FREE FLIGHT news

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FFn DIARY

March 3 Area venues	BMFA 2nd Area. C/P (White), F1A (KMAA/Plugge), B/E, F1G, Vintage R/P (Plugge), Vintage Glider, HLG-CLG(Plugge). Contact: Area Comp Secs.
March 7 Säkylän Pyhhäjärvi, Sweden	Swedish Moose Cup. F1A, F1B, F1C, F1P, F1Q World Cup event. Contact: Per Findahl, tel +46 223 22 957, per.findahl@telia.com web: http://norbergsfk.se/swedishcup
March 9-10 Salisbury Plain	BMFA Trimming Weekend. See FFn 1301. Must call Peter Tribe on Friday before 01225 862748.
March 9-10 Sakyla, Pori, Finland	Bear Cup. F1A, F1B, F1C, F1Q World Cup event. Contact Kim Henriksson, tel +358 44 7688 370, e:l kim.henriksson@vahanen.com
March 16-17 Gjovik, Norway	Holiday on Ice. F1A, F1B, F1C, F1Q World Cup event. Contact: Tor Bortne, tel +47 920 95 329, email: tobortne@bbnett.no www.frifluktvegar.no
March 23-24 Rana near Louny, Czech Rep.	23th:Spring Cup I, 24th:Spring Cup II. 2 F1E World Cup events. Contact: Josef Kubes, tel +420 737 164 138, email: j.kubes@centrum.cz
March 25-27 Narrandera, NSW, Australia	Southern Cross Cup. F1A, F1B, F1C World Cup event. Contact: Tahn Stowe, Coogee 2034, 3/152 Brook Street, Australia, tel +61 296 646 198, e: stowes@ozemail.com.au
March 27-31 Narrandera, NSW, Australia	Australian Free Flight Championships. F1A, F1B, F1C World Cup event. Contact: Vin Morgan, Carlton Nth 3054, 644 Canning St, Australia, tel +61 39 38 72 531, email: vin.morgan@utas.edu.au
March 29 (Good Friday) Church Fenton	BMFA Northern Gala. C/G (CMA), C/R (Caton), C/P (Hamley), B/E, SLOP (Falcons), P30, F1H, Mini-Vintage, E30, HLG-CLG. Contact: G Warburton 0113 2852947, **see page 26 re security list**
March 29-30 Ofakim, Israel	Passover Cup - Israel Free Flight Competition. F1A, F1B, F1C, F1P World Cup event. Contact: Aviad Levy, 61263 Tel-Aviv, POB 26261, Israel, tel +972 3 517 50 38, fax +972 3517 7280, email: office@aeroclub.org.il www.aeroclub.org.il
March 30 Saturday Middle Wallop SO20 8DY 51º 08' 59.18"N, 1º 34' 25.15"W	Croydon Wakefield Day. See FFn 1212. F1B Thurston Trophy, 4 oz Vint Wake, 8oz Vint Wake, Marcus Ltwt Challenge. 10 am start. F1B in rounds. Contact Martin Dilly tel/fax 020 8777 5533 e-mail: martindilly@compuserve.com.
April 6-7	BMFA Salisbury Plain. See March 9-10.
April 6-7 Ceminac, Croatia	16th Kup of Slavonija and Baranja. F1A, F1B, F1C World Cup event. Contact: Vinko Tomljanovic - D. Sokolic, 31000 Osijek, Krizanicev trg 1, Croatia, tel +385 31 208 262, fax +385 31 208 262, vinko.tomljanovic@gmail.com web: www.ak-osijek.hr
April 13-14	BMFA Salisbury Plain. See March 9-10.
April 14 Area venues	BMFA 3rd Area. C/R (Gamage), F1C(Halfax/Plugge), F1Q, F1H(Plugge), SLOP (Plugge). Contact: Area Comp Secs.
April 16-20 Nalchik, Russia	Naloev Cup. F1A, F1B, F1C, F1P World Cup event. Contact: Andrey Naloev, Nalchik, Shortanova str 17 a-57, Kabardine Balkanian resp, Russia, tel +79289104605, fax +7 866242 2734, em: naloev@mail.ru

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LOST HILLS – FEBRUARY 2013

Report by Chris Edge

Dubbed the Fab February, the weather over the events at Lost Hills was probably the best ever experienced and in this regard was an excellent backdrop to a plethora of contests, big and small.

