	C Ganzorig	MGL	1380	+360	+480	+305
17	P Mitchell	AUS	1380	+360	+480	+285

F1A-Junior 3 flew 2 full scores

1	V Rossler	CZE	1380	+360	+480	+388
2	F Klobusicky	SVK	1380	+360	+146	

F1Q 5 flew October 12

1	B Tarcher	USA	1368
2	J Murphy	USA	1335
3	R Sifleet	USA	1278

F1B 78 flew 43 full scores October 13

1	G Batiuk	GER	1200	+360	+480	+288
2	G Mark	ISR	1200	+360	+480	+262
3	L Norvall	USA	1200	+360	+477	
4	P Monninghoff	GER	1200	+360	+370	
5	A Kulakovsky	UKR	1200	+360	+226	
6	G Willemsen	NED	1200	+360	+223	
7	Q Wei	CHN	1200	+360	+216	
8	A Andriukov	USA	1200	+360	+212	
9	V Urban	CZE	1200	+360	+202	
10	C Andrist	SUI	1200	+360	+200	
11	R Blackam	AUS	1200	+360	+182	
12	S Ko	KOR	1200	+360	+156	
13	Y Segev	ISR	1200	+343		
14	G Lovejoy	NZL	1200	+325		
15	O Findahl	SWE	1200	+322		

F1C 32 flew 17 full scores October 13

1	S Tolmie	AUS	1200	+360	+480	+318
2	S Katyba	UKR	1200	+360	+480	+21
3	Y Shvedenkov	CAN	1200	+360	+325	
4	M Sondhaus	GER	1200	+360	+288	
5	A Shapiro	UKR	1200	+360	+274	
6	A Babenko	UKR	1200	+360	+247	
7	R Mcburnett	USA	1200	+360	+178	
8	E Shemesh	ISR	1200	+358		
9	V Aleksandrov	UKR	1200	+335		
10	M Palmieri	ARG	1200	+334		

Mini events October 14

Sierra Cup Mini

F1G 11 flew

1	W Ghio	USA	600	+180	+240	+223
2	T Mathews	CAN	600	+180	+240	+214
3	O Shabat	ISR	600	+179		

F1H 7 flew

1	K Jones	USA	600	+180	+240
2	Y Zak	ISR	600	+180	+210
3	S Issakov	ISR	600	+180	+143

F1S 6 flew, 5 full scores

1	C Brooks	USA	600	+120	+180
2	J Murphy	USA	600	+120	+128
3	B Gannon	USA	600	+120	

Kotuku Cup Mini

F1G 5 flew

1	T O'Dell	USA	600	+130
2	O Shabat	ISR	600	+106
3	P Brocks	USA	600	+70

F1H 6 flew

1	C Edge	GBR	600	+180
2	S Issakov	ISR	600	+153
3	D Ackery	NZL	600	+120

F1S 6 flew

1	J Murphy	USA	600	+124
2	D McGuckin	USA	600	+28
3	C Brooks	USA	592	

Now, after the warm up events, the World Championships began with registration, model processing and practice On Tuesday and Wednesday. Model processing deviated from the desirable legal requirement of a single marking on the FAI sticker by having multiple stickers on different parts of the models. However, it was conducted efficiently with no delays. On Wednesday lunchtime there was the Ladies' Tea Party in the community centre just along the road from processing. This was indoors and on a larger scale than the usual LTP that is held during Fabulous February each year.

I was disappointed by the news that Shigeru Kanegawa could not be on the Jury as planned since a typhoon had struck Japan just at the time he was due to leave. Thousands of flights were cancelled and when they resumed they were extortionately expensive and would barely get him to Lost Hills in time. Cenny Breeman was a nominated reserve for the jury and was touring the west coast of USA and agreed to come to Lost Hills.

Thursday was time for the opening ceremony at the sports stadium in Lost Hills. The teams gathered on the field behind name plates held by local school children, they were introduced to the audience in turn. After a few brief speeches the Wasco High School Marching Band played a little more and then it was over.

Soon afterwards the timekeepers briefing and team managers meetings were held in the community centre, not aided by the terrible acoustics of the hall. The timekeepers were told to give the benefit of doubt to the competitors, such as in the event of motor run timing with other motors running, and the averaging and recording of scores was explained. The TM were told that equipment must be upwind of the line for F1B and F1C and downwind for F1A. Care when accessing the orchards was emphasised, including using poles to retrieve models and not to climb the trees. It was asked how many competitors would want to use altimeters as a backup of timing in the flyoffs, there were about 7 in F1A and F1B and 4 in F1C. Thus altimeter signature marking would be conducted before each

flyoff. John Cuthbert asked if, like in 2001, tarpaulins would be supplied to cover the launch area at each pole to keep down dust. Unfortunately they would not be provided but teams were welcome to use their own. We found that Cenny Breeman had been taken to hospital after the opening ceremony. Roger Morrell was appointed as a jury member in Cenny's absence, eligible and available as a New Zealand flyer not competing but already assisting the organisation.

F1A day looked like another typical sunny Lost Hills day. The weather so far had daily maxima around 30C and the forecasts had suggested a lower temperature for the flying days. In fact the reduction was not as large as forecast, but still welcome by many of the foreign flyers. The notice near headquarters indicated the white starting line was in use. Although on the northern edge of the free flight property the land to the north was clear and available for retrieving, which was required for the initial southerly breeze. The four minute maximum of the first two rounds was a formality for gliders with a good launch. John Williams made a launch below his standard and glided down 13 sec short. Malcolm Campbell (AUS) would not repeat his flyoff place in 2017 after dropping 14 seconds. At the Danish pole Peter Rasmussen fared worst with a double failed launch with the model over-bunting towards the ground. Ken Bauer from the home team dropped round 2. as did Oleg Pshenychny with a time of only just over two minutes

During the third round the wind shifted to be northerly. It became apparent that the 5 minute gap between rounds was completely inadequate for getting cards from one end of the 400m line to the other for the teams which had changed from one end to the other. When a flight had been launched right at the end of the round the effective gap was only two minutes. Timekeepers were instructed to start timing flights if required before the cards had arrived at their pole.

GBR lost the chance of flyoffs with Richard Jack dropping in round 3 after an early DT, and John Cooper landing 8 seconds short in round 4. In general there had not been a difficult dead spell as expected in round 3 or 4, but the later rounds were easier with large well marked thermals. But those with full scores found them hard enough and the number of full scores were lower than expected at 33.



Defending champion Igor Bombek's F1A launch in Round 5

There were no teams with full scores so the team positions were finalised on the seven rounds. These gave victory to Russia, followed by Netherlands and Belarus. It is notable that Turkey had the lead after round 6 with a full score, but two of their flyers dropped time in round 7 and that two minute deficit dropped them to ninth place.

The first flyoff was at 16.30 with a large thermal immediately apparent. The only USA flyer involved – Jim Parker – looped off the line into the thermal. Most of the models were going away in the thermal. Per Findahl had a downwind midair collision but continued flying in the thermal. Models were heading for the edge of the orchard and a number were in it. The organisers poles were not readily available and some chose to leave their models there and fly a different one in the next flyoff which was at 17.30. The 33 had been reduced to 21 for the 8 minute round. By then the wind had dropped slightly from 3 m/s to 2.5 m/s, but two models towed in soon after launch. One or two flew early in the round but most towed until launching halfway through the seven minute period, later Robert Lesko made a very good launch upwind of the line. Jari Valo failed to get away a second attempt before the end of the round. While most models appeared to be staying up well it



was not obvious that any would make the maximum.

When the cards were collected it was found that three had maxed – Christian Andrist of Switzerland, Constantin Brinzoï of Romania, and Dusan Fric of Czech Republic. Good flyers but not among the top names. Kosonozhkin shared fourth place with Ivan Bezak two minutes short of the max and Anton Gorsky was a few seconds behind (but at least models from his manufacture had reached the flyoff).

