

FREE FLIGHT news

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FFn DIARY

June 2-3 Salisbury Plain	BMFA Trimming Weekend. See FFn 1201. Must call Peter Tribe on Friday before 01225 862748.	June 23 Aradac - Zrenjanin, Serbia	45th memorial Djordje Zicic. F1A, F1B, F1C World Cup. Contact: Nikola Borovac, tel +381 116163901 fax:+381 112625371 e: nb borovac@eunet.rs
June 2-4 Barkston Heath	BMFA National Championships.	June 23-24 Monti Lessini, Italy	2 F1E World Cup events. 23rd: 7th Coppa Primavera, 24th: 2nd Volare Lessini. Contact: Cesare Gianni, t +39 338 5874188 cesaregianni2@virgilio.it www.favli.it
June 2 Tapolca, Hungary	Herend Cup. F1A, F1B, F1C, F1Q, F1H World Cup. Contact: Ferenc Kerner, tel +36 20 581 53 49, email: ferenc.kerner@herend.com web: www.herendimse.fw.hu	June 23-24 Area Venues.	BMFA Salisbury Plain. See June 2-3
June 3 Tapolca, Hungary	Mura Cup of Slovenia. F1A, F1B, F1C, F1Q World Cup. Contact: Lemut Bogdan, tel +386 41 210 144, fax: +386 2 534 81 51, email: muracup@modelarji.si web: http://muracup.modelarji.si/	June 30-July 1 Near Sheffield	BMFA 5th Area event. C/P Team (Keil/Plugge), F1B(Gutteridge), P30, Classic Glider (Plugge), Tailless(Plugge).
June 8-10 Vize – Kirklareli, Turkey	Istanbul Free Flight Cup. F1A, F1B, F1C World Cup. Contact: Mehmet Arslan, tel +90 222 591 21 12, fax: +90 222 59121 14, arslanthk@yahoo.com www.turkey-ff.org	July 1 Werrington, Peterborough	BMFA Salisbury Plain. See June 2-3
June 9-10	BMFA Salisbury Plain. See June 2-3	July 5 Rinkaby, Sweden	BMFA 3rd F1E (Team Selection). (SMC Trophy). N.B. May be either day, check before travelling. Contact: Ian Kaynes 01252 512538 or 0794 185 2144
June 9-10 Port Meadow, Oxford	Oxford FF Rally. Sat 6.30pm: 'Champagne flyoffs' F1G, F1H, HLG/Cat. Sun: start 10am: F1G, F1H, E30/P30/CO2 comb 5x2 in rounds. Vint.R (34" max span), Vint.G (72" max span), classic G 1951-60, tailless R/G comb 3x2 no rounds. HLG/Cat comb 1 min max. See FFn 1202 for rules and conditions. Contact: Andrew Crisp, tel 01865 553800.	July 6-8 Krbava, Croatia	BMFA Indoor day. 9.00 to 17.00. See FFn1204. Contact Mark Benns 01733 755733
June 16-17	BMFA Salisbury Plain. See June 2-3	July 6-9 Rinkeby, Sweden	Swedish Cup. F1A, F1B, F1C, F1P, F1Q, F1G, F1H World Cup. Contact: Per Findahl, tel +46 223 22 957, email: per.findahl@telia.com web: www.norbergsfk.se/swedishcup
June 16-17 Barkston Heath	BMFA Team Selection part 1. F1A, F1B, F1C. Pre-entry only for both parts 1 & 2 by June 2. Contact: J Carter 01782 398816.		FF CRO Cup. F1A, F1B, F1C World Cup.. Contact: Robert Lesko, t:+38 59590 61 550 fax: +30 51 33 57 976, e: mkz@mk-z.hr
			Danish Cup. F1A, F1B, F1C, F1Q World Cup. Contact: Henning Nyhegn, tel +45 60 77 7309, fax: +45 48 24 10 69, email: henning@nyhegn.com web: www.norbergsfk.se/swedishcup

STONEHENGE CUP, SALISBURY PLAIN, MAY 12-13

By Ian Kaynes

The weather was remarkably good for the Stonehenge Cup this year. The wind was generally light or moderate and it was dry all weekend – not only that but the considerable amount of rain during the week had dried out to give no problem driving on the Plain tracks.

The 19 F1B flyers included a good number of overseas visitors – 4 French plus Pim Ruyter, Verona Greimel and Alex Andrjukov – while the usual small F1C entry was British only. The first round was flown to a 180 max and not surprisingly most of the entry maxed in the good conditions. Notable event of the round was downwind where Mike Woodhouse badly cut his leg when he slipped on a barbed wire fence. He called help with his mobile, albeit with patchy reception so that he could call home but not the CD's phone at control, was collected and taken to a paramedic on the road and then on to hospital.

Flying the third round proved most decisive for several – after good climbs Peers and Andrjukov came down very quickly and only just cleared two minutes. The final two rounds were much easier and 5 had managed full scores. However, French flyers Stephane Morandini and Mickael Rigault had to leave to catch their ferry home to leave just 3 Brits.

F1C reached a 2 man flyoff. Mick Lester launched first but had a hesitant motor run, then Jack followed but went right and low. Both were low when they settled into their glide but in air good enough to give longer flights than expected. Alan Jack's superb glide won it with a flight of over four minutes.

In the F1B flyoff, first out to the line was Mike Woolner and the air felt good (just after the power flyers had flown), but while getting ready to launch Mike put on an extra hand turn and broke the motor. He soon rewound and was back on the line, joining the others waiting through a long period of cool air. Cheesley was first to launch, followed by Martin then Woolner. None had the air for a max and Bob Cheesley put in the best of the close times to win.