Due to pressing work commitments your scribe was otherwise engaged and hence missed the New Zealand events, but my sources informed me that flyoffs in the FAI events were impressive to say the least with strong lift available for the patient (witness the Peers GBR DT failure doing over 50 minutes just before dark).

Early mornings were cold with frost at times with buoyant early air burning off to produce the usual dead patches. The wind was never strong but the temperature rose over the day to give a difficult last two rounds and some cool wind for at North American Cup (NAC) FOs in particular. By the time of the MaxMen proper it was hotter still but never to the point of being really difficult.

The NAC organisers wanted to finish on the day so a 7 minute FO was called, followed by an unlimited one; there was comment about this but it had been pre-advertised and in fact worked well. The only big flight was by Christensen (SWE) who managed over 10 minutes to deprive AA of a clean sweep in all three F1B international events. In F1A it was cool and breezy and the times were very interesting. Cooper (GBR) and MCKeever (USA) flew classic models with polite launches but both whiffled away (technical term) to score around 5 minutes each. Makarov (RUS) used an LDA to appear almost twice as high as Mike but only managed a scant 34secs more. It was clear that the whiffle approach was making best use of a lower layer of air whilst the more exotic machinery just flew through it – a long classic model flown over Cooperman would have been very competitive as he had positive air for the first two minutes at least. As it was, Lesko (CRO) won using a conservative spanned Textrene flapper flown on his own – he also got good results in the other two contests. Power was a bit of a disappointment with Babenko (UKR) having an easy win over a miss-launch from Summersby (AUS).

Babenko's new design multi-panel folder with interesting tip shape

The next few days saw the field filled with those trimming new models and those optimising. The overseas contingents were different this year with the great pleasure of seeing a team from Mongolia, mostly F1B flyers with their wives, who were well equipped and very capable of picking the air - someone has been selling some product to a new market !

In terms of tackle, this year silver was the new purple. Many full carbon sheeted wing models (A, B and C) were on view where the upper surface was silver (spray painted in to a mould before the laminate was added) with a clean carbon lower surface. The material used was ~45gsm two-layer carbon, we're told of Ukranian origin, and with spaces between the fibres, which was often orientated at +-45deg for the d-box and 0-90deg for the aft section. Cores were foam (likely Rohacell) and the finish was spectacularly smooth. Stefanchuk's (UKR) B had a fine turbulator on his, almost as if a thread had been glued to the wing surface then removed before the glue dried – very subtle. I saw Stamov (UKR) fly his LDA with the wings definitely going anhedral at the point of release – it got high with no ill effects.

The MaxMen was the largest contest in superb conditions. By now I was suffering from a virus picked up before I left the UK but found with significant help from the guys (and the thought of Sarah Jane in Denny's) I found that I could fly 'up and off' and managed my 7 maxes along with another 24 in A. I came 25th (least said the better) but huge lift took 23 away in the 7 minute FO to try for 10 minutes the following morning.

Going for 10mins, the knitting started early for Koglot (SLO) who towed in and damaged the tip of his 'Black Mamba' – the reserve stalled down. Stamov launched very early over the line and there it remained for the whole flight, doing almost 7mins with his silver machine. Parker (USA) had a poor transition but got a 3rd with his M&K LDA with the same design in the hands of its originator making a late winning flight just 8 seconds above Victor.

