Free Flight news

FFn

CONTENTS

CIAM Plenary Meeting, March 23 to 25	38
Maxmen, Lost Hills, USA, Feb 18 to 19	39
Philippe Lepage , Viabon , France, February 25	40
Bear Cup , Pori , Finland, March 11	40
Holiday on Ice, Gjovik, Norway, Mar 18-19	41
Isaacson Winter Classic,Lost Hills,Feb 11-13	41
BMFA Second Area Centralised event, March 5	41
Correspondence	41
FF Trimming on Salisbury Plain	43
News from BMFA FF Tech committee	43
Free Flight Buffet Sunday at the Nationals	44
UK Competition News	44
Noticeboard	44

DIARY

April 2 Area Venues	BMFA 3rd Area. O/G, F1B (Weston/Plugge), F1J/BMFA½A (Plugge), HLG, Catapult Glider.
April 8-9 Salisbury Plain	BMFA FF Trimming. Must be on security list, see this issue. Call Peter Tribe on 01225 862748 on the Friday to confirm.
April 8-9 Oberkotzau, Germany	Föhrlberg Cup (8th), World Cup (9th) F1E World Cup events. P Kuttler,Schneebergstr 26, 95145 Oberkotzau, Germany, tel +49 (0) 9286 6187 peter-kuttler@web.de
April 14 (Good Friday) Church Fenton	BMFA Northern Gala. O/G (CMA), O/R (Caton), O/P(Hamley), SLOP (Falcons), F1G, F1H, F1J/BMFA½A, Mini-vint, CO_2, E30, HLG, Cat.G. D Davitt 0113 2675433
April 14-17 Naranderra, NSW, Australia	Australian Free Flight Championships. F1A, F1B, F1C. World Cup. Contact: Phil Mitchell, tel: +61 2 43 84 32 17, fax: +61 2 43 67 8316, filnoels@bigpond.net.au
April 15-16 Salisbury Plain	BMFA FF Trimming. See entry April 8-9.
April 16-17 Woodbury Common	Devon Rally. See FFn 0602. Sun: Classic G, Classic R (B'mth rules), Classic P, Mini Vint (BMFA rules), Brit.P comb with ½A/F1J. Mon: O/G,O/R, OP/SLOP, O.vint R, O.vint P, O.vint G. Start each day l0am. Contact: Ron Marking, 01209 213254
April 17 (Easter Monday) Church Fenton	Vintage, Pannet and Kay. Contact and CD: Joe Northrop 0113 2581292.
April 17 Middle Wallop	Fun Flying and trimming day. See FFn 0604.
April 18-19 Naranderra, NSW, Australia	Southern Cross Cup. F1A,F1B,F1C World Cup. Tann Stowe, t: +61 24 75 41 334, fax: +61 2475 41334, stowes@ozemail.com.au
April 22 Lucenec, Slovak Republic	City Cup of Lucenec. F1A, F1B, F1C. World Cup. Stefan Hubert, Malinovskeho 5, 98403 Lucenec, Slovak Rep, t +421 47 433 0213, e: butorova@stonline.sk, web: http://www.zmos.org
April 22-23 Salisbury Plain	BMFA FF Trimming..
April 23 Lodge Farm	Lodge Farm. Brit P, Vint Glider, P30 v Vint Coupe, Vint up to 25" rubber, catapult glider. Contact Bill Cox 01775 767599.
April 24-26 Omarama, New Zealand	Kotuku Cup. F1A, F1B, F1C. World Cup. Robert Wallace, tel +64 68784993, fx: +64 6 878 4993, robandtina@freenet.co.nz
April 28-30 Omarama, New Zealand	Omarama Cup. F1A, F1B, F1C. World Cup. Contact: Chris Murphy, tel: +64 3 374 33 84, fax: +64 3 374 33 94, email: chrismurphy@inet.net.nz
April 29-30 Madziunai, Lithuania	Estonian FF Cup. F1A, F1B, F1C World Cup. Aavo Koppel, tel +372 504 88 86,fx: +3726405701 aavo.koppel@suprema.com Web: http://www.mudellend.ee
April 29-30 Rana near Louny, Czech Republic	2 F1E. World Cup. Contact: Miloslav Nechanicky, SNP 2063, 440 01 Louny, Czech Republic, tel: +420 415 655 894
April 30 Madziunai, Lithuania	Baltic Cup. F1A, F1B, F1C. World Cup. Rolandas Mackus, tel +370 687 260 02, fx +370 68969181 rolandasmackus2vytrolma.lt
April 30-May 1 (May Day) Salisbury Plain	London Area Gala. 30th: O/R, O/G, O/P & SLOP comb, O/E, CO2, F1E, Club Champs. 1st: F1G, F1H, F1J/BMFA½A, E30, CO2. Martin Dilly 0208 777 5533
May 6-7 Newbigging	Sat: Steel Cup Comb F1A/F1B. Sunday: Classic Power Contact Jim Arnott 01383 510279, arnott.downside@btinternet.com

7 Ashley Road, Farnborough, Hants, England GU14 7EZ ffn@btinternet.com

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

CIAM PLENARY MEETING, MARCH 23 TO 25

Report by Ian Kaynes

The annual meeting of CIAM (the Aeromodelling Commission of the FAI) was held in Lausanne on March 23 to 25 in the Olympic Museum.

As usual, CIAM Bureau meeting was held on the first day, the technical meetings and some Plenary business on March 24th, and the Plenary meeting (at which the binding decisions are made according to the votes of national delegates) on March 25th. As chairman of the Free Flight Subcommittee (FFSC) I chaired the FF Technical meeting (FFTM) on the second day.