Sunday was the day for F1A and F1Q, but the latter had only one entry, Trevor Grey who flew all the flights on short DT. Round one of F1A was flown to a 3 min 30 sec max and only two failed to max in the pleasant weather. It only became slightly more difficult as the wind increased in the last two rounds, but only 6 made the flyoff with 4 British flyers joined by Per Findahl and Boris Bernard. At the start of the flyoff Peter Williams went straight up and off and went away in good air (he said it had felt better just before the start signal). Edge, Findahl, and Carter spent most of the round towing through a cold spell waiting for the next good air, meanwhile Williams had maxed. The three launched at a similar time. Upwind the Swedish visitor reached the best height but was also then coming down the quickest, the others going on for reasonable flights. Baines choose his moment from the ground and went straight up and off, while Boris Bernard was still towing as the end of the round approached and had to launch hurriedly, not aided by falling at the moment of release. John Carter had maxed while Chris Edge took third place 31 sec short of the max.

The 7 minute round was held an hour later. Peter Williams launched quickly and was immediately followed by John Carter with a higher launch. The models drifted downwind in reasonable air maintaining the launch height difference for most of the time. Williams went below the horizon first but was then seen to be holding up well. It would obviously be close and when the times came in they gave the verdict to Peter by 17 sec.

The prize-giving was held on the field to conclude a good weekend and thanks are due to Bristol and West for their good organisation. . *Photos by Dave Hipperson*



John Carter's F1A

F1A 22 flew

1	P Williams	GBR	930	+300	+372
2	J Carter	GBR	930	+300	+355
3	C Edge	GBR	930	+269	
4	B Baines	GBR	930	+230	
5	P Findahl	SWE	930	+136	
6	B Bernard	FRA	930	+107	
7	K Best	AUS	896		
8	A Cameron	GBR	888		
9	P Ball	GBR	878		
10	G Bachmann	SUI	868		
11	C Marquois	FRA	859		

F1B 19 flew

1	B Cheesley	GBR	900	+279	
2	M Woolner	GBR	900	+266	
3	P Martin	GBR	900	+255	
4	S Morandini	FRA	900		
4	M Rigault	FRA	900		
6	J Chenau	FRA	888		
7	G Pink	GBR	878		
8	I Taylor	GBR	863		
9	T Tyson	GBR	861		
10	R Peers	GBR	853		

F1C 5 flew

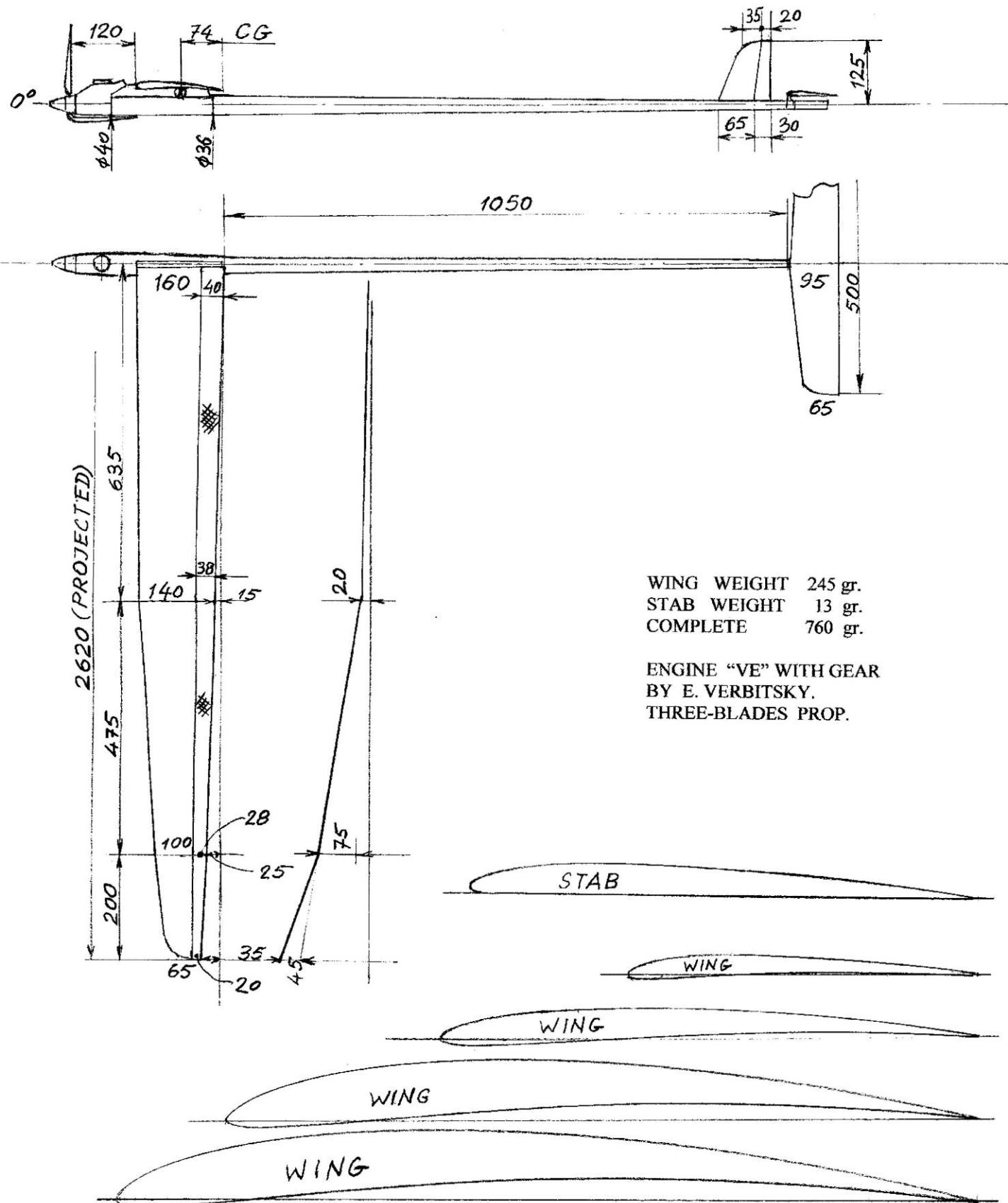
1	A Jack	GBR	900	+256	
2	M Lester	GBR	900	+185	
3	N Allen	GBR	767		