B and C flew after the A guys finished but took their FOs later due to a need to move starting positions (models were landing in the new irrigation areas) and had cooling air. I timed Eimar (SWE) who flew late due to a bust motor and he only just made 7mins before DT; 5 others joined him. In C, Hexam's finest (Jack GBR) had a prop miss-fold to turn tight and just make the 7 mins. Here some big names had missed in the rounds so only 8 got to try for 10mins. This happened just after 7am the following morning. C went first and I timed Artem – as usual perfect climb and transition and slow glide. He didn't use any LED despite having an electronic timer equipped with GPS, RCDT, altimeter, Skip Yogi, etc. He just managed the 10 with the model flashing in the sun just before landing.

Elsewhere Big Al had wrapped a streamer in his prop and launched with a rapidly draining tank – the model stuttered and flopped before it got RCDT'd and saved. Like a gazelle on heat, Al had the model back on the line and went away with little time left to good height and slow glide (I'm told that extensive use of CFD is now being used to optimise flap angles). Meanwhile Simpson (USA) had a cracker from his folder and was gliding down close to the RVs and at just over 9 it hit the side of a camper to the consternation of the occupants ! Meanwhile Al went OOS low down (where was his BoSS LED unit ?) to pip Roger but not Artem.

B was last to go. A block in the middle with AA, a Mongolian, a Turk and one other looked good. Eimar meanwhile needed all his pockets to pull out motors as he blasted one after another. With 2 minutes to go he loaded the last one, his 5th, and started to pull. One strand went but with no time left he under-wound and launched with only a few seconds to spare. The same model that sped away the night before was now slow but got to a respectable height and to glide in for an incredible 6:31 and 3rd place – a win would have been possible on a good motor. Alex won with just over 8mins with no bluster, just lots of beeps form his electronic timer – I'm told there was an altimeter sending height data back to a laptop in real (as opposed to un-real) time. Mention must be made of Batbayer (MNG) whose air picking was excellent and got a just reward in 4th place.

And so to Minis days. This was flown using an unlimited flight to the ground to start with, then 4 rounds flights and a 3 and then 4 min FO to finish. For the extra time of the first round to count you had to max all the others; simple in those conditions, right ?

J had one real entry, a real shame after those classic multi-dozen FOs in the past – what's happened ? Q was also flown this day and had 8 entries which was seen as a good number – is it really ? Best supported event yet again was G. Lots flew off for 3mins but most chucked up in terrible sink. O'Dell (USA) got them away but only she and Jones (USA) and one other made it ! Going for 4, Geralyn got away first and this time Tiffanay was too late, missing the air and hitting sink before the max was up.

H brought together the finest Brits. (all former British and/or Scottish Nationals winners), the locals and a group of Israelis amongst others. The long first flight saw over 6 minute examples from Madelin (GBR), McKeever (USA) and CHE (Scotland) in that order. In the eventuality Gary had the heartbreak of missing the 4 minute max by 1 second and thus dropping off the podium; a great shame after an otherwise perfect performance. McKeever too dropped going for 4 which allowed Kraus (ISR) top spot.

Thus ended the Fab Feb which really did live up to its name. On the field front the trees are due to be planted soon which will make long FO retrievals difficult. There are currently good relations with the farmers but despite stating that no bikes were to be ridden on this land, some numpty did just that – I hope they have been banned for life as it is that kind of stupidity that can make sites unusable. On a positive note there are stories that an alternative site may be available for lease to the East of the I5; let's hope this comes to fruition.

On the model's front, the silver machines show a trend towards more complex, expensive models. It is a natural progression in many ways, carbon skins consolidated with foam cores are used in other model flying disciplines, but these techniques are out of the capability of many. Even if you did have the CNC millers and time to polish the moulds, how many can you make/sell before the sections get developed more, or CFD tells you to use less/more warp, or you fail the structure as the loads increase and you have to scrap everything ? The investment is huge so the price from the suppliers is going up all the time, so either you make your own (difficult, time consuming) or you buy (expensive, no success guaranteed). For those who want the best and can afford it then it's a no-brainer, for the majority I suspect it will finish them off; I expect I'll be one of the latter.