The FFTM was attended by:

Wilhelm Kamp	Austria
Cenny Breeman	Belgium
Valentin Savov	Bulgaria
Ivan Horejsi	Czech Republic
Pierre Chaussebourg	France
Andras Ree	Hungary
Claudio Bognolo	Italy
Anselmo Zeri	Netherlands
Martin Dilly	New Zealand
Pawel Wlodarczyk	Poland
Dorota Wlodarczyk	Poland
Mikhail Zanciu	Romania
Kurt Sager	Switzerland
Jim Andrews	UK
Ian Kaynes	UK
Victor Stamov	Ukraine
George Batiuk	USA

The specific free flight items from the meeting are described here, including the comments in the FFTM and the final decisions by the Plenary meeting. All the changes which were agreed will be effective from January 1 2007.

CIAM rules

A Bureau proposal to relax the current four-year cycle of rule freezes on the model specification of official classes was adopted so that in future changes can be made every two years. Changes will be allowed such that they become effective on January 1st of the years in which the model class does not have a World Championships.

Attempt Rule

Germany proposed to delete the condition "and the flight was not terminated by dethermalising" from the definitions of a 20 second attempt in paragraphs 3.1.5.f, 3.2.5.b, 3.3.5.c. This was accepted by the Plenary meeting, to be effective from January 2007, and also accepted my suggestion from the Technical Meeting that the changes be applied as local rule changes at the 2006 European and Junior World Championships. Each item now states that the relevant reason for an attempt reads simply "The duration of the flight is less than 20 seconds". At the TM there was also discussion about the continued illogical nature of the 20 second attempt rule.

Indoor Rules

There were a number of proposals from the Free Flight Subcommittee on processing and running competitions for indoor models. Three simple ones were passed:

- a small change to B.15.8 to clarify that there is no need to have numbers on F1D models
- to remove the requirement in B.15.9 that indoor models must be marked for identification and require instead that the model be processed before flight and the motor weighed before or after the flight
- to modify 3.4.3 to allow the organisers to define round times and for competitors to have one official flight in each round

The Subcommittee had also proposed that reflights for collisions (3.4.6) or steering fouling (3.4.7) were to be made during the round in which the incident occurred or during the following round. In the Technical Meeting this was opposed because it would for restrict a competitor's options and the two proposals were reduced to a single clarification changing a sentence in 3.4.6 from "The reflight must be flown before the next official flight" to a more precise wording "The reflight must be flown before his next official flight". This modification was accepted by the Plenary meeting.

F1P rules

Germany proposed to reduce the motor run for F1P from 10 seconds to 7 seconds. Apart from performance, one aspect of the reasoning was that powerful Cyclone motors accelerate models to such a speed that they need a trim change to control a 10 second run, but this is not allowed by F1P rules. However, the Technical Meeting thought that it was rather early in the life of F1P to change it and so opposed the change.

Germany had also proposed that F1P rule 3.P.2 should include "Engine to be run only with the competitor wearing ear protection." The Technical Meeting was not impressed by this, noting such factors that the noise also affects timekeepers and helpers, that it was too much of a 'nanny state' sort of legislation, and also that teenagers willingly exposed themselves to very load music.

Germany withdrew the proposals from the Plenary meeting. Unfortunately, Gerhard Wobbeking had been unable put the German views to the FFTM since he was chairing the CIAM Education Subcommittee meeting at the same time.

Electric Free Flight F1Q

France had resubmitted their proposals for electric models with close control of wing area and a minimum weight of 500g. This was the same as had been tabled last year, in competition with the other proposals that had lead to the F1Q rules. The FFTM unanimously rejected this, particularly because it was too early to propose changes to a class which only came into existence in the rule book in January this year.

World Cup

Germany proposed extending the list of World Cup events to include F1B Junior and F1Q. This was passed and they will be included in the 2007 World Cup.

Proposals not adopted

Two proposals from Russia about Juniors were unanimously rejected by the Plenary meeting: One of these wanted to raise the upper age limit for juniors from 18 to 21 and the other wanted to revert to using F1C for junior FF power championships.

Deferred proposals from Russia

Russia had proposed 40m line for F1A, 25g rubber for F1B, 4 sec run for F1C. These were not eligible for voting this year and were thus deferred. There was some discussion of the general topic of excess performance and format of competitions. This will continue during the year within the FFSC and also with a wider audience, towards other proposals next year.

Awards

The Plenary voted on the award of CIAM medals and diploma. The Free Flight relevant award was that Bernard Hunt was awarded the Antonov Diploma, against the other person proposed Daniel Petcu of Romania.

Two other proposed Romanian free flight people were defeated, Marian Popescu not getting the Alphonse Penaud Diploma and George Arghir failing to get the Frank Ehling Diploma. The latter was awarded to the other nominee Andrija Ducak (Serbia and Montenegro) who had been proposed unsuccessfully last year.

Trophies and medals

A new CIAM medal has been introduced for award at Continental Championships, for both individual and team places. This fills the gap which has existed as these events were not eligible for FAI medals which are awarded at World Championships.

A new design Aeromodelling Gold Medal has been produced to replace the rather rough previous medal. The first of these medals was awarded to Laurie Barr, last year's winner, at the FAI Conference last October. All the previous holders were presented with replacement new medals at the Plenary meeting.

Ukraine has donated five new trophies for award at European Championships starting this year at the event in Odesa. These will fill the individual trophy gaps (for F1A and F1B) and will provide team trophies for all three classes F1A F1B F1C.

World Cup presentation

As usual during the Plenary presentations were made to World Cup winners - diploma for the top three in each class and medal to the winner. For the 2005 event the F1B trophy was given to George Batiuk to take back to USA for presentation to Alex Andrjukov. For F1E the representative of the donating Romanian Oil and Gas University was on hand to present the first and second place senior and junior trophies - the junior awards being to three Romanian juniors and they would have had a full set of 3 trophies for presentation except that one of them had forgotten to bring his for re-awarding!