F1Q 1 flew

1	T Grey	GBR	563		
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and John at the other end of the line



2011 World Champion
2011 World Cup
2010 European Champion

**VE-94
F1C flapper
by Eugene Verbitsky**

from NFFS Digest

F1G AT STONEHENGE CUP, SALISBURY PLAIN, MAY 13

Report by Peter Hall

For the second year the Southern Coupe League ran a Coupe event on the second day of the Stonehenge Cup. A glorious morning, cloudless blue above, and below, the fresh Spring pastures undulating down to distant Shrewton. The World Cup glider boys were already practising their pretty pirouettes and the F1G devotees were limbering up. Olympia could not have afforded a more elevated spectacle. In truth, the prospect was less idyllic. The valley in front of the south west ridge where we were assembled, like the Light Brigade, was a death trap, and there were cows to the right of us and cows to the left of us.

The casualty rate on the first charge, sorry round, was appropriately, 50%. The morning air was, as it usually is after a cold night and now with full sun, very erratic with lots of rapid temperature spikes, impossible to read without, and very difficult with, electronic assistance, exacerbated by the cool breeze rolling down into the valley. So, six out of the twelve competitors had the disheartening experience of dropping the first round. Subsequent round scores reflect slightly more stable air until the fugitive sun and the increasing breeze increased the casualty rate again in the late afternoon.

By round five only Peter Brown and David Greaves were unscathed. Mike Evatt had retired, and Peter Hall, after a disastrous first round, was wandering around Shrewton looking for his fly-away. In round three after a very high climb, Roy Vaughn was down in 1:38. Allowing for the motor run this was almost certainly faster than a DT. Peter Brown, starting late after exhausting F1B experiences the day before, had no time to set up his usual electronic aids and reverted to chuck and hope with great success. His Coupe looks permanently box-fresh. Does he recover frequently or has he cloned it? He maxed round five and took first place.

David Greaves flying his large, and as he might put it, mature Coupe, unaccountably looped it into the ground for an attempt. His second flight was clearly well out of trim as a result and he was down in 1:18 - enough to drop him to fifth place. Jim Paton, flying his Bukin, has greatly improved in a number of classes in the last two years. After maxing the first two rounds he told me, hubristically, that he was on a roll. He then dropped the next, but recovered to take second place.

Chris Chapman, to everyone's gratification, was back in action after his recent op. His fifth flight landed amongst the cows and we watched helplessly as a group slowly assembled around the model like some bovine symposium, possibly discussing his geodetic wing construction, but more probably checking its palatability. On recovery, to everyone's surprise, only the wing tip had been sampled and he took third place. Brian Martin came fourth after an unlucky first round and Peter Tolhurst flying the smallest Coupe of the day, sixth.



Peter Brown launching (DH)

Chris Redrup showed that a well-chosen, well built and flown vintage Coupe can compete with the moderns, coming eighth after two poor air drops. Paul Seeley and Andy Crisp, both flying wooden locked down Coupes had the same misfortune, coming in a few seconds behind in ninth and tenth. At the end of the day, as football managers say, there was an agreeable sense of exhausted contentment, no injuries and no lost models. Someone remarked that, with only one event on offer, flown in rounds in reasonable weather made for a relaxed and sociable day. All we had to do now was to find our way off Salisbury Plain. Within hours the Southern Coupe League Table was up on the web-site .

With three rounds gone and six to go Dave Greaves and Jim Paton lead but with the new system compressing the scores and a competitive bunch of flyers it's going to get even more interesting.

			maxes	league pts
1	P Brown	Grantham	10:00	5 15
2	J Paton	Crookham	9:45	4 13
3	C Chapman	B&W	9:28	3 11
4	B Martin	Tynemouth	9:20	4 11
5	D Greaves	B&W	9:18	4 10
6	P Tolhurst	Crookham	9:13	2 7

Current League positions

See the [Southern Coupe League web site](#) for the full details.

1	D Greaves	24	3	P Brown	15
2	J Paton	20	7	P Tolhurst	11
3	A Longhurst	15	7	C Chapman	11
3	P Hall	15	7	B Martin	11
3	C Redrup	15	10	E Tyson	9

BMFA F1E, MAY 27

The day was sunny but windy, exceeding 9 m/s for periods during rounds 2 and 3, after which we stopped flying. 5 flew

1	S Philpott	120	115	120	295.83%
2	I Kaynes	65	120	110	245.83%
3	D Bartle	120	25	80	187.50%

NALOEV CUP, NALCHIK, RUSSIA, Apr 17-21

F1A 43 flew 14 full scores

1	A Gorskiy	RUS	1290	+300	+410
2	Y Titov	RUS	1290	+300	+370
3	S Makarov	RUS	1290	+300	+356
4	A Naloev	RUS	1290	+300	+355
5	N Tsykolenko (J)	RUS	1290	+300	+338
6	V Shirkov (J)	RUS	1290	+300	+325
7	A Naloev (J)	RUS	1290	+300	+277
8	A Korobitsin	RUS	1290	+300	+263

F1A-Junior 11 flew

1	N Tsykolenko	RUS	1290	+300	+338
2	V Shirkov	RUS	1290	+300	+325

F1B 29 flew 7 full scores

1	A Rybchenkov	RUS	1320	+300	+392
2	O Abramov	RUS	1320	+300	+315
3	A Bulatov	RUS	1320	+300	+299
4	E Yakukhin	RUS	1320	+300	+237
5	Y Mustafin	RUS	1320	+300	+217
6	V Afanasyev	RUS	1320	+296	