F1Q, report by Ian Kaynes

There were two events for F1Q at Lost Hills. There were several entries for the Kiwi Cup event but only Bernie Crowe made it to the field, apparently the others did not get to Lost Hills because of snow closing I-5 from Los Angeles. Commendably, Bernie persisted in flying all day and finished with a full score of 7 maxes, flying with an energy limiter. Bernie was flying his Noah's Quark design (FFn May 2009). It is now available as a kit from BMJR Models, $64.50 plus postage www.bmjrmodels.com

The second event was at the Maxmen and was held on the same day as the mini events. This time there were 9 entries and from these 8 flew, which was the most at an F1Q World Cup event in USA, and beaten only by 2 events in Germany in 2011 and one in Switzerland in 2009 which had 9 flyers. Flying in the continued good weather the top 4 places were determined by the time lost on a single dropped flight each, which had mainly resulted from missing the lift. Bernie waited until the last flight for his drop and, since it was only 9 seconds short of the max, he won the event. Third place was taken by Israeli flyer Schmulik Sitton with a model based on an LDA F1B and built by Mihaly Varadi. There was a full variety of models present, including Junior Savak Malkhasyan flying an E36 with a long run of 18 seconds. Aram Schlosberg took the F1C approach with a 500 Watt model. I flew 5 maxes but dropped two as a result of not detecting that the motor retaining screws had vibrated loose (long time since flying anything with a propeller!)

F1Q line-up at Maxmen, left to right: Shmulik Sitton (Israel), John Oldenkamp, Julie Parker without model, Mike Pykelny, Aram Schlosberg, Ian Kaynes, Sevak Malkhasyan (J), Mike Callas, Bernard Crowe

F1E, report by Ian Kaynes

The major question this year concerned the lake which had been built at one side of the pit, which was the usual preferred direction of flying from the hill. The lake is about 250m by 90m for storing irrigation water for the new orchard and is a trial for filling the whole of the pit. It provided some restriction but most of the pit was still available, used with a steering bias to keep away from the water.

The lake - Brian Furitani photo

Notable this year was that a Romanian flyer competed. Marian Popescu had discussed coming but failed to get a visa, but unknown Romanian flyer Gigi Aixente made it to Lost Hills.

Both events had very little steady wind, most of the breeze being variable and related to thermals.

While testing before the start Tom Ioerger steered towards the lake and became the first model to land in it. It was retrieved casting nylon line over the model and pulling it in. This bad start did not damp his flying style and he took the joint lead with a 180 max in the first round, dropped a few seconds in round 2 but stayed in front , then dropped more time in round 3 with another flight into the lake but he still kept the lead. In round 4 Peter Brocks flew early in the round and scored 90 seconds but then the breeze became established down the hill for most of the rest of the round. People eventually flew when the wind had dropped to a gentle drift along the slope, but only Brian Furitani's 111 seconds exceeded Peter's time. Tom made only 78 seconds in that round but kept the lead and his 95 seconds in the final round gave him the victory. I was second

and had managed not to challenge Tom by making even shorter times than his on both those last rounds. The variability of the conditions are shown by the low winning total of 390% for 5 flights.

The second F1E event was the California Cup on February 14, registered as part of the Maxmen event. The weather remained more suitable for flat field flying than F1E. There was gentle wind from the west before the start of the first round and there was much argument about whether to set a line which allowed flying in both directions. Finally CD Lee Hines established the line on the east side but facing west to give optional use of flying on either side. A 120 second max was set. Aixente and Woods flew to the west and made flights of less than a minute. The other three (Ioerger, Brosks, Kaynes - Brian Furitani was not flying today) flew much later in the round and made longer flights into the pit, Tom being the only one to max. After that a 180 max was set for the remaining rounds and everyone flew east into the pit. Round 4 was particularly difficult, Dick Woods making the longest time with his F1B-based model and Peter Brocks overtook Tom Ioerger for the lead. Dick then continued to fly on rails, going out to fly immediately at the start of the round and maxing each flight. Everybody else dropped time in most of those rounds, including Tom's 25 seconds gliding back on to the hill (but at least he didn't visit the lake again today). The scoreboard showed that Dick had climbed to third place behind Peter and Tom and prizes were presented on the field. I noted the times for entering in the World Cup and as part of the checking built into that process I found in error in Ioerger's total time. This was later confirmed and meant that Woods was actually second, ahead of Ioerger.