CIAM Bureau

From the Bureau Luca Gilanella stepped down as Secretary, and Pierre Chaussebourg relinquished his last Bureau role as assistant Secretary. Last year Pierre had ceased to be CIAM delegate for France and now he was leaving after thirty years service, a big loss from the Bureau. To loose two great free flighters from the Bureau in one year will make future work that much harder all round, thank you both. Sandy Pimenoff indicated a plan to step down from President in two years time, when he will reach the 40 years in the role. Dave Brown, Gerd Wobbeking and Andras Ree were re-elected as Vice Presidents. I continue as FFSC chairman.

Next meetings

The 2007 Plenary meeting will be at Lausanne the same week next year, March 23 and 24 preceded by a Bureau meeting on March 22. The December 2006 Bureau meeting is a departure from usual habit and will be hosted by the AMA at Muncie, USA, on December 1 and 2.

2008 Championships

These events were awarded at this meeting, all requiring elections between multiple bids from central or eastern European countries. Outline details are given where these are available, which will be revised later when planning is further advanced.

Junior World Championships F1A F1B F1P. There were bids from Serbia (at Zrenjanin, like the 2007 Junior European Champs already awarded to Serbia), Ukraine (at Odessa like the 2006 Senior Euro Champs and 2007 Senior World Champs), Bulgaria, and Poland. Voting requires one country to reach an absolute majority of votes but this was no problem for Poland, supported by 20 votes - more than the other three put together. The Polish bid schedules it for early August 2008 at Suwalki - in north east near the Polish borders with Lithuania and Belorus. Two hotels are available at 6km and 12km from the field, which iteslf is a 2km square grass field surrounded by fields.

World Indoor Championships F1D Senior and Junior. The bids from this event were for the regular indoor site of Slanic in Romania and the hall in Belgrade (Serbia and Montenegro) which will be used for the 2007 European Champs. Probably reflecting an excess of familiarity with the rigours of the salt mine, the votes were 16-13 in favour of Belgrade. The bid gives September 2008 as the date. It is planned to separate the seniors - in a hall described as 35m high and 150m radius - and the juniors competing in a nearby hall measuring 25m high and 120m radius.

European Championships F1A F1B F1C: Bids were from Bulgaria (at Pazardzhik, near Plovdiv, where the 1975 World Champs was held), Romania (in the northwest of the country, close to the Hungarian border), and Serbia (Zrenjanin again). In the first round of voting none of the bids reached an absolute majority and so Serbia was eliminated since it had fewest votes. In the next round Bulgaria was victorious, Romania again suffering a defeat by 16-13 votes. Bulgaria had been bidding for either the Junior World or Senior Euro Champs, not both together. Of the two it was better to have won the Euro Champs since the proposed date is either June or September, since it would be too hot in July or August (which are of course the most convenient months for Juniors). Accommodation will be in hotels in Pazardzhik or camping at the airfield. The field is a 2x1 km grass area with open space around for 2 km. It is the field which has been used for all Bulgarian competitions for 20 years and World Cup events for the last two years.

European Championship F1E Senior and Junior. The bids for this were Slovakia, Czech Republic (Rana), and Germany (Wasserkuppe). Germany won. The event will be at the historic site dating back to the earliest days of gliding and with facilities on the hill within walking distance of the slopes. The site has been made practical as a result of having negotiated access to slopes for all wind directions. There are no details of schedule for this event.

Other Championships

The events for this year are:

World Junior Championships F1A F1B F1J: Germany
World Indoor Championships F1D: Romania
European Championships F1A F1B F1C: Ukraine
European Championships F1E Senior and Junior: Romania

Already awarded are the following 2007 Championships:

World Championships F1A F1B F1C: Ukraine
World Championships F1E Senior and Junior: Romania
European Junior Championships F1A F1B F1J: Serbia
European Indoor Championships F1D: Serbia

Offers for 2009 and later include:

2009 World Champs F1A F1B F1C: Serbia
2009 World Champs F1E Senior & Junior: Romania, Germany
2009 World Champs F1E Senior and Junior: Slovakia
2009 European Junior Champs F1A F1B F1J: Romania, Serbia
2010 World Junior Champs F1A F1B F1P: Romania, Slovakia
2010 World Indoor Champs Senior and Junior: Romania
2010 European Champs F1A F1B F1C: Serbia
2010 European Champs F1E Senior and Junior: Romania
2011 World Champs F1A F1B F1C: Poland, Bulgaria

These offers will be subject to voting for acceptance at the Plenary meeting two years in advance of the event.

MAXMEN, LOST HILLS, USA, FEB 18 TO 19

Report by George Batiuk

This years Maxmen was once again hit by rain and wind storms. The only difference between this year and last was that we had them all three days this year. On Friday, when F1G, H and J were flown, only three rounds were possible, due to a horrendous wind storm that did a sufficient job of removing all of the tents from the field. Rounds 4 and 5 were concluded on Monday, the reserve day, with the 4 round being a flight to the ground to determine the winners.

F1A, B and C were flown on Saturday and Sunday. Rounds 6 and 7 were interrupted by more rain and wind. Both rounds

were suspended about half way through, and resumed after about a one hour delay. The same thing happened on Sunday, but I decided to cancel rounds 13 and 14, and go straight into the flyoffs, in an attempt to complete the competition. We were able to do a 7 minute round in all three events, but only had enough daylight to finish A and B with a 9 minute flight. C was concluded first thing Monday morning with a 10 minute max time.

The competitors' performance was once again outstanding. On the Sunday evening the wind had died enough to allow the competitors and their models to really perform, as can be seen by the scores. The F1C flyoff Monday morning was also outstanding, with Damjan Zulic, flying in his first F1C flyoff, showing how its done with a folder.