Per Findahl towing – won both World Cup events but not so successful in W/Ch

There would not be enough light for another round that evening, so the flyoff to decide the medal distribution would be at 7.20 the following day before F1B started.

In the morning there were no directions about flying site and I followed the traffic going to the white line. When I found the organisation there I was told the F1A flyoff was at the blue line and since it was then 7.15 there was no way of reaching it from the white line. Thus two of the jury – Chuck Etherington and myself – were not at the flyoff. However, both Roger Morrell and Cenny Breeman, now recovered, had been there.

The models were brought to the white line hut for processing, which they all passed. It was reported to have been in gentle drift and all models had exceeded six minutes. Andrist's model was done first since he was also flying F1B today. Brinzoï had won using a Gorsky carbon flapper which was the version before the latest design. Comparing their experiences in the second flyoff, Brinzoï reported DTing into the orchards from about 20m while Fric said his model had taken 25 sec to DT into the orchard.

1	Constantin Brinzoi	ROU	1380	+360	+480	+397
2	Dusan Fric	CZE	1380	+360	+480	+374
3	Christian Andrist	SUI	1380	+360	+480	+364
4	Mikhail Kosonozhkin	RUS	1380	+360	+362	
4	Ivan Bezak	SVK	1380	+360	+362	
6	Ramiro Andres Gonzales Lopez	ARG	1380	+360	+354	
7	Anton Gorsky	RUS	1380	+360	+353	
8	Anders Persson	SWE	1380	+360	+350	
9	Javier Abad	ESP	1380	+360	+326	
10	Robert Lesko	CRO	1380	+360	+305	
11	Vesa Varuskivi	FIN	1380	+360	+297	
12	Emmanuel Ragot	FRA	1380	+360	+294	
13	Ittai Shichman	ISR	1380	+360	+287	
14	Laszlo Vernyik	HUN	1380	+360	+270	
15	Per Findahl	SWE	1380	+360	+225	
16	Jim Parker	USA	1380	+360	+212	
17	Sandis Rosonoks	LAT	1380	+360	+210	
18	Andreas Rink	GER	1380	+360	+199	
19	Piotr Wielosz-Halasa	POL	1380	+360	+176	
20	Filip Klobusicky	SVK	1380	+360	+161	
21	Jari Valo	FIN	1380	+360		
22	Mica Tica	SRB	1380	+311		
23	Pavel Tananka	BLR	1380	+310		
24	Saar Issakov	ISR	1380	+290		
25	Luka Biteznik	SLO	1380	+235		
26	Vidas Nikolajevs	CAN	1380	+216		
27	Allard Van Wallene	NED	1380	+203		
28	Enes Pecenkovic	BIH	1380	+199		
29	Bastiaan Duijghuisen	NED	1380	+158		
30	Igor Bombek	W/C	1380	+135		
31	Selim Omer Gurer	TUR	1380	+89		
32	Daizo Ikoma	JPN	1380	+80		
33	Oskars Grigals	LAT	1380			
34	Siarhei Bernatovich	BLR	240	2+39	180	180
35	Viktor Bottyan	HUN	237	2+40	180	180
36	Bernard Trachez	FRA	240	2+40	180	180
37	Sergey Makarov	RUS	240	240	180	180
38	Phil Mitchell	AUS	240	240	173	180
39	John Cooper	GBR	240	240	180	172
40	Mark Rossen	NED	231	240	180	180
41	Henryk Krupa	POL	240	226	180	180
42	Roland Koglot	SLO	240	240	180	180
43	Lauri Malila	SUI	240	240	180	180
44	Yuri Grushkovskiiy	UKR	240	240	180	180
45	Valerii Lazarevych	UKR	220	240	180	180
46	Pablo Miguel Ysasi	ARG	240	209	180	180
47	Daniel Crintescu	ROU	240	240	180	180
48	Xuyun Gao	CHN	240	240	180	180
48	Hasan Yalcin Olgun	TUR	240	240	180	180
50	Szilard Szijjarto	ROU	240	240	137	180
51	Vitek Rossler	CZE	240	193	180	180
52	Jan Vosejpka	CZE	240	191	180	180
53	Vidas Dimavicius	LTU	240	240	180	180
54	Richard Jack	GBR	240	240	126	180
55	Tsvetan Bonchev	BUL	240	240	115	180
55	Miroslav Mandichev	BUL	240	240	180	180
57	Siarhei Tananko	BLR	240	190	162	180
58	Yaron Kraus	ISR	240	240	107	180
58	Cetin Kargin	TUR	240	240	180	180
60	Andrija Pesic	SRB	240	240	180	180
60	Robert Hellgren	SWE	218	240	180	180
62	John Williams	GBR	227	240	180	180
62	Michael Thompson	USA	240	240	180	180
64	Helmut Fuss	AUT	207	240	180	127
65	Sunghwan Son	KOR	240	240	180	91
66	Jama Danier	CAN	240	240	180	90
66	Paulius Budovas	LTU	240	240	180	90
68	Tzvetan Tzvetkov	BUL	240	220	180	180
68	Ken Bauer	USA	240	148	180	180
70	Thomas Weimer	GER	240	240	180	180
71	Albert Fathers	AUS	160	240	180	180
71	Steffen Jensen	DEN	240	240	180	82

73	Miroslav Pitlanic	SVK	240	240	180	180	71	180	180	1271
74	Frank Adametz	GER	240	240	180	95	180	180	150	1265
75	Franz Wutzl	AUT	240	240	180	180	180	164	66	1250
76	Alejandro Jimenez	ESP	217	154	180	180	180	155	180	1246
76	Viesturs Berzins	LAT	240	129	157	180	180	180	180	1246
76	Blazej Stachowski	POL	215	240	71	180	180	180	180	1246
79	Avirmed Amartuvshin	MGL	240	240	180	180	34	180	180	1234
80	Olah Pshenychnyy	UKR	240	127	180	180	180	143	180	1230
81	Vladyslav Lazarevych	CAN	220	109	180	180	180	180	180	1229
82	Federico Nicolas Neyra	ARG	240	130	180	126	180	180	180	1216
82	Marco Bierbauer	AUT	240	240	180	71	125	180	180	1216
84	Bertrand Pouzet	FRA	240	240	50	180	180	144	180	1214
85	Slavko Savic	SRB	240	186	180	88	180	156	180	1210
86	Marko Butkovic	CRO	240	240	180	180	180	0	180	1200
86	Robert Wallace	NZL	240	240	180	180	180	180	0	1200
88	Dalai Tsogtbayar	MGL	240	240	173	180	180	180	0	1193
89	Justinas Bartkevicius	LTU	240	201	166	180	33	180	180	1180
90	Junping Shi	CHN	37	240	180	180	180	180	178	1175
91	Jes Nyhegn	DEN	240	240	180	44	180	180	105	1169
92	Olli-Matti Karhunen	FIN	240	113	180	94	180	180	180	1167
93	Zhiyong Zhang	CHN	240	240	180	64	180	69	180	1153
94	Chimed Ganzorig	MGL	240	224	180	0	180	180	126	1130
95	Viktor Khokhlov	KAZ	206	240	180	69	180	57	180	1112
96	Peter Rasmussen	DEN	0	240	180	180	180	140	180	1100
97	Dominik Andrist	SUI	240	191	180	125	180	0	180	1096
98	Szabolcs Horvath	HUN	240	240	180	113	84	180	58	1095
99	Miha Lemut	SLO	240	240	180	180	9	63	180	1092
100	Malcolm Campbell	AUS	226	217	180	180	5	42	180	1030
101	Jasminka Pecenkovic	BIH	228	240	180	180	148	21	0	997
102	Igor Kusicka	CRO	240	105	180	0	77	0	180	782
103	Anders Klemetsen	NOR	184	0	180	152	180	0	0	696
Number of maximum in each round			87	82	92	84	88	78	87	
Number of full scores up to each round			87	70	63	53	46	38	33	