KIWI CUP OF NEW ZEALAND, LOST HILLS, USA, FEBRUARY 9-11

F1A 43 flew

1	I Bezak	SVK	1290	+420	+540	+471
2	R Limberger	USA	1290	+420	+540	+408
3	J Cooper	GBR	1290	+420	+540	+302
4	D Zink	USA	1290	+420	+540	+251
5	M Mckeever	USA	1290	+420	+499	
6	A Studnik	ISR	1290	+420	+442	
7	R Koglot	SLO	1290	+420	+428	
8	V Stamov	UKR	1290	+420	+342	
9	S Rosenzweig	USA	1290	+420	+302	
10	L Hines	USA	1290	+420	+285	
11	B Van Nest	USA	1290	+420	+269	
12	M Moskovich	ISR	1290	+420	+268	
13	M Campbell	AUS	1290	+420	+168	
14	R Lesko	CRO	1290	+420	+119	
15	G Meglaj	CRO	1290	+341		
16	S Makarov	RUS	1290	+324		
17	M Furman	ISR	1290	+196		
18	S Evsukov	RUS	1290	+189		
19	C King	NZL	1290	+185		
20	A Koerbin	NZL	1290			
21	C Breeman	BEL	1262			
22	V Bezchasnyy	UKR	1257			

F1A-Junior 1 flew

1	P Meglaj	CRO	1236			

F1C 15 flew

1	E Carroll	USA	1320	+345		
2	L Pulley	USA	1320	+337		
3	R Secor	USA	1320	+295		
4	R Summersby	AUS	1320	+291		
5	D Chesson	USA	1320	+275		
6	A Babenko	UKR	1317			
7	T Bond	AUS	1304			
8	V Suchov	SLO	1297			

F1B 40 flew

1	A Andriukov	USA	1320	+420	+457	
2	M Seifert	GER	1320	+420	+450	
3	B Jensen	USA	1320	+420	+429	
4	I Yurtseven	TUR	1320	+420	+398	
5	G Hagay	ISR	1320	+420	+385	
6	A Schroedter	USA	1320	+420	+377	
7	M Gilad	ISR	1320	+420	+366	
8	B Guest	CAN	1320	+420	+358	
9	A Rybchenkov	RUS	1320	+420	+341	
10	S Malkhasyan (J)	USA	1320	+420	+327	
11	R Peers	GBR	1320	+420	+302	
12	R Cheesley	GBR	1320	+420	+290	
13	D Wood	USA	1320	+420	+250	
14	E Vanlandingham	USA	1320	+420	+220	
15	T Christensen	SWE	1320	+420	+122	
16	J Emery	USA	1320	+420		
17	W Ghio	USA	1320	+384		
18	R Seifert	GER	1315			
19	R Rohrke	USA	1309			
20	I Blazhevych	UKR	1299			

F1B-Junior 1 flew

1	S Malkhasyan	USA	1320	+420	+327	

F1Q 1 flew

1	B Crowe	USA	1260			

F1P-Junior 1 flew

1	T Malkhasyan	USA	1261			

Isaacson Winter Classic F1H 12 flew

1	A Balassiano	ISR	600	+300	+300	+254
2	J Parker	USA	600	+300	+300	+224
3	A Studnik	ISR	600	+300	+300	+210
4	M McKeever	USA	600	+300	+300	+202