F1B-Junior 6 flew

1	P Lomov	RUS	1275		
2	S Kustarnikov	RUS	1255		

F1C 19 flew 7 full scores

1	L Fuzyev	RUS	1320	+526	
2	L Yakovenko	RUS	1320	+395	
3	A Nekrasov	RUS	1320	+388	
4	V Ivanov	RUS	1320	+356	

F1P-Junior 3 flew

1	D Siromyatnikov	RUS	1247		
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NOVOHRAD CUP, LUCENEC, SLOVAKIA, APRIL 21

F1A 54 flew

1	M Kozonoskyn	RUS	1290	+300	+540	+346
2	M Dvorak	CZE	1290	+300	+540	+309
3	C Ziober	POL	1290	+300	+496	
4	T Wiemer	GER	1290	+300	+437	
5	P Papez	CZE	1290	+300	+366	
6	M Krupa	POL	1290	+300	+364	
7	R Fedyshyn	UKR	1290	+300	+331	
8	J Vosejpkova	CZE	1290	+300	+170	
9	S Szijjarto	ROU	1290	+186		
10	R Janza	CZE	1280			
11	M Betak	SVK	1272			
12	M Bordjoski	SRB	1265			

F1A-Junior 17 flew

1	T Kiss	ROU	1260			
2	T Vosejpkova	CZE	1254			
3	M Borkociv	BIH	1250			

F1B 29 flew 14 ful scores

1	B Silz	GER	1320	+300	+476	
2	I Yurtseven	TUR	1320	+300	+440	
3	M Seifert	GER	1320	+300	+425	
4	S Stefanchuk	UKR	1320	+300	+411	
5	S Sabo	BIH	1320	+300	+384	
6	S Gostojic	SRB	1320	+300	+383	
7	P Moenninghoff	GER	1320	+300	+374	
8	A Krawiec	POL	1320	+300	+370	
9	P Fejt	CZE	1320	+300	+323	

F1B-Junior 4 flew

1	V Kratky	CZE	1320	+287		
2	A Krzywicka	POL	1265			

F1C 12 flew 5 full scores

1	G Zsengeller	HUN	1320	+300	+540	+422
2	M Nogga	GER	1320	+300	+540	+290
3	L Patocs	HUN	1320	+300	+239	
4	V Sychov	SLO	1320	+300		
4	F Gradi	ITA	1320	+300		

CITY CUP OF LUCENEC, LUCENEC, SLOVAKIA, APRIL 22

F1A 48 flew

1	C Siftar (J)	SLO	1290	+385		
2	R Limberger	GER	1290	+140		
3	M Dvorak	CZE	1290	+112		
4	J Vosejpkova	CZE	1290	+106		
5	D Rossler (J)	CZE	1290	+64		
6	S Szijjarto	ROU	1290	+61		
7	M Krupa	POL	1290	+57		
8	M Pitlanic	SVK	1290	+35		
9	G Domokova	SVK	1290	+34		
10	J Blazek	CZE	1290	+4		
11	I Treger	SVK	1261			
12	V Jirinec	CZE	1250			

F1A-Junior 17 flew

1	C Siftar	SLO	1290	+385		
2	D Rossler	CZE	1290	+64		
3	A Blazek	CZE	1238			

F1B 24 flew

1	M Seifert	GER	1320	+207		
2	P Monninghoff	GER	1320	+52		
3	S Sabo	BIH	1318			
4	B Skibicki (J)	POL	1300			
5	P Fejt	CZE	1273			
6	B Gostojic (J)	SRB	1268			
7	R Blagojevic	SRB	1255			
7	L Kolar	CZE	1255			

F1B-Junior 4 flew

1	B Skibicki	POL	1300		
2	B Gostojic	SRB	1268		

F1C 8 flew 3 full scores

1	L Patocs	HUN	1320	+198	
2	F Gradi	ITA	1320	+197	
3	V Sychov	SLO	1320	+125	

SOFIA CUP, LEVSKI, BULGARIA, April 27-29

F1A 14 flew

1	N Nikolov	BUL	1275		
2	B Bardarov	BUL	1246		
3	N Bardarov (J)	BUL	1204		
4	M Mandichev	BUL	1184		

F1A-Junior 3 flew

1	N Bardarov	BUL	1204		
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F1B 5 flew

1	V Savov	BUL	1198		
2	P Mihaylov (J)	BUL	1029		

F1B-Junior 3 flew

1	P Mihaylov	BUL	1029		
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F1C 3 flew

1	N Nikolov	BUL	1288		
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BALTIC CUP, MADZIUNAI, LITHUANIA, APRIL 27

F1A 48 flew

1	R Indrisionis	LTU	930	+180	
2	N Lomov (J)	RUS	930	+157	
3	V Polyaev	RUS	930	+137	
4	F Wilkening	GER	930	+110	
5	M Furman	ISR	928		
6	D Stezalski	POL	916		
7	J Laaksonen	FIN	890		
8	J Carter	GBR	879		
9	T Weimer	GER	870		
10	G Trimakas	LTU	861		
11	T Lepp	EST	856		
12	O Grigals	LAT	853		
13	A Sorochenkova	LAT	850		
14	C Ziober	POL	844		
15	V Berzins	LAT	843		
16	O Findahl (J)	SWE	825		

F1A-Junior 9 flew

1	N Lomov	RUS	930	+157	
2	O Findahl	SWE	825		
3	R Peeling	EST	794		

F1B 18 flew

1	R Peers	GBR	960	+362	
2	S Skibicki	POL	960	+311	
3	A Poczobud	POL	960	+290	
4	O Findahl (J)	SWE	960	+286	
5	V Rosonoks	LAT	960	+280	
6	T Mikalauskas	LTU	960		

F1B-Junior 7 flew

1	O Findahl	SWE	960	+286	
2	A Krzywicka	POL	936		
3	J Ancans	LAT	915		

F1C 13 flew

1	C Gretter	GER	960	+292	
2	Y Perchuk	RUS	960	+262	
3	R Naaber	EST	960	+260	
4	S Reinwald	GER	960		

F1Q 2 flew

1	M Lihtamo	FIN	811		
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F1P-Junior 1 flew

1	K Linartas	LTU	488		
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**ESTONIAN FREE FLIGHT CUP, MADZIUNAI,
LITHUANIA, APRIL 28**