F1A team results

	Country	Abbrev	Total	Round by round team places								Team member places			Total
1	Russia	RUS	4134	1	1	1	1	1	2	1		4	7	37	48
2	Netherlands	NED	4131	22	10	7	5	3	3	2		27	29	40	96
3	Belarus	BLR	4071	1	19	16	8	6	5	3		23	34	57	114
4	Israel	ISR	4067	1	1	17	10	7	6	4		13	24	58	95
5	Romania	ROU	4063	1	1	11	7	4	7	5		1	47	50	98
6	Sweden	SWE	4061	26	14	8	6	5	4	6		8	15	60	83
7	Czech Republic	CZE	4044	1	22	20	15	10	9	7		2	51	52	105
8	Slovakia	SVK	4031	1	1	1	1	13	10	8		4	20	73	97
9	Turkey	TUR	4028	1	1	1	1	1	1	9		31	48	58	137
10	Latvia	LAT	4006	1	23	25	20	15	11	10		17	33	76	126
11	Poland	POL	3992	27	17	28	23	17	12	11		19	41	76	136
12	United Kingdom	GBR	3985	23	11	15	11	8	13	12		39	54	62	155
13	France	FRA	3970	1	1	23	18	14	15	13		12	36	84	132
14	USA	USA	3964	1	21	19	14	9	8	14		16	62	68	146
15	Ukraine	UKR	3951	24	26	24	19	18	17	15		44	45	80	169
16	Argentina	ARG	3945	1	28	27	24	21	18	16		6	46	82	134
17	Germany	GER	3931	1	1	1	12	12	16	17		18	70	74	162
18	Finland	FIN	3927	1	25	22	27	22	19	18		11	21	92	124
19	Bulgaria	BUL	3918	1	13	18	13	23	20	19		55	55	68	178
20	Canada	CAN	3899	24	29	29	28	24	21	20		26	66	81	173
21	Serbia	SRB	3891	1	20	14	22	16	22	21		22	60	85	167
22	Hungary	HUN	3852	21	9	6	9	19	14	22		14	35	98	147
23	Switzerland	SUI	3840	1	18	12	16	11	24	23		3	43	97	143
24	Slovenia	SLO	3837	1	1	1	1	20	25	24		25	42	99	166
25	Lithuania	LTU	3792	1	16	13	21	26	26	25		53	66	89	208
26	Austria	AUT	3760	28	15	10	25	25	23	26		64	75	82	221
27	Australia	AUS	3685	29	24	21	17	27	29	27		38	71	100	209
28	China	CHN	3669	30	30	30	30	28	28	28		48	90	93	231
29	Mongolia	MGL	3557	1	12	9	26	29	27	29		79	88	94	261
30	Denmark	DEN	3551	31	31	31	31	31	30	30		71	91	96	258
31	Croatia	CRO	3362	1	27	26	29	30	31	31		10	86	102	198
32	Spain	ESP	2626	33	33	33	33	33	32	32		9	76		85
33	Bosnia-Herzegovina	BIH	2377	32	32	32	32	32	33	33		28	101		129
34	Japan	JPN	1380	34	34	34	34	34	34	34		32			32
35	Korea	KOR	1291	34	34	34	36	36	36	35		65			65
36	New Zealand	NZL	1200	34	34	34	34	34	34	36		86			86
37	Kazakhstan	KAZ	1112	37	37	37	37	37	37	37		95			95
38	Norway	NOR	696	38	38	38	38	38	38	38		103			103



A typical F1B flight line scene – Didier Barberis waiting to fly, Gabby's food truck in the background

During the model processing the first round of F1B had started and it looked easy with models DTing from some height near the processing hut. 81 of the 96 competitors had maxed in the round, but round 2 was to prove more difficult with some gentle up and down air movements starting and the sky partly clouding over. It ended full scores for 21 people, including for the USA Alex Andriukov and Greg Simon and the entire British team with Mike Woolner dropping the least at 15 seconds below the max.



Mike Woolner launching

Round 3 had some big thermals but at the start of round 4 the cloud cover returned and the air was cool and dead for about 20 minutes. A few flew and demonstrated the danger, both Per and Oskar Findahl returning times in the 140s. Eventually the sun and thermals returned and stayed with us for the rest of the day. After the lack of flights early in the round, many teams were pressed for time at the end of the round. Phil Ball flew near the end of the round with prop problems resulting in the model looping into the ground. The last to fly just before the end was Gilad Mark (Israel) and he found air that was just good enough to maintain his full score.



Mark Gilad about to launch at the end of round 4

The Dane Steffen Jensen did not have a good day. In round 2 he had problems with one of the lines to the tail so changed models. He used a new very recently purchased one. He forgot to reset the timer from 180 to 240 and so DTed early in round 2. In round 4 he was selected for random processing and it was found this new model was underweight and so he was disqualified. With carbon models drying out is not the problem that it was with balsa models, but this was a new one which had never been checked weighed even though scales were available at processing.

There were the usual drama of round 7 flights by those with full scores. Craig Hemsworth (Australia) flew on his own and the air looked good enough for a few to follow and max, but Craig's F1B turned left away from the lift and started stalling to land in less than two minutes. Roland Mackus (Lithuania) came closest to keep his score but dropped 6 seconds. Four people had lost their full scores in round 7, which was the same number as those who had dropped time in round 1 but followed that with six maxes.

With rumours of the big names who had dropped and others having difficulties it was a surprise to finish with 41 in the flyoff. Display of the scores was one weak point of the championships. It was available online if you wanted to spend the time and money to peer at a phone, but a physical scoreboard near the flight line was sorely missed. The Canadians have a good one that is used for the North American Cup in February and is understood to be in store in a Holloway container. But the only display was a monitor at the hut in the car park which was at the car park 600m from the nearest end of the flight line. When you went to it was not very up to date (at the end of round 5 it was showing 3 rounds) and was impossible to read looking up at the reflection of the sky. The rest of the world were better informed with the online results updates.

The first flyoff was flown as scheduled at 16.30, with the regular timekeepers augmented by volunteers requested from each team distributed to other poles. The F1B rule allowing the use of one motor wound before the start of the flyoff period had been explained to the timekeepers and appeared to be fully enforced. Blake Jensen, the sole representative of the home

team, launched early in the round and had a good climb, but he was down $\frac{3}{4}$ of a minute under the max. A similar fate awaited others from nearby poles at that end of the line, although Tomas Mackus did get closer to the max. At the opposite end of the line there was some better air later and a cluster of models flew there.

It was found that 11 had scored the 6 minute max and these re-assembled for the second flyoff at 17.30. The organisers chose to use the low number end of the line, not because that would take the models to a better position on the field but because it had been the less successful end in the first flyoff. As if the air would be consistent and have the same poor conditions at one end and thermal at the other!



Mikael Rigault loading motor for the final flyoff

Rigault was one of the first to launch, followed by Popescu and Hong Lu in what promised to be good air. There was some energetic chasing of models to flap them. The French were watching their flight on the GPS units showing altitude and assessing the likelihood of making the max – which it eventually achieved with a clocked time of 8.12. When the score cards were collected three people had reached the eight minute max: Andreas Gey (Germany), Marian Popescu (Romania) and Mickael Rigault (France). Hong Lu was in fourth place over a minute behind these three. Gey showed the altimeter trace from his model – descending for about 3 minutes to 30m then almost holding altitude for the rest of the flight, which he claimed was the result of German flapping under the model. He had footed a bill of \$152 for beer for the German team in Dennys to reward their help in reaching the top three.