Isaacson Winter Classic F1G 13 flew

1	O Sirkis	ISR	600	+300	+300	+201
2	T Mathews	CAN	600	+300	+300	+188
3	B Guest	CAN	600	+300	+115	
4	A Baruch	ISR	600	+273		

NORTH AMERICAN CUP, LOST HILLS, USA, FEBRUARY 12

F1A 43 flew 22 full scores

1	R Lesko	CRO	1290	+420	+353	
2	S Makarov	RUS	1290	+420	+343	
3	R Limberger	USA	1290	+420	+311	
4	M Mckeever	USA	1290	+420	+309	
5	J Cooper	GBR	1290	+420	+294	
6	A Balassiano	ISR	1290	+420	+266	
7	I Bezak	SVK	1290	+420	+205	
8	M Campbell	AUS	1290	+420	+175	
9	L Hines	USA	1290	+420	+107	
10	D Zink	USA	1290	+373		
11	S Roszenweig	USA	1290	+329		
12	J Abad	ESP	1290	+288		
13	V Stamov	UKR	1290	+281		
14	J Danier	CAN	1290	+248		
15	P Meglaj (J)	CRO	1290	+243		
16	M Moskovich	ISR	1290	+225		
17	Y Kraus	ISR	1290	+224		
18	B Van Nest	USA	1290	+219		
19	J Parker	USA	1290	+197		
20	C Bachmann	SUI	1290	+185		
21	R Koglot	SLO	1290	+180		

F1A-Junior 1 flew

1	P Meglaj	CRO	1290	+243		

F1C 9 flew

1	A Babenko	UKR	1320	+420	+215	
2	R Summersby	AUS	1320	+420	+163	
3	A Jack	GBR	1320	+266		
4	R Simpson	USA	1310			
5	E Verbistky	UKR	1300			

F1B 39 flew

1	T Christensen	SWE	1320	+420	+674
2	A Andriukov	USA	1320	+420	+336
3	T O'Dell	USA	1320	+420	+316
4	G Mijiddorj	MGL	1320	+420	+223
5	B Jensen	USA	1320	+374	
6	S Batsuuri	MGL	1320	+265	
7	A Rybchenkov	RUS	1320	+247	
8	R Seifert	GER	1320	+226	
9	R Felix	USA	1320	+153	
10	G Hagay	ISR	1320	+149	
11	B Guest	CAN	1320	+122	
12	I Yurtseven	TUR	1320	+115	
13	M Achterburg	USA	1318		
14	A Schlosberg	USA	1317		
15	S Stefanchuk	UKR	1303		
15	P Ruyter	NED	1303		
17	C Allen	USA	1298		

MAXMEN INTERNATIONAL, LOST HILLS, USA, FEBRUARY 14-18

F1A 50 flew 25 full scores

1	S Makarov	RUS	1290	+420	+421
2	V Stamov	UKR	1290	+420	+413
3	J Parker	USA	1290	+420	+376
4	M Furman	ISR	1290	+420	+359
5	R Lesko	CRO	1290	+420	+352
6	R Limberger	USA	1290	+420	+343
7	V Brian	USA	1290	+420	+320
8	A Studnik	ISR	1290	+420	+314
9	A Persson	SWE	1290	+420	+310
10	C Breeman	BEL	1290	+420	+308
11	S Rosenzweig	USA	1290	+420	+304
12	R Koglot,	SLO	1290	+420	+296
13	C King,	NZL	1290	+420	+268
14	M Grozdan	CRO	1290	+420	+265
15	J Abad	ESP	1290	+420	+263
16	Y Kraus	ISR	1290	+420	+261
17	Sitton	ISR	1290	+420	+259
18	V Beschasny	UKR	1290	+420	+253
19	D Zink	USA	1290	+420	+246
20	T Boyadzhiev	CAN	1290	+420	+221
21	G Bachmann	SUI	1290	+420	+214
22	E Pecenkovic	USA	1290	+420	+190
23	M Mckeever	USA	1290	+420	
24	I Bezak,	SVK	1290	+205	