F1A 47 flew

1	J Parker	USA	2220	+420	+464
2	S Spence	USA	2220	+420	+412
3	A Jack	GBR	2220	+420	+351
4	M Matti	ISR	2220	+310	
5	A Barron	USA	2220	+265	
6	E Busnelli	USA	2220		
7	M Fanthan	GBR	2211		
8	B Van Nest	USA	2197		
9	M Kochkarev	RUS	2193		
10	V Stamov	UKR	2188		
11	P Allnutt	CAN	2181		
11	K Bauer	USA	2181		
13	L Hines	USA	2174		
14	M Mckeever	USA	2167		
15	C Lenartowicz	CAN	2166		
16	R Puhakka	USA	2131		
17	M Thompson	USA	2117		
18	P Brocks	USA	2112		
19	J Carter	GBR	2106		
20	B Coussens	USA	2101		

F1A-Junior 6 flew

1	L Tetrick	USA	2081		
2	K Jones	USA	2017		
3	T Secor	USA	1894		

F1B 44 flew

1	M Seifert	GER	2280	+420	+490
2	A Burdov	RUS	2280	+420	+484
3	B Jensen	USA	2280	+420	
4	L Horak	CAN	2280	+389	
5	O Kulakovsky	UKR	2280	+310	
6	W Ghio	USA	2280	+287	
7	A Andriukov	USA	2280	+277	
8	B Booth	USA	2274		
9	J Bradley	USA	2272		
10	Mikheev	RUS	2265		
11	C Jones	USA	2258		
12	E Gorban	UKR	2253		
13	Y Waltonen	FIN	2247		
13	R Rohrke	USA	2247		
15	R Morrell	USA	2245		
16	Y Blazhevich	UKR	2238		
16	P Ruyter	NED	2238		
18	E Nelson	USA	2211		

F1C 28 flew, 10 full scores

1	D Zulic	SLO	2280	+420	+590
2	E Verbitsky	UKR	2280	+420	+525
3	M Gewain	USA	2280	+420	+439
4	N Poti	USA	2280	+420	+410
5	B Servaites	USA	2280	+420	+335
6	E Carroll	USA	2280	+420	+331
7	R Truppe	AUT	2280	+420	+258
8	F Parker	USA	2280	+420	

F1P 1 flew

1	C Secor (J)	USA	1260

F1Q 2 flew

1	J Oldencamp	USA	429

F1G 25 flew

1	P Crowley	USA	600	+190	
2	W Ghio	USA	600	+149	
3	J Emery		600	+133	
4	E Vanlandingham		600	+111	

F1H 16 flew

1	B Van Nest	USA	600	+234	
2	M Kochkarev	RUS	600	+193	
3	J Parker	USA	600	+176	
4	J Cooper	GBR	600	+69	

F1J 14 flew, 5 full scores

1	H Spence	USA	600	+499	
2	A Jack	GBR	600	+352	
3	S Screen	GBR	600	+330	
4	S Spence	USA	600	+313	

PHILIPPE LEPAGE , VIABON , FRANCE, FEBRUARY 25

F1B 24 flew

1	B Silz	GER	960	+239	
2	L Marquois	FRA	960	+230	
3	A Zeri	NED	936		
4	G Willemsen	NED	934		
5	S Tedeschi	FRA	916		
6	R Peers	GBR	915		
6	P Monninghoff	GER	915		
8	B Marquois	FRA	900		
9	G Matherat	FRA	888		
10	M Woodhouse	GBR	883		
11	D Barberis	FRA	866		
12	S Jallet	FRA	854		

BEAR CUP , PORI , FINLAND, MARCH 11

F1A 54 flew 26 full scores

1	P Findahl	SWE	900	+300	+360
2	K Kulmakko	FIN	900	+300	+350
3	R Hellgren	SWE	900	+300	+330
4	J Valo	FIN	900	+300	+301
5	G Abolins	LAT	900	+300	+291
6	U Vihul	EST	900	+299	
7	T Pajunen	FIN	900	+294	
8	M Lihtamo	FIN	900	+290	
9	P Ronkanen	FIN	900	+288	
10	P Kuikka	FIN	900	+279	
11	L Leino	FIN	900	+276	
12	H Tahkapaa	FIN	900	+273	
13	M Holmbom	SWE	900	+272	
14	K Henrikson	FIN	900	+270	
14	A Persson	SWE	900	+270	
16	K Koivula	FIN	900	+265	
16	J Kuningas	FIN	900	+265	
18	J Carter	GBR	900	+264	
19	P Ball	GBR	900	+249	
19	S Holmbom	SWE	900	+249	

F1A-Junior 12 flew

1	A Parv	EST	900	+237	
2	T Taponen	FIN	900	+234	
3	M Niiranen	FIN	893		

F1B 19 flew 12 full scores

1	Y Waltonen	FIN	900	+300	+322
2	J Isotalo	FIN	900	+300	+315
3	V Rosonoks	LAT	900	+300	+295
4	R Peers	GBR	900	+299	
5	R Mackus	LTU	900	+297	
6	A Khreptov	RUS	900	+289	
7	A Shelepov	RUS	900	+280	
8	M Kiiskinen	FIN	900	+246	

F1C 5 flew

1	R Naaber	EST	720	+433	
2	J Roots	EST	720	+383	
3	K Kuukka	FIN	720	+357	

HOLIDAY ON ICE, Gjovik, Norway, Mar 18-19

F1A 50 flew 32 full scores

1	G Trogen	SWE	930	+527
2	T Pajunen	FIN	930	+498
3	F Aberlenc	FRA	930	+423
4	M Lihtamo	FIN	930	+404
5	R Lesko	CRO	930	+395
6	H Fuss	AUT	930	+390
7	T Weimer	GER	930	+310
8	V Stamov	UKR	930	+262
9	R Koglot	SLO	930	+228
10	R Hellgren	SWE	930	+210
11	P Findahl	SWE	930	+191
12	P Kuikka	FIN	930	+171
13	H Amlie	NOR	930	+167
14	M Kosonozhkin	RUS	930	+160
15	A Persson	SWE	930	+153
16	I Steffensen	NOR	930	+146
17	T Stalhandske	SWE	930	+142
18	D Oldfield	GBR	930	+141
19	S Makarov	RUS	930	+134
20	B Van Nest	USA	930	+124