F1A 45 flew

1	D Stezalski	POL	930	+302
2	D Halbmeier	GER	930	+265
3	R Helgren	SWE	930	+257
4	T Lepp	EST	930	+247
5	O Findahl (J)	SWE	930	+231
6	P Ronkanen	FIN	930	+225
7	P Findahl	SWE	930	+215
8	J Sprogis	LAT	930	+207
9	S Jakutis	LTU	930	+176
10	R Indrisonis	LTU	930	+148
11	T Isotalo	FIN	911	
12	M Furman	ISR	906	
13	N Lomov (J)	RUS	896	
14	M Pilkauskas	LTU	895	
15	J Carter	GBR	874	
16	D Varhov	SWE	867	

F1A-Junior 9 flew

1	O Findahl	SWE	930	+231
2	N Lomov	RUS	896	
3	R Peeling	EST	828	

F1B 18 flew

1	O Findahl (J)	SWE	960	+312
2	J Isotalo	FIN	960	+259
3	V Rosonoks	LAT	956	
4	R Peers	GBR	942	
5	Y Waltonen	FIN	930	
6	A Lukaszewicz	POL	900	

F1B-Junior 5 flew

1	O Findahl	SWE	960	+312
2	M Paskauskas	LTU	898	

F1C 13 flew 5 full scores

1	R Naaber	EST	960	+358
2	R Kiburtas	LTU	960	+325
3	M Roman	POL	960	+311
4	A Grasys	LTU	960	+300
5	Y Perchuk	RUS	960	+24

F1Q 2 flew

1	M Lihtamo	FIN	762	
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F1P-Junior 1 flew

1	K Linartas	LTU	364	
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HARGHITA CUP, Salonta, Romania, Apr 28-29

F1A 38 flew 10 full scores

1	S Szijjarto	ROU	1260	+420	+301
2	J Krasznai	HUN	1260	+420	+286
3	J Arva	HUN	1260	+420	+234
4	G Hudak	SVK	1260	+420	+139
5	G Vasas	HUN	1260	+420	+118
6	I Bezak	SVK	1260	+420	+78
7	R Holzleitner	AUT	1260	+358	
8	M Betak	SVK	1260	+306	
9	I Maszkowsky	ROU	1260	+177	
10	D Krasznai	HUN	1260	+63	

F1A-Junior 11 flew

1	M Jezik	SVK	1230	
2	Z Szanto	HUN	1176	
3	A Crintescu	ROU	1172	

F1B 5 flew

1	M Varadi	HUN	1260	
2	J Krasznai	HUN	1257	
3	B Suranyi	ROU	1191	

F1C 4 flew

1	L Patocs	HUN	1260	+373
2	B Bauer	HUN	1260	+336

**27TH JIHOCESKY POHAR, VSECHOV,
CZECH REPUBLIC, MAY 5-6**

F1A 78 flew 18 full scores

1	D Sauter	GER	1260	+234
2	R Assmuss	GER	1260	+221
3	C Thom	GER	1260	+197
4	S Crt (J)	SLO	1260	+118
5	R Holzleitner	AUT	1260	+112
6	R Uwe	GER	1260	+95
7	E Ragot	FRA	1260	+88
8	A Van Eldik	NED	1260	+84
9	R Koglot	SLO	1260	+78
10	H Karl-Heinz	GER	1260	+70
11	J Blazek	CZE	1260	+68
12	V Bajorat	GER	1260	+67
13	J Vosejpká	CZE	1260	+65
14	V Polyaev	RUS	1260	+38
15	S Limberger	GER	1260	+30

F1A-Junior 15 flew

1	S Crt	SLO	1260	+118
2	D Rossler	CZE	1221	
3	S Zachara	SVK	1156	

F1B 34 flew 16 full scores

1	S Stefanchuk	UKR	1260	+240
2	B Silz	GER	1260	+223
3	O Parpel	CZE	1260	+137
4	A Gey	GER	1260	+105
5	P Fejt	CZE	1260	+88
5	S Tedeschi	FRA	1260	+88
7	M Barg	GER	1260	+77
8	A Krawiec	POL	1260	+63
9	M Novy	CZE	1260	+61
10	V Urban	CZE	1260	+60

F1B-Junior 4 flew

1	B Skibicki	POL	1260	+14
2	A Krzywicka	POL	1238	

F1C 21 flew 9 full scores

1	M Nogga	GER	1260	+230
2	M Sondhauss	GER	1260	+203
3	D Meissnert	GER	1260	+166
4	J Blatny	CZE	1260	+111
5	F Gradi	ITA	1260	+110
6	P Plachetka	POL	1260	+99

**SZABÓ MIKLÓS (HUNGARY), SALONTA,
ROMANIA, MAY 12**

F1A 33 flew 7 full scores

1	M Kosonozhkin	RUS	1260	+300	+420
2	I Halasz-Szabo	HUN	1260	+300	+289
3	F Kerner	HUN	1260	+300	+286
4	J Guti	HUN	1260	+300	+259
5	I Bezak	SVK	1260	+275	
6	L Kepiro	HUN	1260	+252	

F1A-Junior 8 flew

1	A Macsim	ROU	1206	
2	B Nagy	HUN	1129	
3	B Jambor	HUN	1030	

F1B 5 flew

1	M Varadi	HUN	1222	
2	I Kocsis	HUN	1194	

F1C 4 flew

1	J Szecsenyi	HUN	1260	
2	B Bauer	HUN	1134	

F1Q 2 flew

1	G Milak	HUN	1050	
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F1H

1	M Bán	HUN	514	
2	S Lipcsei (J)	HUN	471	

CORRESPONDENCE

Reflections on the Bulgarian Proposal, from Stuart Darmon

It comes as no great surprise to read that the proposal to CIAM from Bulgaria suggesting “Absolutely [sic] prohibition of radio control or any wireless communication with F1A glider” was unanimously rejected. The proposal, and accompanying suggestion of random searches of models for illicit radio, may have been overly draconian, but it was nonetheless important in placing on the record a very legitimate concern. As a result, the committee “acknowledged that it would be difficult to prove what functions were available in an electronic model”- in other words, that the FAI has a rule- the very definition of free flight, no less- which it cannot police, and is reliant on the good character of every competitor. I cannot agree that “any big influence on the model is likely to be detected”; it’s hardly likely that we will see a glider make a beeline for another model in lift and start to circle under it, but in flyoffs the ability to correctly judge minute adjustments to elevation and turn diameter is often decisive, and could easily be done in flight without detection.