F1A-Junior 2 flew

1	R Mcguckin	USA	1026

F1B 52 flew, 22 full scores

1	A Andriukov	USA	1320	+420	+488
2	S Stefanchuk	UKR	1320	+420	+419
3	B Eimar	SWE	1320	+420	+391
4	C Batbayar	MGL	1320	+420	+377
5	I Yurtseven	TUR	1320	+420	+371
6	A Rybchenkov	RUS	1320	+403	
7	A Schlosberg	USA	1320	+387	
8	M Achterburg	USA	1320	+381	
9	B Gannon	USA	1320	+376	
10	O Sirkis	ISR	1320	+347	
11	G Batiuk	USA	1320	+301	
12	R Jones	USA	1320	+276	
13	R Cheesley	GBR	1320	+261	
14	B Jensen	USA	1320	+257	
15	M Schroedter	USA	1320	+252	
16	G Mark	ISR	1320	+249	
17	S Batsuuri	MGL	1320	+239	
18	T Christensen	SWE	1320	+236	
19	B Guest	CAN	1320	+210	
20	E Vanlandingham,	USA	1320	+180	
21	A Baruch	ISR	1320	+140	
22	T Ioerger	USA	1320	+138	

F1C 19 flew 12 full scores

1	A Babenko	UKR	1320	+420	+600
2	A Jack	GBR	1320	+420	+550
3	R Simpson	USA	1320	+420	+549
4	D Chesson	USA	1320	+420	+541
5	K Happersett	USA	1320	+420	+477
6	F Parker	USA	1320	+420	+432
7	R Secor	USA	1320	+420	+57
8	L Pulley	USA	1320	+420	
9	H Nyhgen	DEN	1320	+342	
10	T Bond	AUS	1320	+302	

F1B-Junior 2 flew

1	S Malkhasyan	USA	1295

F1Q 8 flew

1	B Crowe	USA	1251
2	J Parker	USA	1238
3	S Sitton	ISR	1189
4	M Callas	USA	1180

F1P-Junior 1 flew

1	T Malkhasyan	USA	1320

F1G 18 flew

1	G Jones	USA	600	+180	+240
2	G Hagay	ISR	600	+180	+165
3	T O'Dell	USA	600	+180	+99
4	R McGuckin	USA	600	+137	
5	P Brocks	USA	600	+129	
6	B Jensen	USA	600	+125	

F1H 12 flew

						tie break
1	Y Kraus	ISR	600	+180	+240	165
2	A Balassiano	ISR	600	+180	+240	63
3	B Van Nest	USA	600	+180	+240	15
4	G Madelin	GBR	600	+180	+239	
5	M McKeever	USA	600	+180	+157	
6	A Studnik	ISR	600	+180	+32	

KIWI CUP OF NEW ZEALAND, LOST HILLS, USA, FEBRUARY 11

F1E 6 flew

1	T Ioerger	USA	390.27
2	I Kaynes	GBR	367.66
3	P Brocks	USA	344.41

MAXMEN CALIFORNIA CUP, LOST HILLS, USA, FEBRUARY 14

F1E 5 flew

1	P Brocks	USA	515.28
2	D Woods	USA	499.17
3	T Ioerger	USA	495.53

UK SUPPORTERS AT WORLD CHAMPS

From Michael Woodhouse

I am the team manager of the 2013 British Team and if any one wants to be an official UK supporter that they should get in touch with me. If there is any accommodation needed I can help sort as I have a local contact who is able to arrange local support.

The web site for the World Champs is http://moncontour2013.vol-libre-moncontourois.fr/

TEAM SUPPORT DONATION

From Martin Dilly

While having a clear out last year I found a letter I'd had when doing PR for the FF Nats in the early 1980s from Neil Armstrong, who I'd invited to attend. As he'd subsequently died, which seemed likely to increase the autograph's value, and had stopped personally signing letters in the late '80s, I sent it to an auction house in Los Angeles. After commission and currency transfer fees it realised £420 and I've sent a cheque for this amount to the BMFA FF Team Support Fund.