Like F1A we would now have an early morning flyoff to decide the allocation of the medals between these three. This time it was well communicated that the flyoff would be at the blue line while preparations were starting for F1C at the white line. The streamers showed very light drift away from the orchard. Both the French and German flyers were ready to launch at the start of the round while Popescu had broken a motor and was still winding. Rigault made his usual very powerful vertical launch, while Gey made a less powerful

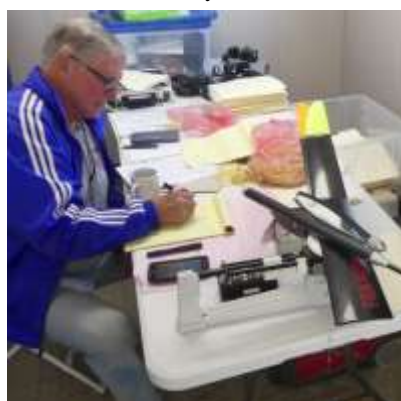
launch as a result of problems with his shoulder. This difference showed in the altitude of the models and they maintained that separation for some time while they drifted towards the orchard, the higher level wind being opposite to that shown by the streamers. Popescu launched later in the round drifting in a slightly different direction but either not so high or in poorer air than the first two. All the models were effectively seen down on to the trees and the times gave Mickael Rigault as the new champion (the first Frenchman to lift the Wakefield Cup since Emmanuel Fillon in 1937 at age 20). He was followed by Andreas Gey second and Marian Popescu in third place. For the second day running we had an F1E flyer taking third place - which might not have happened if they had been distracted by flying F1E at Lost Hills!



Marian Popescu winding for the final flyoff – he does not have a bread that is some tumble weed on the ground behind him!

There had been four teams with full scores leaving the final positions of their team members to determine the order to be Israel, Russia and Poland.

The winning F1B models passed processing, with area calculation eased by the fact that the top two models were



Processing the inking model – not a computer in sight

identical six-panel Stefanchuk models. Stefan himself had flown as defending World Champion and placed seventh, but doubtless with the success of his models partly compensating for not retaining his title.

Again processing of these models continued during the start of the day's contest and from a distance it looked easy for the F1Cs to max. However, Alan Jack had dropped as a result of a bad stall on the glide – not long to wait for the feared *wet fish in the face*. There were more drops in round 2, then the third round was easier with clearer thermals, only to lead into round 4 with more mistakes in air picking Broken full scores included two Aussies Gary Pope and Shayne McDonald coming within a few seconds of a max, and for GBR Mick Lester. The remaining rounds were relatively easy statistically but the final round reduced the full scores by 5 to 23, including one from each of the solid power flying countries Russia, Poland and Ukraine.



Ken Faux launching in round 3

There were no complete team full scores, so the results were determined to be a win for Poland, followed by Russia and a welcome podium for the host nation USA.



John Buskell (Canada) launching

During the afternoon the wind had been stronger than previous days and during the period before the flyoff it was about 5 to 6 m/s. While this is well below the FAI wind speed limit, our concern was that visibility could be impacted by dust picked up by the wind. Not wanting to miss any opportunity the flyoff was arranged for the regular time of 16.60. At 16.15 the wind remained the same and so the start was postponed to 17.00 and then to 17.30. We were keen to get one flyoff during the evening to avoid the problem of getting enough timekeepers for an early morning flyoff for the full 23 flyers. By 17.30 the wind speed was indeed somewhat lower and the flyoff was in good conditions. Most got away cleanly but Furmaniakus (Lithuania) had an obvious over-run, then on his second attempt his model hit the ground at 3 seconds. Jari Valo, who as a CL combat flyer, starts his motor by flicking the prop in the reverse direction, had difficulty tuning his motor. When he

launched the motor hesitated and stopped at about 3 seconds and after a poor transition landed in just over two minutes. Ken Faux had some glide stalls which damped out and glided well in good air. In total 16 had made the six minute max and would re-assemble for a second flyoff early next morning. To be sure of finishing it with a single flyoff the maximum was increased to 12 minutes.

Again we assembled at the blue line with conditions similar to the previous day. However, this time when the models flew they drifted very slightly away from the orchard to give a classic flyoff with the models only flying a short distance out from the line. Ken Faux had problems starting his motor and as the time slipped by he changed models but it was plagued by glide stalls and gave the lowest time in the flyoff, a pity for one of the few non-folding models. The winning time was found to be from Taron Malkhasyan from USA with a time only 6 seconds less than 10 minutes (justifying the decision to extend the max above 10 minutes). He was followed 100 seconds behind Yury Shevdenkov of Canada and Nikloay Rekhin of Russia. Like F1B China just missed a medal and took the fourth place. Taron is the youngest World Champion for a long time and has moved up from the F1P Junior World Championships where he took second place in 2010 and won in 2012.

The reserve day was not needed for anything else after the F1C flyoff and so there was a day to spare before the prize-giving. This was again held at the sports stadium in Lost Hills. There was a large podium that easily accommodated 4 people at each level for the team awards. The trophies had all been received and were placed on the awards table. Initially the Wakefield Cup was without its lid but that was soon found inside the box. Not so easily solved was the Daumerie Trophy for F1A Team. That had been received with the top of the heavy glass trophy damaged. It was accompanied by details of how to claim from US Customs who had inspected the trophy and an implication that they damaged it during inspection. The correct flags were arranged behind the podium for each of award, except that one had to be hastily reversed to be the correct way up. The main problem with the ceremony was the national anthems which were being played from a mobile phone next to the microphone. While this gave variable audio quality the worst problem was selection of the correct anthem. Several times the wrong one was started and the French one was not found at all. The French gave a good rendition of the Marseillaise to overcome the unfortunate deficiency.

Soon afterwards it was time to catch buses which had been provided from three locations to take people to the banquet in Bakersfield. It was held at Crystal Palace which commemorates a country singer Buck Owens. The venue had been taken over for the championships with plentiful seating on three levels. After some recognition of the organising team and a good meal and drinks efficiently served, the stage was taken over by a country band. Although good it was rather limiting for conversation.

The next day most people left for home and to clean the dust from everything. The organisation at the championships had been exceptional and there were no timekeeping problems. This was combined with very good flying weather for the whole period. The only regret is that it might not be possible to do it again in the future because of the age of many modellers in USA.

A relatively small number stayed for the Kotuku Cup with F1A and F1Q flown on the Wednesday and F1B and F1C on the Thursday with the weather remaining similar but becoming warmer. The Kotuku Cup results are given later in this issue after the World Champs results..