It has of course been possible for decades to conceal RC in a FF model, and it is profoundly unlikely that it has ever happened.

Now, however, the use of RC add-ons to electronic timers for remotely trimming is upon us and will quickly spread. Remember that shortly after RCDT first appeared as a trimming aid there was a high profile controversy. Succumbing to the temptation to back off that mushing stall is a lot less obvious than inexplicably DTing and getting a re-fly. I do not claim to have an answer to this, largely due to my woeful ignorance of electronics, but an obvious starting point would be to clarify what is actually legal in a FF model rather than let it be assumed by default. By this, I mean instead of referring to “transmissions to the model”, state that “The model may not be capable of receiving transmissions for the purpose of controlling any of its functions other than DT. Any component(s) capable of receiving such transmissions must be removed from the model prior to an official flight”

This does not address the issue of proving exactly what the ‘black box’ in the fuselage can or can’t do, but it does restore the previous status quo whereby transgression would require deliberate and premeditated intent to cheat (like sneaking futaba gear into a sheet box fuselage)

Any proposal which prohibits RCDT is flawed, as this innovation makes our models safer and opens up new flying sites, but to refuse to recognise and regulate the grey area between RC and modern FF is just storing up trouble.

NEWS FROM BMFA FF TECH COMMITTEE

FFTC Meeting

The FFTC met on 16 May 2012 and the following are notes on items of interest:

FOD on Barkston Heath Airfield

A recent military search at Barkston found some model flying items, including a lost model, which could cause foreign object (FOD) damage to full size aircraft. The issue has been overcome with the assistance of the Liaison Officer but all model flying users of airfields must take particular care to ensure no foreign objects are left for the owners to find including soft waste such as cigarette butts. Our continuing use of MOD spaces depends on our complying with their requirements so please collect and take home all your kit and waste.

Personal Safety

During the Stonehenge International on Salisbury Plain Mike Woodhouse suffered a bad injury to his leg while trying to negotiate a barbed wire fence. Free fighters tend to expect damage to clothing and minor cuts when retrieving on farm land but as we get older our ability to negotiate hazards

becomes more risky and Mike’s accident emphasizes that risk. Mike was found and paramedics were guided to his location only after he was able to call for help using his mobile phone. Without that his injuries could have had a much more serious outcome.

At all major events and most Area venues the CDs now require all competitors to provide mobile phone numbers and to carry their phones at all times. This not only allows flyers to call for help if needed but enables the CD to check anyone who has been downwind for an over long time. Some flyers have been reluctant to provide mobile numbers but Mike’s accident clearly emphasizes the importance of remaining in contact so please ensure you give your number and carry your mobile.

Use of Salisbury Plain

Martin Dilly liaises with the Officer who controls our use of Salisbury Plain and he reports that there is now a new Officer in the post who recently held a briefing session on the conditions applicable to our use of Area 8. The following are Martin’s notes from the briefing:

Briefing notes for all Model Flyers using Area 8, Salisbury Plain Training Area

1. Area 8 is a military training area and military training at all times has priority over our own use of the site. Give way to armour, military vehicles and personnel. Stay well clear of any military activity. If low flying fixed wing aircraft or helicopters are in the vicinity, stop flying.
2. Always check on the Friday before flying that the site is available for us. Peter Tribe is the contact (01225-862748); if you are on his e-mail list you will receive a message on each Friday.
3. Use lights if driving. A 30 m.p.h speed limit applies. All vehicles, including any motorised chase bikes, must be fully “road legal”. Comply with the byelaws posted at entry points, and with any MoD signs. Enter and leave only on the marked tank crossing points.
4. Do not pick up any ammunition, live or fired. Note its position, mark it and report it to a Land Warden or to Range Operations on 01980-674700.
5. If you need to be on any adjacent training area for model recovery check for red flags flying, indicating live firing. If they are, STAY OUT.
6. Be aware of any suspicious activity, e.g. possible hare coursing, note vehicle registrations and descriptions and report it to Plainwatch on 01980-674700.
7. Always lock vehicles if away from the free-flight launch area. Opportunist thefts are frequent on the training areas, and people in camouflage clothing are not always what they seem.
8. In case of emergency, provide first aid, assess services required and call 999.
9. Even if our use is approved on a Friday, late changes may occur. Obey any military instructions at all times.
10. Keep these notes to hand when you are on Area 8.

CD Expenses

A new format for CD expenses has been successfully tested at the Northern and London Galas and will be fully adopted for the Nationals and all Centralised events details as follows:

Mileage Allowance

CDs may claim the round trip distance travelled at the rate of 35 pence per mile.

Note mileage may only be claimed if the CD attends for the sole reason of directing the contest. If the CD duties are part of a longer meeting that he is attending and competing in, i.e. a 3 day Nationals mileage may not be claimed.

Accommodation

CDs may claim £45 for each night away from home that was required to CD the event.

Note 1: If the CD duties are part of longer meeting that he is attending and competing in, i.e. a 3 day Nationals only one night may be claimed.