F1A-Junior 3 flew 2 full scores

1	J Zarins	LAT	930	
1	D Findahl	SWE	930	

F1B 35 flew 18 full scores

1	B Silz	GER	960	+506
2	I Vivchar	UKR	960	+422
3	Y Evdokimov	RUS	960	+418
4	M Woolner	GBR	960	+362
5	P Monninghoff	GER	960	+279
6	A Andriukov	USA	960	+274
7	V Vivchar	UKR	960	+253
8	W Ghio	USA	960	+205
9	P Skjulstad	NOR	960	+155
10	M Woodhouse	GBR	960	+135
11	D Larsen	NOR	960	+119

F1C 5 flew

1	V Suchov	UKR	960	+253
2	J Roots	EST	960	
3	K Kuukka	FIN	944	

ISAACSON Winter Classic,Lost Hills,Feb 11-13

F1A 30 flew 1290+

1	A Barron	300	353	
2	M Kochkarev	300	348	
3	M McKeever	300	342	
4	P Br	300	340	

F1B 30 flew 1320+

1	R Tymchek	300	416	
2	Y Blazhevych	300	359	
3	G Batiuk	300	340	
4	J Clapp	300	327	

F1C 22 flew 1320+

1	R Simpson	300	420	546	
2	E Verbitsky	300	420	513	
3	S Screen	300	420	437	
4	D Chesson	300	420		

F1P 6 flew

1	C Secor	1260+300+361			
2	A Ferrario	1230			
3	R Ferrario	1207			
4	S Andrews	1165			

F1H 14 flew 600+

1	M McKeever	240	360	190	
2	J Parker	240	360	179	
3	J Davis	240	360	171	

F1G 23 flew 600+

1	G Schroedter	240	360	
2	L Bagalini	240	360	
3	J Clapp	240	215	

F1J 10 flew 600+240+

1	T Kerger	360	423	
2	D Johannes	360	380	
3	E Carroll	360		
4	G Mennano	346		

F1G Champagne

1	A Burdov	298	
2	E Gorban	279	

F1Q 1 flew

1	A Schlosberg	8	

Catapult Glider 20 flew 5 flts

1	L Hines	408	
2	S Buddenbohm	406	
3	F Pollard	395	
4	M Fantham	392	

P-30 9 flew

1	F Collado	360	164	
2	A Burdov	360	126	
3	D Benedini	360	114	
4	S Buddenbohm	344		

F1E 9 flew

1	T Ioerger	500.00	
2	P Brocks	492.22	
3	B Sifleet	462.77	

Mini F1E 2 flew

1	N Furutani	500.00	

BMFA SECOND AREA CENTRALISED EVENT, MARCH 5

Vintage, Plugge, 28 flew

1	D Hipperson	CVA	7.30	+12.07
2	P Ball	Grantham	7.30	+7.47
3	D Davitt	Morley	7.30	+5.25
4	J Godden	Morley	7.30	+3.53
5	J O'Donnell	Timperley	7.30	+3.38
6	J Foster	Morley	7.30	+3.08
7	R Wykes	Timperley	7.30	+2.14
8	C Strachan	Biggles	7.30	
9	R Elliott	Croydon	7.21	
9	J Knight	Bristol & West	7.21	
11	P Woodhouse	Morley	7.17	

F1A - K&MAA trophy and Plugge, 31 flew

1	J Carter	Falcons	12.30	+1.35
2	A Jack	Tynemouth	12.18	
3	J Cooper	Biggles	11.20	
4	I Davitt	Morley	10.44	
5	A Kelly	Morley	10.42	
6	J Hook	Crookham	10.23	
7	G Beal	Morley	9.30	
8	J Northrop	Morley	9.30	
9	B Cleasby	Morley	9.27	
10	C Hickmott	Morley	9.24	
11	J Pennington	Bristol & West	9.15	
12	D Beales	Croydon	9.14	

O/P and SLOP combined - White trophy, 12 flew

1	J Cuthbert	Falcons	7.30	+7.53
2	F Rushby	Cleemac	7.30	+2.56
3	S Barnes	Morley	7.30	+2.17
4	D Limbert	Morley	7.17	
5	A Chilton	Crookham	7.01	
6	M Sibson	Grantham	6.34	

Coupe d' Hiver, 8 flew

1	P Hall	Crookham	8.53
2	I Davitt	Morley	8.36
3	G Ferer	Timperley	8.28
4	N Cliff	Biggles	6.29
5	J Minshill	Brighton	6.21
6	J Flynn	NWFFG	5.22

CORRESPONDENCE

This has generated a bumper post bag, letters are given in alphabetical order of authors.

From Richard Alford:

As part of getting back into F/F after a break of 20 plus years I have taken out a subscription to FFn and with it some back numbers. I am surprised to see that the builder of the model is an issue, especially as it has not applied to the international arena for quite a number of years. The opinions for retention, for that is all they are, seem to have no logical basis and attempt to defy reality. Why should it have any deleterious effect on our own flying scene? It all seems rather trivial to me and very misguided.

In the wider world, which we all inhabit and have to exist in, the use of bought in kit has been beneficial and raised standards all round. It has produced a level playing field where anyone can acquire a competitive machine and pit his skills against others. If people wish to campaign their own kit, then good - they have that choice.

In F3J, for instance, after a settling in period virtually everyone now uses a bought in moulded model. They are just so much better whether trying for the UK team, an F3J or BARCS league competition or just sport flying at the local field. They are just great to fly, but there is nothing to stop you making and competing with your own model. Needless to say the design

and construction of bought in moulded models is cutting edge and has advanced the whole soaring scene hugely.

Class racing in the Model Yachting Association is really 100% bought in boats and sails. Model yacht racing wouldn't exist in such good fettle as it is today without this and builder of the boat is not an issue.

There are numerous other examples as well in all areas of sport.