1	Mickael Rigault	FRA	1380	360	480	341				
2	Andreas Gey	GER	1380	360	480	313				
3	Marian Popescu	ROU	1380	360	480	240				
4	Hong Lu	CHN	1380	360	401					
5	Or Shabat	ISR	1380	360	301					
6	Albert Bulatov	RUS	1380	360	260					
7	Stefan Stefanchuk	W/C	1380	360	253					
8	Adam Krawiec	POL	1380	360	244					
9	Ari Kutvonen	FIN	1380	360	204					
10	Ladislav Horak	CAN	1380	360	198					
11	Baltsag Erdenedavaa	MGL	1380	360						
12	Tomas Mackus	LTU	1380	351						
13	Didier Barberis	FRA	1380	325						
14	Gilad Mark	ISR	1380	317						
15	Blake Jensen	USA	1380	314						
16	Vegar Nereng	NOR	1380	313						
17	Valentin Savov	BUL	1380	308						
18	Tomasz Lipski	POL	1380	277						
19	Maksim Solodov	RUS	1380	269						
20	Jonathan Segev	ISR	1380	268						
21	Ante Franic	CRO	1380	267						
22	Timur Useynov	RUS	1380	266						
23	Dag Edvard Larsen	NOR	1380	252						
24	Stanislaw Skibicki	POL	1380	236						
25	David Ackery	NZL	1380	235						
26	Tomaz Hribar	SLO	1380	224						
27	Oleg Kulakovsky	UKR	1380	206						
28	Alexander Kulakovsky	UKR	1380	205						
29	Roel Lucassen	NED	1380	195						
29	Christian Andrist	SUI	1380	195						
31	Wiktor Kochanczyk	ESP	1380	192						
32	Soniboj Sabo	CRO	1380	186						
33	Richard Blackam	AUS	1380	183						
34	George Batiuk	GER	1380	178						
35	Ismet Yurtseven	TUR	1380	171						
36	Gerard Willemsen	NED	1380	156						
37	Mykola Kovalenko	UKR	1380	149						
38	Dietmar Piber	AUT	1380	139						
39	Mihaly Varadi	HUN	1380	135						
40	Bela Suranyi	ROU	1380	128						
41	Christian Schwartzbach	DEN	1380	118						
42	Darius Marschall	ESP	239	240	180	180	180	180	180	1379
43	Matti Lihtamo	FIN	240	240	180	174	180	180	180	1374
43	Rolandas Mackus	LTU	240	240	180	180	180	180	174	1374
45	Svetozar Gostojic	SRB	240	229	180	180	180	180	180	1369
46	Kunjiang Dong	CHN	240	226	180	180	180	180	180	1366
46	Eligijus Barkus	LTU	240	240	180	166	180	180	180	1366
48	Mike Woolner	GBR	240	225	180	180	180	180	180	1365
49	Greg Simon	USA	240	222	180	180	180	180	180	1362
50	Jes Nyhegn	DEN	240	240	180	180	180	180	156	1356
51	Tony Mathews	CAN	240	227	180	167	180	180	180	1354
52	Tor Bortne	NOR	209	240	180	180	180	180	180	1349
53	Alex Andriukov	USA	240	208	180	180	180	180	180	1348
54	Mitsuyasu Nakata	JPN	240	240	180	180	147	180	180	1347
54	Per Findahl	SWE	240	240	180	147	180	180	180	1347
56	Quansheng Wei	CHN	240	240	180	180	180	146	180	1346
57	Sangwook Ko	KOR	204	240	180	180	180	180	180	1344
57	Sandis Rosonoks	LAT	240	240	180	180	180	144	180	1344
59	Viktors Rosonoks	LAT	240	240	180	180	180	143	180	1343
60	Tommi Isotalo	FIN	240	240	180	180	141	180	180	1341
61	Bror Eimar	SWE	240	240	180	180	140	180	180	1340
61	Oskar Findahl	SWE	240	240	180	140	180	180	180	1340
63	Branko Bijelic	SRB	198	240	180	180	180	180	180	1338
64	Alejandro Fernando Marchese	ARG	240	203	180	180	180	180	172	1335
64	Yonggil Park	KOR	240	195	180	180	180	180	180	1335
66	Luka Hribar	SLO	240	240	180	134	180	180	180	1334
67	Vladislav Urban	CZE	240	183	180	180	180	180	180	1323
68	Oskars Grigals	LAT	231	240	180	131	180	180	180	1322
68	Batsuuri Sukhbat	MGL	240	240	141	180	180	161	180	1322
70	Juan Fernando Giol	ARG	240	236	180	180	180	122	180	1318
70	Jean-Luc Bodin	FRA	240	240	180	118	180	180	180	1318
72	Mijiddorj Gongor	MGL	240	177	180	180	180	180	180	1317

73	Peter Monninghoff	GER	240	240	180	180	180	180	112	1312
74	Pawel Pietrzak	GBR	240	190	180	158	180	180	180	1308
75	Luis Bautista	NED	240	189	158	180	180	180	180	1307
76	Craig Hemsworth	AUS	240	240	180	180	180	180	105	1305
76	Bojan Gostojic	SRB	240	193	165	180	180	180	167	1305
78	Paul Squires	NZL	216	187	180	180	180	180	180	1303
79	Gary Goodwin	AUS	240	225	180	180	180	85	180	1270
80	Cameron Ackerley	CAN	205	240	180	126	146	180	180	1257
81	Alfred Andrist	SUI	240	240	180	180	116	118	180	1254
82	Graham Lovejoy	NZL	155	240	175	180	180	138	180	1248
83	Claudio Ariel Fabris	ARG	240	125	180	156	180	180	180	1241
84	Vinko Tomljanovic	CRO	240	191	139	180	180	114	180	1224
85	Martin Hartl	CZE	240	79	180	180	180	180	180	1219
86	Miguel Cantos	ESP	240	151	180	151	156	159	180	1217
87	Tomonori Sato	JPN	240	240	180	180	180	0	180	1200
88	Mitsuhiro Kogano	JPN	240	108	180	130	180	180	180	1198
89	Phil Ball	GBR	240	208	180	12	180	180	180	1180
90	Franz Wutzl	AUT	95	240	180	180	111	180	180	1166
91	Dominik Andrist	SUI	212	194	180	180	180	33	180	1159
92	Vincze Sandor-Geza	ROU	175	143	156	139	180	155	180	1128
93	Lubomir Drobisz	CZE	133	174	125	180	180	89	180	1061
94	Kayhan Celen	TUR	196	240	115	177	0	144	180	1052
95	Genko Petrov	BUL	167	156	97	99	180	141	180	1020
96	Mehmet Saim Gurer	TUR	13	85	56	180	180	180	115	809
Number of maximum in each round			81	69	86	79	88	80	89	
Number of full scores up to each round			81	60	59	53	49	45	41	

F1B team results

1	Israel	ISR	4140	1	1	1	1	1	1	1	5	14	20	39
2	Russia	RUS	4140	1	1	1	1	1	1	1	6	19	22	47
3	Poland	POL	4140	1	1	1	1	1	1	1	8	18	24	50
4	Ukraine	UKR	4140	1	1	1	1	1	1	1	27	28	37	92
5	Lithuania	LTU	4120	1	1	1	7	6	6	5	12	43	46	101
6	Norway	NOR	4109	22	13	13	10	9	7	6	16	23	52	91
7	Finland	FIN	4095	1	1	1	6	10	8	7	9	43	60	112
8	China	CHN	4092	1	11	11	7	6	9	8	4	46	56	106
9	USA	USA	4090	1	16	15	11	11	10	9	15	49	53	117
10	France	FRA	4078	1	1	1	13	13	11	10	1	13	70	84
11	Germany	GER	4072	1	1	1	1	1	1	11	2	34	73	109
12	Netherlands	NED	4067	1	17	16	14	14	12	12	29	36	75	140
13	Sweden	SWE	4027	1	1	1	15	17	14	13	54	61	61	176
14	Mongolia	MGL	4019	1	18	21	18	16	16	14	11	68	72	151
15	Serbia	SRB	4012	24	22	22	20	18	15	15	45	63	76	184
16	Latvia	LAT	4009	20	10	10	12	12	17	16	57	59	68	184
17	Canada	CAN	3991	23	14	14	19	21	18	17	10	51	80	141
18	Croatia	CRO	3984	1	15	18	17	15	19	18	21	32	84	137
19	Spain	ESP	3976	19	20	19	21	20	20	19	31	42	86	159
20	Australia	AUS	3955	1	12	12	9	8	13	20	33	76	79	188
21	New Zealand	NZL	3931	27	26	25	22	22	21	21	25	78	82	185
22	Argentina	ARG	3894	1	24	24	23	23	22	22	64	70	83	217
23	Romania	ROU	3888	25	25	26	25	25	23	23	3	40	92	135
24	United Kingdom	GBR	3853	1	21	20	26	26	24	24	48	74	89	211
25	Switzerland	SUI	3793	21	19	17	16	19	25	25	29	81	91	201
26	Japan	JPN	3745	1	23	23	24	24	26	26	54	87	88	229
27	Czech Republic	CZE	3603	26	27	27	27	27	27	27	67	85	93	245
28	Turkey	TUR	3241	30	28	28	28	28	28	28	35	94	96	225
29	Denmark	DEN	2736	28	29	29	29	29	29	29	41	50		91
30	Slovenia	SLO	2714	28	29	29	30	30	30	30	26	66		92
31	Korea	KOR	2679	31	31	31	31	31	31	31	57	64		121
32	Austria	AUT	2546	33	32	32	32	32	32	32	38	90		128
33	Bulgaria	BUL	2400	32	33	33	33	33	33	33	17	95		112
34	Hungary	HUN	1380	34	34	34	34	34	34	34	39			39