Note 2: If an early start is required i.e. the Trials and the distance the CD travels from home is such that accommodation the previous night is necessary this is acceptable. Also in these circumstances accommodation is also acceptable after the last day of the event

Competition Vouchers

Competition entry Vouchers will be given as recognition of the CDs contribution to the free flight community

The FFTC contact shown in the contest calendar will discuss and agree with the CD the claimable expenses prior to the particular event to ensure the allowances are understood before the event.

Stonehenge Cup 2012

The Stonehenge Cup was very successful thanks to the efforts of Peter Tribe and Bristol and West club. The weather was helpful and the cows were largely avoided. Once again the prize giving was enhanced by the presentation of excellent trophies made by David Greaves. We are much indebted to Dave for his efforts over the years.

Free Flight and Space Nationals with SAM35 Events

The Nationals programme and information with entry form was included in the latest issue of BMFA News.

Please note that the SAM35 events shown in the programme were proposed by SAM35 and agreed by the FFTC before inclusion and publication. There have been some suggestions that these agreed events may be varied. If that is the case any information on changes will be issued by SAM35 so potential contestants should look for any SAM35 announcements.

Flying Field Locations

It has been suggested that the co-ordinates of the entrance gates at each of our competition venues should be shown in the contest calendar to enable the use of SatNavs or Google to help those unfamiliar with the sites to find their way. This suggestion will be adopted. Area representatives are requested to provide co-ordinates to either Peter Williams (peter.fl@virgin.net) or Phil Ball (phil.ball@ntworld.com) so that we can compile a list for inclusion. Google earth can be used to find the exact entrance co-ordinates if you are already familiar with the field.

Combined Power Events

The FFTC have proposed that Electric power be removed from combined power events effective in 2013. Comments, as under rule changes below, to Chris Strachan (chris.strachan@btinternet.com)

Technical Workshop

Following the successful technical workshop earlier this year ideas for another workshop in 2013 are being considered. If you have any suggestions please contact Trevor Grey (trevorgrey@talktalk.net)

Rule Changes

Any proposals for rule changes in 2013 should be sent to Chris Strachan (chris.strachan@btinternet.com) as soon as possible.

World Championships 2013 – Team selection

The first meeting is at Barkston on 16th and 17th June and is pre-entry only. The closing date for entries to be received by John Carter is June 2.

DRIVING IN FRANCE

Don Thomson suggest the following may be relevant for those heading to Poitou this year: A new law in France will require motorists to have a portable breathalyser in their car. Devices have to comply with standards set by the French authorities. The law will be compulsory for all cars on French roads from July 1, with anyone caught without the equipment facing an 11 euro (£9.20) fine. The latest news suggests that the police will start enforcing the law only from November 1.

Another French law extends the ban on equipment pinpointing speed camera to include satnavs. Any satnav camera location feature should be disabled for driving in France.

BMFA LONDON AREA GALA, SALISBURY PLAIN, APRIL 28-29

Saturday 28th wind 15 to 20 mph, light rain

Sunday 29th Gale with heavy rain – no flying

Combined Glider 5 flew

1	D Cox	SAM1066	7.30
2	J Cooper	Biggles	7.17
3	C Parry	Biggles	6.00

Combined Power 4 flew, 3 full scores

1	C Strachan	Biggles	7.30	2.28
2	T Grey	Crookham	7.30	2.18

Combined Rubber 1 flew

1	P Ball	Grantham	5.00
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CLG 6 flew

1	P Ball	Grantham	4.24
2	P Tolhurst	Hayes	3.23
3	C Strachan	Biggles	2.53

Vintage Rubber 2 flew

1	S Willis	Croydon	6.46
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P 30 3 flew

1	S Willis	Croydon	5.39
2	C Redrup	Crookham	4.18

CO2 2 flew

1	P Tolhurst	Crookham	3.49
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F1E AT LIPTOVSKY MIKULAS , SLOVAKIA, MAY 5-6

Report by Ian Kaynes

The F1E site at Liptovsky Mikulas in Slovakia is a well established regular venue, missed last year because the World Cup events were held at Martin, site of the World Champs next year. I had not been to the hill before and was shown the way by the organisers just before the start of the contest. Arrival was just a few minutes before the start after being further delayed by a car stuck in a muddy dip in the track up to the hill – it had rained very heavily the day before. The hill is grass covered at the top with various ploughed fields and wheat fields below it. The hill faces a large lake, about 1.6km away. Most reasonable flights are watched against a background of water, quite hard to convince yourself that the model is still well short of the lake and will not actually be landing in what you are looking at through the binoculars.

The first rounds were almost calm. For the first round a 4 minute max was set and more than half the 38 flyers maxed. For the remaining rounds the max was increased to 5 minutes and the number of maxes were reduced to 10 in round 2 and then just 5 in round 3. By this time the only full score was held by Hungarian junior Bence Ararg-Nagy. I was flying my model 114 which had been modified (see below) and wasted the first rounds getting it trimmed for these conditions. For the last two rounds there was a gentle breeze giving good soaring. I had got my trim sorted by now and in these conditions maxed – along with many others. However there was no need for a regular flyoff, but one was needed to divide a tie for third place between Alain Roux and Ivan Treger. By now the wind was about 6 or 7 m/sec, both were well set to progress slowly into wind, Ivan drifting more to the left than Alain. Eventually Ivan came down but Alain picked up more lift and was at a good height when it DTed about a minute later than the 7 minute max. Bence Ararg-Nagy had dropped a minute on his last flight but still won, ahead of another junior, Slovakian Viktoria Drmlova.

The Windfinder forecast for Sunday had shown light winds with a few millimetres of rain during the afternoon, but some national forecasts were predicting strong winds and rain. Maybe that is why the Austrian contingent headed home and didn't wait for the second contest. The first round started with

almost no wind and, like many others, I repeatedly got to the front of the queue to fly and did not like the weather so went to the back of the queue. Eventually there was a little breeze and the air seemed less dead so I flew, launching just after Alain Roux. After some gentle lift close to the hill the models glided down towards the lake and I was pleased to see that my model 114 was now gliding equal to Alain's model, indeed later in the flight mine wandered right into better air and maxed while Alain did just over 4 minutes. The next two rounds were similar but with rather more plentiful lift and more maxes than the 8 scored in the first round.