In any case what is the definition of builder of the model? Most models seem to have a lot of bought in bits without which nothing would work! Basically it is time for this anachronism to be ended by the BMFA/FFTC. After all, if what is happening now is so good why are there so few new faces around? My impression is that the F/F movement is a slowly ageing one - certainly all I see are the same faces, for the most part just 20 odd years older. This route inevitably leads to a dead end.

From Laurie Barr:

I am compelled to reply to the hysterical outbursts by John Carter and John Cuthbert in the March edition of FFn.

Flying model aircraft is not a spectator sport. I always thought that people would build and fly models aircraft, for their own satisfaction, a satisfaction from creating their own winning design, and building and trimming it to trophy winning standards.

You lose so much of the satisfaction, if all 3 of the above criteria are bought in from the Ukraine! Why should anyone want to try to upstage the originator of these imports, by using a carbon copy of the original from a master? Is that not called forgery or plagiarism?

World Champs results indicate that the originator will beat the "copyist" most of the time.

Where are our own World Class Masters, who build their own designed equipment ? If the Builder of the Model rule is abolished, where lies the future for creative Champions ?

I can understand there are some who do not have the time or intelligence to create their own masterpiece, but they delude themselves if they think that trying to win at all costs, is all they need. Or is it because it is all they can to manage?

As to the question of stopping the "cheats" who use ready made equipment, any sportsman worthy of principle, would not cheat, for his own sense of satisfaction , so it does not require enforcement.

Ultimately, if the future lies with ready made models, it is only a short step, to the Ukraine supplying models with a completely automated launch system, and this would cut out the builder/flyer altogether !

From Chris Edge:

The views of the two JCs in FFn 0603 although well argued are not the only position. There was inevitability that the UK BoM rule would be removed for FAI classes after the decision at the FAI. The anomaly we have now is with the FAI mini classes not with the myriad of others where the control is with the FFTC. The problem I see is that the performance of purchased F1Hs in particular is so much better than what can be produced domestically that simply you would need to buy them to successfully compete at all in a non-BoM environment. Personally I feel this is not an option that should be encouraged as those of who can afford to buy will simply brush aside those that can't. The net result will simply be a reduction in numbers in my view. What's more the decision will be irreversible; I can't envisage a situation where BoM would/could be reinstated if by dropping it the numbers simply reduced to a rump.

For these reasons I think it is correct that the FFTC have not yet dropped BoM for more or all classes; it really is a tough call to make. If the majority really feel that dropping BoM is the right decision then have a formal referendum on the matter, alternately let the elected FFTC make the decision their own way. After all I read that the FFTC still consists of predominantly the same people that were in place when the 'future of FF' conference voted for dropping BoM all those years ago. One assumes they must be doing something right or they would have been replaced wouldn't they ?

One thing I do agree on is that the 'threat' of Dave Hipperson to quit FF is all froth and hot air; he has said as much many times before but still continues and as a great flyer I welcome him. But someone else contributing reports to FFn should not be mutually exclusive; I'm sure Ian would welcome the opportunity to publish other contributor's efforts and all of us to read them. In the meantime I think FFn is the right forum to discuss these matters and would welcome reading other people's views.

From Ron Firth

The recent correspondence in FFn on BOM has inspired me to write to you.

If you had asked me 10 years ago whether I would support FF contests with allowed commercially made models I would have definitely said "No". However with the passing of time I am now firmly of the opposite opinion.

Free flight both here and abroad suffers because the public do not see it happening, whereas they may well see Radio Control flying taking place. So newcomers naturally go for R/C and on top of that all the magazines today are radio orientated and have much trade support. When many of us started in the 40s and 50s the only mags were Aero Modeller and Model Aircraft, both firmly biased towards FF since R/C was only in its infancy. We used to see FF models being flown locally and were attracted to the hobby. Being able to construct ones own models quite cheaply and compete with others either locally, at Area meets or Nationally attracted many of us. Many were hooked for life.

Now the same people are getting on a bit and very few young people are taking up the hobby (lots of reasons why not of course) so NOW must be the time to let newcomers with bought, ready made, models to take part in the contests we hold. I know the arguments about loss of modelling skills, etc., and I acknowledge that the bought model may be better than the home made one. But then we do not worry when we compete against those who have perfected their building techniques so much that their models are equal to, or better than, anything that can be purchased from the Ukraine or mid-Europe. People like John O'Donnell, Phil Ball, Stafford Screen and even dear old Hippo all have superb models. It doesn't stop us from competing against them. So why worry about competing against those who have not made their own craft? As has been said many times before there is more to contest flying than just the model used

For my part I am just an observer now since old age had finally come (78 this year). However I still enjoy my weekly trip to the local sports field to fly my P30s or gliders. I am thankful for having had the opportunity to fly contest models and to have met so many like-minded fliers both here and abroad. Above all I am thankful for the aeromodelling experience since it is a character forming and skilful business that teaches us many things about ourselves and definitely develops a sense of trying to do better next time...

From Gary Madelin:

I read with interest the two JC letters in the March edition of FFn, and had to agree with the contents, especially John Cuthbert's views.

I figured that after the prolonged debate a few years ago, that the message from the majority was in favour of scrapping the rule, and was surprised that FFTC did not act then. The fact that it has dragged on until now is madness. This rule is so ridiculous when set aside everything else we do in life. From

snowboarding to golf, roller-skating to sailing, mountain biking to snooker, hot air ballooning to scuba diving, gliding to mountaineering, chess to hockey - and the list is absolutely endless - almost no-one would even consider building their own equipment! When did you last play squash with someone who made their own racquet?

I am fortunate, in that I kind of took a back seat in FF model flying [and after all, the flying bit is what it is all about] when I realised some years ago that, actually, there are a hundred and one equally interesting pastimes to do out there, and why put up with the bullying tactics from the likes of one or two vociferous objectors?