F1C Individual results

1	Taron Malkhasyan	USA	1380	360	594
2	Yury Shvedenkov	CAN	1380	360	490
3	Nikolay Rekhin	RUS	1380	360	478
4	Jun Liao	CHN	1380	360	464
5	Ulzii Erdenebayar	MGL	1380	360	454
6	Danas Babenskaskas	LTU	1380	360	421
7	Mariusz Gasiorowski	POL	1380	360	406
8	Faust Parker	USA	1380	360	374
9	Ezra Shemesh	ISR	1380	360	364
10	Rostislav Pecherskiy	CAN	1380	360	341

11	Avirmed Amar-Otgon	MGL	1380	360	338					
12	Martin Larsson	SWE	1380	360	324					
13	Yuan Gao	CHN	1380	360	315					
14	Ken Faux	GBR	1380	360	270					
15	Michael Sondhass	GER	1380	360						
15	Branko Bijelic	SRB	1380	360						
17	Valtteri Niiranen	FIN	1380	347						
18	Miguel Dupont	FRA	1380	287						
19	Mario Fernando Palmieri	ARG	1380	268						
20	Marek Roman	POL	1380	245						
21	Jari Valo	FIN	1380	127						
22	Virginijus Furmaniukas	LTU	1380	3						
23	Ricardo Mario Palmieri	ARG	1380							
24	Serhiy Katyba	UKR	240	240	180	176	180	180	180	1376
25	Gary Pope	AUS	240	240	180	172	180	180	180	1372
26	Sergey Podlesnyy	KAZ	240	240	180	180	180	171	180	1371
27	Shlomo Najari	ISR	240	240	180	169	180	180	180	1369
28	Pijus Furmaniukas	LTU	240	240	180	166	180	180	180	1366
29	Roy Summersby	AUS	240	240	180	180	180	158	180	1358
30	Edward Burek	POL	240	240	180	180	180	180	156	1356
31	Aleksandr Vyazov	RUS	240	240	180	180	180	180	143	1343
32	Shayne Mcdonald	AUS	240	240	180	178	180	141	180	1339
32	Dragan Lakic	SRB	240	240	180	149	170	180	180	1339
34	Oleg Gryshkov	UKR	240	240	180	176	180	180	133	1329
35	Francois Ducassou	FRA	240	240	180	180	180	128	180	1328
35	Jeff Ellington	USA	240	234	180	134	180	180	180	1328
37	Jun Ping Shi	CHN	240	240	180	180	143	180	158	1321
38	Viaheslav Alexandrov	UKR	240	240	180	180	180	180	119	1319
39	Mick Lester	GBR	240	240	180	169	120	180	180	1309
40	Jermol Darijo	CRO	156	240	180	180	180	180	180	1296
41	Dittmar Meissnest	GER	240	195	180	180	133	180	180	1288
41	Mijiddorj Gongor	MGL	148	240	180	180	180	180	180	1288
43	Kazumasa Sekizawa	JPN	240	240	180	180	180	180	83	1283
44	Timo Niiranen	FIN	240	240	180	133	124	180	180	1277
45	Claus-Peter Wachtler	GER	189	240	180	126	180	180	180	1275
46	Uri Zilbershtain	KAZ	240	240	180	180	180	180	73	1273
47	John Buskell	CAN	240	240	180	180	180	120	110	1250
48	Larisa Savukhina	RUS	240	240	94	150	180	148	180	1232
49	Peter Maurer	SUI	240	236	180	180	180	33	180	1229
50	Alan Jack	GBR	109	219	180	180	180	166	180	1214
51	Gauthier Briere	FRA	218	240	133	180	180	120	133	1204
52	Ziva Kovacki	SRB	240	230	160	26	180	180	180	1196
53	Yaakov Itzhakov	ISR	240	166	25	169	180	180	180	1140
54	Tetsuji Masuda	JPN	240	203	140	180	180	26	82	1051
55	Maurico Zito	ARG	240	38	180	24	180	180	180	1022
56	Miguel Cantos-Luna	ESP	0	157	73	180	180	98	152	840
57	Yaroslav Vasilyev	BLR	240	186	180	158	0	0	0	764
Number of maximum in each round			51	47	51	41	51	45	45	
Number of full scores up to each round			51	43	42	33	32	28	23	

World Championship Challenge

		Total time	F1A time	F1B time	F1C time
1	Poland	12248	3992	4140	4116
2	Russia	12229	4134	4140	3955
3	USA	12142	3964	4090	4088
4	Ukraine	12115	3951	4140	4024
5	Israel	12096	4067	4140	3889
6	Finland	12059	3927	4095	4037
7	Lithuania	12038	3792	4120	4126
8	France	11960	3970	4078	3912
9	Germany	11946	3931	4072	3943
10	Canada	11900	3899	3991	4010
11	China	11842	3669	4092	4081
12	Serbia	11818	3891	4012	3915
13	United Kingdom	11741	3985	3853	3903
14	Australia	11709	3685	3955	4069
15	Mongolia	11624	3557	4019	4048
16	Argentina	11621	3945	3894	3782
17	Sweden	9468	4061	4027	1380
18	Switzerland	8862	3840	3793	1229
19	Croatia	8642	3362	3984	1296
20	Netherlands	8198	4131	4067	
21	Latvia	8015	4006	4009	
22	Romania	7951	4063	3888	
23	Czech Republic	7647	4044	3603	
24	Japan	7459	1380	3745	2334
25	Spain	7442	2626	3976	840
26	Turkey	7269	4028	3241	
27	Slovenia	6551	3837	2714	
28	Bulgaria	6318	3918	2400	
29	Austria	6306	3760	2546	
30	Denmark	6287	3551	2736	
31	Hungary	5232	3852	1380	
32	New Zealand	5131	1200	3931	
33	Belarus	4835	4071		764
34	Norway	4805	696	4109	
35	Slovakia	4031	4031		
36	Korea	3970	1291	2679	
37	Kazakhstan	3756	1112		2644
38	Bosnia-Herzegovina	2377	2377		

Kotuku Cup of New Zealand, Lost Hills, California, USA, October 23-24

F1A 57 flew 28 full scores

1	P Findahl	SWE	1380	+360	+429
2	E Ragot	FRA	1380	+360	+388
3	F Adametz	GER	1380	+360	+386
4	D Fric	CZE	1380	+360	+355
5	I Bezak	SVK	1380	+360	+351
6	F Neyra	ARG	1380	+360	+336
6	L Biteznik	SLO	1380	+360	+336
8	P Mitchell	AUS	1380	+360	+331
9	K Bauer	USA	1380	+360	+324
10	M Rossen	NED	1380	+360	+286
11	T Bonchev	BUL	1380	+360	+255
12	Y Grushkovskiy	UKR	1380	+316	

F1A-Junior 2 flew 2 full scores

1	V Rossler	CZE	1380	+158
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F1B 36 flew 21 full scores

1	B Booth	USA	1380	+360	+423
2	I Yurtseven	TUR	1380	+360	+380
3	W Quansheng	CHN	1380	+360	+372
4	M Hartl	CZE	1380	+360	+356
5	A Bulatov	RUS	1380	+357	
6	W Ghio	USA	1380	+354	
7	R Lucassen	NED	1380	+345	
8	V Savov	BUL	1380	+342	
8	B Eimar	SWE	1380	+342	
10	M Solodov	RUS	1380	+338	

F1B-Junior 1 flew

1	B Jiang	USA	1001
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F1C 15 flew 11 full scores

1	N Rekhin	RUS	1380	+360	+428
2	M Gongor	MGL	1380	+360	+348
3	R Palmieri	ARG	1380	+360	+312
4	M Sondhaus	GER	1380	+360	+310
5	L Gantulga	MGL	1380	+360	+292
6	S Katyba	UKR	1380	+360	+249