At the end of round 3 there was an obvious storm approaching from across the lake. The first suggestion by the organiser was that one more round would be flown after the rain with a standard 5 min max for everyone except 7 min for the 5 people still with a full score. From a CIAM point of view I realised this was not in the book, but from my view as a competitor with a full score it would be best to finish it as soon as possible. The rain wasn't very heavy and so round 4 started soon. Getting to the line I heard a new version – this would be a regular 5 min round and the flyoff would be held after the round. I maxed again, actually 5.26 to the ground with a 7 min DT still set, I didn't feel like using RDT when it was close to the road (it would be so silly to DT it on to the road when otherwise it might have missed it). When I got back to the scoreboard I saw that all the others with full scores had failed to max – immediate conclusion was that I had won, but what is this notice showing "round 5 started"? Yes they had changed plans again and gone on to fly the full contest with a fifth round. No complaint about running it to the book, but a certain feeling of having been penalised. So I flew the round with determination that they could not mess around with the result like that – just as some more rain was starting model 114 soared well on the local ridge and then gently glided down to land 7 sec short of the max, enough for a clear win three-quarters of a minute ahead of Maurizio Tomazzoni who was one second ahead of Alain Roux, who had maxed after dropping that first flight. The senior prize-giving was rather sparse since the others had already departed for Italy and France, but at least all the juniors were present.

Liptov Cup, May 5

F1E 38 flew

1	B Agard-Nagy (J)	HUN	477.00
2	V Drmlova (J)	SVK	474.33
3	A Roux	FRA	466.67 +420
4	I Treger	SVK	466.67 +350
5	M Popescu	ROU	465.67
6	S Kubit	POL	464.33
6	V Zima	CZE	464.33
8	E Mang	AUT	449.33

F1E-Junior 6 flew

1	B Agard-Nagy	HUN	477.00
2	V Drmlova	SVK	474.33

Nosko Memorial Cup, May 6

F1E 30 flew

1	I Kaynes	GBR	497.67
2	M Tomazzoni	ITA	482.00
3	A Roux	FRA	481.67
4	S Kubit	POL	478.00
5	K Zurowski (J)	POL	471.67
6	F Kanczok	POL	471.00
6	E Slomka	POL	471.00
8	M Popescu	ROU	468.33

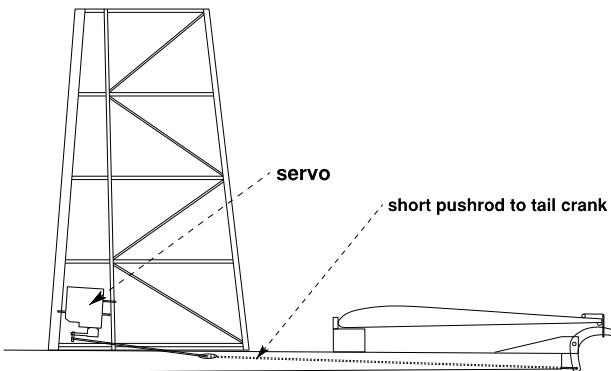
F1E-Junior 5 flew

1	K Zurowski	POL	471.67
2	A Tomescu	ROU	467.33

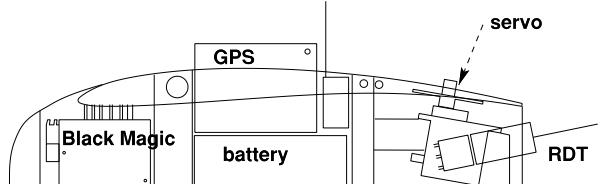
WHERE TO PUT THE SERVO?

By Ian Kaynes

My usual F1E models have the tail controlled by a servo mounted in the pylon and connected to the tail by a pushrod. Because its length the fuselage has to be two-piece which introduces the complication of having a joint in the pushrod. When I was building new model 114 last winter I decided to eliminate the complication of this joint by using a lightweight servo mounted in the fin, driving the tail crank by a simple short pushrod. With the combination of a lightweight servo (weighing just 2.4g) and light wiring running forward to the pylon this was hardly any heavier than a full length pushrod.



I trimmed the model and won one contest at Lost Hills with the model in this configuration. However, this servo had too little torque to set the tail initially and I had to remember to push it down as part of launch preparations. This is so undesirable that I then fitted a more powerful 3.7g servo. That had the necessary torque but did not cooperate with the Black Magic timer, so I changed the model back to my usual configuration, refitting the pylon to house a standard servo in the pylon and a long pushrod to the tail. This entailed moving the GPS from the rear of the pylon to the centre above the battery (where the RDT had been) and mounting the servo and RDT in the rear of the pylon.



Calibration measurements and some check flights in the rain at Chobham looked OK, but flown in the calm at the proper site at Liptovsky Mikulas showed it was gliding fast (6 m/sec) and coming down rather quicker than it should. In round 2 it had landed on the road after a 265 sec flight quite a distance beyond Klaus Salzer's large electronically-steered model which had made the 300 sec max. By the end of this first contest it was trimmed to fly consistently.

CROYDON WAKEFIELD DAY, MIDDLE WALLOP, MAY 6

Report by David Beales and Martin Dilly

After a fairly damp and breezy week the forecast for Croydon Wakefield Day on May 6th at Middle Wallop looked a lot better. Croydon club had decided that having past Wake Days as the third contest day of a Bank Holiday weekend led to entrant fatigue and this year went for a stand-alone day. Unfortunately the skilled team of planners hadn't spotted that May 6th was the middle day of a Bank Holiday, so entries were down, probably for another reason this time.

Several of last year's contestants had requested that ROG launch should be reintroduced for the Vintage classes. To give a choice of launch a bonus of ten seconds was awarded for