I love flying radio gliders, the best three or four I have are fully moulded hi-tech things, but they still take a bit of head scratching to put together. BUT I have had literally hundreds of hours of fun flying them just like everyone else.

In Free Flight, I enjoy travel to far off competitions, and meeting old friends. The two Stamov F1H models I have had for the last 4 years have never failed to make a fly-off [and also have never been flown in England] but I LOVE flying them...

It's a pity about the current rule, but although it doesn't' affect me as I can, to a degree, take it or leave it in the UK, it would be a real shame if Free Flight died here earlier than it otherwise might, due to a few dinosaurs with their heads in the sand.

From Ron Marking:

I feel that it should be pointed out to some people that there has never been anything to stop someone from flying a model that they have bought or borrowed. Hundreds of people do it every year and I am sure that they get a great deal of fun from the experience. If you **gave** a model to the 35000 BMFA members currently "denied the opportunity to enjoy our discipline of free flight" I am sure that many of them would fly them and get a lot of fun out of them. However if you asked these modellers to enter a competition then hardly anybody would turn up, even if this was at their local flying field, let alone if they had to drive 100 miles to some windswept airfield in the middle of East Anglia! They are simply not interested. For example, let us look at the number of entries at the Nationals in 2004; in Free Flight there were 461, in RC there were only 160, incidentally there were 258 in CL that year. If you take these as a percentage of participants then you can see that on the whole RC modellers are totally indifferent to competitions.

Since the FFTC took the decision to drop the BOM for F1A, F1B, F1C and F1E in 1998 I have not noticed a dramatic increase in the number of entries in these classes but there has been an increase in classes such as Mini Vintage. In recent years the number of people entering F1G has fallen at the Coupe Europa, which is now to FAI rules, whereas the Vintage entries have increased. There has also been a great deal if activity in classes outside of the BMFA where BOM is still paramount - I refer of course to Classic events and this has caused the FFTC to consider its own set of rules.

If John Carter and John Cuthbert think that by dropping the Builder of the Model rule, we will see a big increase in the number of people entering free flight competitions then they are living in cloud cuckoo land and I am sorry, but I do not wish to join them there.

From George Sharp

Let's get structured or is that building?

Is the BOM rule a problem in itself or the dropping of it a perceived solution to an as yet ill defined problem?

Let us try and establish what the problem is and explore potential rectifying course(s) of action which may or may not include dropping of the BOM rule.

Rule changes are not necessarily the one and only course of action that may be taken nor indeed is the dropping of a rule, because among other things, it is perceived as being unenforceable. Many Laws and Rules are broken, either deliberately or accidentally, but that does not mean that these Laws and Rules should be discarded. Club Rules in particular rely to a great extent on the trust of individuals by their fellow competitors to be effective and if reinforcement of that expected trust is deemed desirable then why not compel competitors to certify on their flight cards that, for example, their model complies with the BOM rule?

The dropping of the BOM could have adverse, neutral or beneficial effects on any perceived or actual problem but the position to be as accurately ascertained as possible needs the scientific evaluation of gathered relevant data and opinion from ALL responding Free Flight competitors.

I suggest we leave it to our elected representatives on the Free Flight Technical Committee to take fully considered and relevant actions and whatever the outcome, it is for individuals to consider their positions without let or hindrance or prejudgement.

From David Truluck:

Congratulations to John Carter and John Cuthbert for their letters in March FFn. They focussed my attention to the last few paragraphs of Dave Hipperson's nine page article in the previous FFn, which because of its length I had not taken all in.

I am totally astounded that one person can begin to believe so arrogantly that he is totally indispensable and can attempt to hold our great hobby to ransom in such a way. The pros and cons of the BOM rule will continue to be the subject of many discussions, and most of us will have an opinion one way or another, but I sincerely hope, not to try and blackmail the FFTC in such a flagrant way. So you think you are indispensable do you Mr Hipperson? I should like to remind you that the grave yard is full of indispensable people. Our hobby will be better of without manipulative attacks like this.

FF TRIMMING ON SALISBURY PLAIN

The Salisbury Plain facility for free-flight trimming on Training Area 8 will once more be available for the use of BMFA members on the Army's security list. As before, those flying all free-flight classes will be welcome, as well as people practicing for FAI contests. This is one of the best free-flight venues in Britain, and the aim is to improve overall free-flight standards in the UK.

For those unfamiliar with the site there are a few simple rules to follow. Send an SAE to Bernard Aslett, 25, Honeyhill, Wooton Bassett, Swindon, Wilts, SN4 7D; in return you will receive a sketch map showing where we fly on Training Area 8, a request for the one-off fee, (to be decided once the Defence Estates licence fee is finalised) which will allow you 19 weekends flying, and two copies of the users' guide. Sign one copy, return it to Bernard, and your name will be included on the security list (unless you're already on it). Alternatively, if you don't wish to pay the season ticket fee, once you are on the list you can pay on the day £10 per weekend or part weekend. BMFA membership is, of course, required.

The following dates have been agreed: March 11/12; March 18/19; April 8/9; April 15/16; April 22/23; May 20/21; June 3/4; June 10/11; June 24/25; July 1/2; July 8/9; July15/16; July 29/30; Aug. 5/6; Aug. 19/20; Aug. 26/27; Sept. 2/3; Sept. 9/10; Sept. 30/Oct 1.

Because of possible short-notice military use, you must call Peter Tribe on 01225-862748 on the Friday before you plan to fly.

NEWS FROM BMFA FF TECH COMMITTEE

FAI Licence from BMFA

If you are a 'first time' applicant for an FAI Licence it will cost £15. 'Renewals' only are £10.