F1Q 5 flew

1	R Sifleet	USA	1380
2	J Murphy	USA	1341
3	T Ioerger	USA	1307

TROFEO CITTA DI CAPANNORI, PADULE , ITALY, OCTOBER 5-6

F1A 15 flew

1	M Hrast	SLO	1020	+420	+389
2	F Vassallo (J)	ITA	1020	+420	+373
3	E Thevenon (J)	FRA	1020	+26	
4	T Strobel	GER	1010		
5	V Brussolo	ITA	994		
6	D Echivard	FRA	985		

F1A-Junior 4 flew 2 full scores

1	F Vassallo	ITA	1020	+420	+373
2	E Thevenon	FRA	1020	+26	

F1B 18 flew 6 full scores

1	A D'atti	ITA	1020	+282
2	E Gorban	UKR	1020	+185
3	S Tedeschi	FRA	1020	+167
4	B Jaquemin	FRA	1020	+160
5	J Pegonzi (J)	ITA	1020	+126
6	M Kusterle	ITA	1020	+86

F1B-Junior 4 flew

1	J Pegonzi	ITA	1020	+126
2	L Morandini	FRA	667	

F1C 4 flew 2 full scores

1	G Venuti	ITA	1020	+140
2	F Gradi	ITA	1020	+130

F1Q 4 flew

1	F Ceccarini	ITA	1020
2	V Facchini	ITA	982

NEWS FROM BMFA FF TECH COMMITTEE

All correspondence re this news to the FFTC Chairman:

Mike Woodhouse, 12 Marston Lane, Eaton, Norwich, Norfolk NR4 6LZ. email - michaelwoodhouse1942@gmail.com

The FFTC met at BMFA Office Leicester on the 25 September 2019.

2020 FFTC

Once again there was not a need for a vote for the three positions on the committee that are up for election for 2020. The only applications received were from Steve Philpott, Mike Woodhouse and Ken Faux, they will serve a two year term. Phil Ball, John Carter and Mark Benns have another year on their current term.

Apologies

We would like to apologise that the date of the 6th Area Event was wrongly advertised on BMFA News. The date was changed earlier in the year due to the need to rearrange contests around the filming at Salisbury Plain. The date was correct on the FFTC Calendar but the old date unfortunately remained on BMFA News event calendar.

Contest Rules

Following limited and mixed feedback from our call for your thoughts the FFTC unanimously decided that the proposals regarding fly off times would not alter. In summary the only changes to the Free Flight Rule book for 2019 are as follows:

Section 3.2.4.1(e) The 'meeting' (over 2 days) shall cease after a maximum of 10 rounds (not including fly offs). A minimum total of 5 rounds must be completed at the 'event' for the team selection process to be valid. If the 'reserve meeting' is required the 'event' shall not exceed 10 rounds (cumulative with the previous meeting's rounds). e.g. 4 rounds flown in meeting, therefore maximum 6 additional rounds flown over the 'reserve meeting' to make a total 10 rounds.

3.2.4.2 - The number of F1E events has been reduced to 3 and the requisite number of results to count reduced to 2.

Section 3.13 - E.30 - The lithium cells capacity has been increased from maximum 70mAh to maximum 75mAh.

2020 Calendar

The details of the 2020 Calendar are still being finalised. It will be published in the next Newsletter.

BMFA 6TH AREA MEETING, SEPTEMBER 15

F1A 15 flew

1	S Darman	Birmingham	12.19
2	J Williams	Birmingham	11.58
3	R Jack	MFFC	11.40
4	G Beal	Morley	11.35
5	C Foster	Morley	9.56
6	S Church	CVA	9.49
7	D Cox	Crookham	8.29
8	R Marking	CVA	7.57

P30 6 flew

1	P Hall	Crookham	6.00
2	S Fielding	Morley	5.53
3	P Gibbons	Peterborough	5.33
4	C Redrup	Crookham	5.19

Vintage Rubber / Power 2 flew

1	S Willis	Croydon	6.52
2	A Winter	CVA	2.30

F1Q UK 10 flew

1	P Watson	MFFC	12.30	+3.51
2	C Redrup	Crookham	12.02	
3	T Grey	Crookham	11.26	
4	T Shepherd	Crookham	9.24	
5	R Marking	CVA	8.44	

SLOP 5 flew

1	P Ball	Grantham	7.50	+3.13
2	P Watson	MFFC	6.54	
3	S Dixon	Birmingham	6.05	

Tailless 10 flew

1	A Powis	CVA	7.26
2	M Doyle	Belfast	6.59
3	S Willis	Croydon	6.41
4	T Challis	Crookham	6.18
5	J Northrop	Morley	5.34
6	D Taylor	Grantham	4.58

Combined Glider 2 flew

1	G Peck	C/M	6.18
2	D Cox	Crookham	6.52

Combined Rubber 5 flew

1	P Ball	Grantham	7.30	+4.40
2	D Beals	Croydon	7.30	+3.40
3	M Marshall	IVC MAC	7.13	

Combined Power 2 flew

1	S Dixon	Birmingham	7.30	4.42
2	T Payne	Biggles	7.30	+4.04

Combined Electric 4 flew

1	T Grey	Crookham	7.30	+4.42
2	T F Payne	Biggles	7.30	+0.07
3	D Ginns	MHNAC	7.30	

CAT/HLG 2 flew

1	G Percival	Grantham	4.11
2	M Peters	Crookham	3.23

BMFA 7TH AREA MEETING, SEPTEMBER 22

Classic Glider 8 flew

1	C Foster	Morley	7.30
2	S Barnes	Morley	7.22
3	S Fielding	Morley	6.39
4	C Strachan	Biggles	6.38
5	G Beal	Morley	6.29

Classic Rubber/Power 14 flew

1	P Ball	Grantham	7.30	+4.10
2	E Challis		7.30	+3.30
3	D Cox	Crookham	7.30	+3.11
4	S Barnes	Morley	7.30	
4	S Willis	Croydon	7.30	
4	A Powis	CVA	7.30	
7	C Foster	Morley	7.14	
8	R Vaughn	Crookham	6.46	

Combined Glider 6 flew

1	G Peck	C/M	7.21
2	S Bowles	Vikings	6.32
3	D Oldfield	Vikings	5.44
4	B Halford	Vikings	4.55

Combined Power 1 flew

1	T Payne	Biggles	7.30	+3.34
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Combined Rubber 12 flew

1	C Redrup	Crookham	7.30	+5.41
2	J Paton	Crookham	7.30	+5.32
3	S Willis	Croydon	7.30	+1.58
4	C Foster	Morley	7.30	
4	P Woodhouse	Morley	7.30	
4	M Marshal	Impington	7.30	
7	A Winter	CVA	5.00	

Rubber Team Result

1	Redrup, Paton	Crookham	15.00	+11.13
2	Foster, Woodhouse	Morley	15.00	
3	Jellis, Elliott, Thomson	Croydon	5.20	

Combined Electric 3 flew

1	T Payne	Biggles	7.30	+3.39
2	M Cook	Crawley	7.30	+2.04
3	G Warburton	Morley	6.07	

Combined HLG/ CAT 6 flew

1	P Ball	Grantham	6.14
2	I Clarke	C/M	5.29
3	G Percival	Grantham	4.24
4	K Taylor	East Grinad	3.23

F1C 1 flew

1	A.Jack	12.30	4.11
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BMFA 8TH AREA MEETING, OCTOBER 6

Combined Glider - Model Engineer Trophy 8 flew- (Team)