FREE FLIGHT BUFFET SUNDAY AT THE NATIONALS

David & Ros Brawn are organising a Biggles Free Flight Buffet at the Hublon Arms Oasby on the Sunday evening of the Nationals, 28 May 2006. There will be a cold buffet supplemented by hot dishes fresh from the kitchen timed to start eating at 21.00 well after the fly-offs are concluded. Cost is £10.00 per head, or less. Anyone who knows this popular watering hole will realise places are limited so if you wish to attend a fully Free Flight pub for the buffet let David & Ros know by email on ask@walking.demon.co.uk

UK COMPETITION NEWS

MIDDLE WALLOP. There will be a fun flying and trimming day on Easter Monday April 17. This is described as a last chance trial to see how we and the Army Flying Association can operate together. Flying may be disrupted, b prepared to stop flying as required. All flyers must be BMFA members. It is subject to final approval, so check the SAM 1066 web site

http://www.cavgrove.freeserve.co.uk/sam.html

SE AREA BMFA/SAM35 SPRING GALA at Odiham on May 21 will have the following events counting towards the respective leagues:

Coupe d'Hiver - Southern Area Coupe League

Vintage Wakefield - SAM35 Vintage Wake League (4 & 8 oz)

Vintage Glider - SAM35 Vintage Glider League

The event has however been specifically excluded from the Timperley League. Full details were given in March FFn. Note that registration is required by May 9th

SAM CHAMPS 2006 will be at RAF Little Rissington. Details of events below, further details from web site http://www.cavgrove.freeserve.co.uk/sam.html

Monday 28th

Open Vintage Glider up to 50 in. Pre Jan 51. 100m line Combined with Small (original) Leprechaun.	Rod Audley, 01454 250354 rod.audley@btinternet. com
Radislav Rybak Glider (Revised) All A2s up to Dec 53, 100m line	Rod Audley, see above
Classic Power. Jan 1 1951-Dec 31 1960, 3 flights, 12 sec run.	George Fuller, 01404 841609
Earl Stahl (Start 11.00 hrs)	Bob Jones, 01993 841911 bob@rgjones.abelgratis.co.uk
Pre-4oz Vintage Wakefield	David Beales, 020 8858 2714 bealesw@aol.com
Flight Cup. Vintage rubber, over 36 in. but less than 200 sq in.	Ted Challis, 0118 9884598
Small Vintage Rubber (max span 36in. and 150 sq. in.)	Robin Kimber, 01452 770671
Maxwell Bassett Trophy (pre-Dec'42 spark ignition) 20 sec run	John Downes, 01454 4177112
Jimmie Allen Mass Launch (pm, time to be decided on day)	Graham Knight, 01932 705941 studio7@ntlworld.com
Tomboy Hilda Baker Memorial Trophy	Nick Farley, 01797 252775 nick.farley@farleypart.com

Tuesday 29th

Under 25in. Vintage Rubber	Bill Morley, 01277 363422
Texaco Spark Ignition, Post Dec 1942-Dec 1950. 15 sec run.	John Downes, see above
Open Vintage Glider over 50 in, pre-Jan51. 100m line. Plus Large Leprechaun.	Rod Audley, see above
8oz Vintage Wakefield	Chris Strachan, 01223 860498 chris.strachan@btinternet.com
Large Vintage Rubber. Models larger than Wakefield	Ray Alban, 01234 838770 ramon.alban@btinternet.com
Jack Humphries. Vintage cabin power. 3 flights, 15 sec run	John Thompson, 01252 842471 Johnd.Thompson@btinternet.com
Electric-power precision. Any model. 3 Flights. Flt 1 = target time (min 30 sec). Nearest to average time of flt 1 & flt 2 wins	Tony Hall-Willis 01507 606795 tonyhw@tiscali.co.uk
Tomboy Hilda Baker Memorial Trophy	Nick Farley, see above

Wednesday 30th

Classic Glider: Designs to Dec 54. 75m line, designs Jan 55 to Dec 60. 50m line, unorthodox designs to Dec 60. 100m line.	Rod Audley, see above
4oz Vintage Wakefield	David Beales, see above
Bournemouth Club Classic Rubber	Martyn Pressnell, 01590 677146 martyn.pressnell@btinternet.com
Vintage Coupe 3 flights, 2 minute max	Ed Bennett, 01622 682466 mayedbennett@ouvip.com
Open Vintage Power (Phineas Pinkham) 3 flights, 15 sec run	John Thompson, see above
A-Frame	Peter Michel, 01372 722093 Peter.Michel@btinternet.com
Middle Wallop Bowl. Rubber powered WW2 scale models of training, liaison, or AOP aircraft. Masefield rules.	Lindsey Smith, 01264 773487 lindseysmith@waitrose.com
Tomboy, Hilda Baker Memorial Trophy	Nick Farley, see above

All flying models at Little Rissington must be BMFA members, which may be checked.

Toilets will be provided. It is hoped to have a mobile caterer attend.

Camping: On site camping is available. Arrival from 12.00 Sunday 27th, departure by 08.00 (this time may be extended!) Thursday 31st. Toilets and waste disposal facilities will be provided and a water supply connected. However this water supply is not suitable for drinking (unless boiled), therefore you are recommended to bring bottled water for cold drinks. Please send a cheque for £15 made payable to SAM 1066 to: Mike Parker, 6 Woodlands Grove, Caversham, Reading, Berks RG4 6NB.

BRUMFLY GALA 2006 will be held at Barkston on SATURDAY July 1, start 9am. Events will be open glider, open rubber, open power, SLOP, mini vintage (3 flights, max as appropriate), A1, CdH, F1J/½A (5 flights, max as appropriate), CLG, HLG (flown separately but both to 7 flights). No rounds but flights (except CLG and HLG) to be made upwind of a line. Contact: Stuart Darmon 024 7667 8520. Stuart would be very grateful if last year's winners could return their trophies at the Nats or before if convenient.

NOTICEBOARD

ICAREX COVERING FOR SALE. David Brawn has 10 metres of Icarex, 5 metres in orange and 5 metres in green, for sale. £55.00 for all 10 metres, or £30.00 for each 5 metres colour. Contact David on ask@walking.demon.co.uk