1	G Beal	Morley A	7.30
2	J Carter	Grantham	6.51
3	C Foster	Morley A	6.31
4	G Peck	C/M	6.11
5	G Oulds	Crawley A	3.34

Glider Team Results

1	Beal, Foster	Morley	14.01
2	Oulds, Cameron	Crawley	6.08
3	Etherton, Hook	Crookham	3.09

Combined Power 1 flew

1	T F Payne	Biggles	7.27
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Combined Electric 3 flew

1	T F Payne	Biggles	6.39
2	P Watson	MMFC	2.31

HLG/CLG 5 flew

1	P Ball	Grantham	4.37
2	G Percival	Grantham	3.43
3	K Taylor	East Grinstead	3.43
4	M Cook	Crawley	3.15

Mini Vintage 2 flew

1	S Willis	Croydon	5.47
2	D Taylor	Grantham	5.46

F1B Duce 8 flew

1	B R Peers	Grantham	11.55
2	T Grey	Crookham	6.26
3	P Uden	Crookham	4.55
4	J Northrop	Morley	4.23
5	J Paton	Crookham	1.38
6	B Cleasby	Morley	1.23

SLOP - Frog Senior Trophy 5 flew

1	P Woodhouse	Morley	7.30	+0.46
2	S Barnes	Morley	6.27	
3	R Vaughn	Crookham	6.26	

PLUGGE FINAL RESULTS

		6 th Area			7 th Area			8 th Area			Total
		F1A	F1Q	Tailless	TR	Clas G	Clas RP	C/G	F1B	SLOP	
1	Morley	153	60	90	150	189	136	175	99	180	3115
2	Crookham	87	170	110	192	55	179	37	162	80	2645
3	CVA	120	60	100	50	11	122				1072
4	Croydon	13	70	80	125		79				884
5	Midland FFC	87	100								730
6	Biggles		20			67					682
7	Grantham			50			121	87	100	40	600
8	Birmingham	193									473
9	Bristol & West					44					339
10	Peterborough										294
11	East Grinstead										223
12	Vikings			20							200
13	Crawley							87			168
14	Belfast			90							90
15	Impington				75						75
16	Scotia										58
17	MHMAC										50

SOUTHERN COUPE LEAGUE

Final Round, Coupe Europa, Salisbury Plain, October 19

By Peter Hall

We all know how to win coupe competitions don't we? For non-FAI events all we have to do is -

1. Trim and prepare adequate models, new rubber motors, spares and equipment thoroughly
2. Arrive at the event early and enter.
3. Concentrate and check everything for every flight.
4. Be patient and pick reasonable air.
5. Launch as practiced in the right direction.
6. Have average luck.
7. Have stamina and determination

This recipe is not very demanding but at this event as at so many others it was not followed very closely. Alan Brocklehurst demonstrated its efficacy (although his model is

more than adequate) taking first place with a faultless performance.

Despite gloomy predictions the weather was fair. Eleven entrants attempted five rounds from a line with a two minute max. For rounds one and two the sky was clear, with a weak sun, wet grass and a cool light westerly breeze. The score sheet reflects these benign conditions with seven maxing round one and five, round two as the air became a touch more frisky. The afternoon was cloudy and the breeze veered, now rolling down death valley taking several flights with it. There were two maxes in round four and three in five reflecting this deterioration.

Richard Fryer dropped three flights but took second place. He made no mistakes but found the air difficult to read. After taking three maxes Ken Taylor launched two minutes before the hooter for round four and the flight was disqualified. It was a max. and he dropped the repeat flight - of course. His fifth was pulled down over the valley and he took third place. Gavin Manion in fourth, maxed his first two then seeing Chris Redrup's Etienvre rocketing away in good air waited too long and launched in the following sink with disastrous results. Flights four and five were near maxes.. He flew his new locked - down coupe which has some Etienvre characteristics and a

tubular spar wing flying right / left. He says It glides better than previous models but needs more trimming. So far then, only one mistake (item 3 above) the sub maxes due to poor air (items 4 and 6) Don Thomson admits he did no preparation (item 1) and also found the air difficult. He threw into the ground for one attempt infringing item 5. Despite this he came fifth. Martin Stagg in sixth place had a disappointing start. No great surprise because he was trimming his model flagrantly contravening item 1. He then took a max and two very near misses showing what might have been. Jim Paton took two maxes. and nearly a third with his Bukin after dropping badly in round two in poor air. He mended a broken wing - tip then crashed the Bukin into a bush breaking the boom and the wing. The fully wound motor then exploded in his replacement model's fuselage so he tried his Etienvre, unflown for years, in round five. It 'climbed horizontally' then glided at minus twenty degrees for 28 seconds. He took seventh place and contravened items 1, 3, 4 and 6.

Peter Hall was eighth with two maxes, two very bad launches, one flight pulled down after a good climb and a round five drop-out. (articles 5,6, and 7) Roy Vaughn used to top the coupe scoreboard regularly but has spent the last few years concentrating on power models to the exclusion of trimming and preparing coupes. Inevitably the bugs had got into his systems and he crashed twice on the burst and had a prop mis-fold ruining a glide. He retired after round four after breaking two models and losing confidence in his third. (items 1,3 and 6) Peter Jellis maxed round one but dropped two in bad air, then coupe - swooped into the ground in round three. He discovered a broken root rib had cancelled his wing wash-in. He declined rounds four and five. He confesses to contravening items 1 and 7. breaking many motors with suspect rubber. Finally we have Chris Redrup flying a Ted Tyson coupe not yet fully checked out (item 1). The model dived in off the burst with what he

thinks was a broken tail mount. He retired to fly in and to win the vintage coupe competition with his ever reliable Etienvre.

In summary it is obvious that poor air -picking and bad luck are by far the main reasons for failure as we all would expect, and not surprisingly preparation comes second with six instances. Pre-flight checking and launching accounted for three failures each and there were two examples of insufficient determination. The awful weather, cancellations and lack of trimming opportunities this year might explain dwindling participation and poor preparation. So there you are then, wasn't that helpful? We'll all know what to do next time which is at the first round of next year's league La Grande Coupe de Birmingham at North Luffenham on December 1st.

Team Bristol and West (Alan Brocklehurst. and Martin Stagg.) won the Flitehook Trophy with Croydon second and Crookham third. The Southern Coupe League Trophy was won by Peter Hall, one point ahead of Gavin Manion in second. Don Thomson took third place. Jim Paton won the Golden Spoon Award for the most original mistake of the season.

		maxes	score
1	A Brocklehurst	5	17
2	R Fryer	2	11
3	K Taylor	3	11
4	G Manion	2	9
5	D Thomson	2	8
6	M Stagg	1	6
7	J Paton	2	6
8	P Hall	2	5
9	R Vaughn	1	3
10	P Jellis	1	2
11	C Redrup	0	0

Final League

			Coupe De Brum	Area 1	Odiham	Oxford Rally	Southern Gala	Crookham Gala	Coupe Europa	Total
1	P Hall	Crookham			12	8	15	10	5	50
2	G Manion	Birmingham	3		15	15		7	9	49
3	D Thomson	Croydon			11	12		6	8	37
4	A Brocklehurst	Bristol & West			6	4		5	17	32
5	B Hobbs	Oxford			1	10	9	3		23
6	R Fryer	Oxford						11	11	22
7	C Redrup	Crookham			5			15		20
8	A Moorhouse	Vikings	8	9						17
9	J Paton	Crookham			8			2	6	16
10	P Ball	Grantham	14							14
10	K Taylor	East Grinstead			3				11	14
12	S Willis	Croydon		12						12
13	W Dennis	MFFG	10							10
13	R Vaughn	Crookham			7				3	10
15	C Foster	Morley	9							9
16	P Uden	Crookham		8						8
17	T Shepherd	Crookham						7		7
18	M Marshall	Impington	6							6
18	R Elliott	Croydon				6				6
18	J White	Croydon				6				6
18	M Stagg	B&W							6	6
22	M Bennis		5							5
22	R Oldridge	C/M				5				5
24	P Woodhouse	Morley	4							4
25	E Challis	Crookham			2					2
25	P Jellis	Croydon							2	2
27	R Tiller	Bournemouth								0

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