E36 AT CROOKHAM GALA, JANUARY 27

Here is Tony Shepherd's report which was mentioned last month but not included in that issue.

History was made at Middle Wallop on Sunday 27th January when the UK's inaugural E36 contest took place.

Since Peter Tolhurst and Tony Shepherd went into overload in an attempt to get some UK interest in this small electric class, they've noted a continual stream of names appearing in e-mails asking for more details and showing them what has been achieved, often by those who have not featured in the mainstream electric events over the last few years. On the day, there were 6 entrants, more than any of the other classes being flown, and given the forecast wind strength, this was an excellent turnout.

Conditions dictated that a 1'30" max was appropriate and the motor run was accordingly reduced to 10 secs. On a reasonable day, the full 2' max is easily achievable (too easily?) off the full 15 sec motor run, but Windy Wallop was such that the reduced max was far from easy to achieve in the blustery turbulence.

Jim Paton

The winner was Jim Paton flying a Don DeLoach Super Pearl kit. Despite what seemed like a very whippy fuselage boom, the model handled the conditions well and although all of his flights were sub-max his total time of 3'55" proved good enough. Well done Jim!

Second place man, Chris Redrup, flew a recently completed Top Banana and after two maxes (the second following a very iffy power run!) he looked good going into the final flight. However his glide suffered badly from the horrible air experienced in the middle of the 'drome whereby models that appeared to be gliding well suddenly got sucked into ever steepening spiral descents and his sub-minute flight resulted in significant damage.

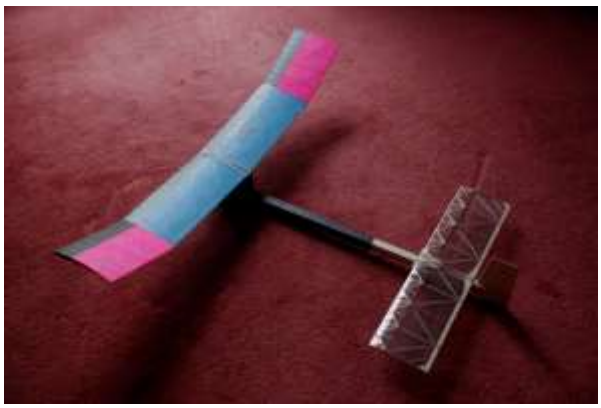
Chris Strachan came third with a scaled down Ramrod which looked to be the model that best handled the conditions. His first flight piled in for an attempt, resulting in a broken pylon but a cyano repair saw it flyable again and a good max followed a climb which seemed to ignore the turbulence that hammered the other flyers. Chris' third flight was also a good max but he was let down on his second flight when he knocked a switch on launch and the power run was little more than about 3 secs and he was down at 23 secs!

Chris Strachan

The 'also rans' comprised Trevor Grey, Tony Shepherd and Peter Tolhurst. Trevor flew a small, slow open-style model, completed less than a week earlier and based loosely on the Top Banana - it proved to be a tough cookie, surviving three sub-max flights. Tony's electric Top Banana just couldn't handle the wind and it's only flight dropped 11 secs and was damaged to the extent that on-field repairs were not an option. Peter flew his electrified Faulkner Sunstreak, but this piled in during the power run on the first flight and suffered significant wing damage resulting in early retirement.

All in all, this was an excellent event despite the conditions and resultant carnage! The 20+mph wind and turbulence was definitely a bit too much for these small models – it is probable that this was the strongest wind that an E36 contest has ever been flown in as conditions reported in the US from where the class originated have been significantly more benign. Let's just hope that the next contest at Middle Wallop in May is a bit easier!

Peter Tolhurst



Trevor Grey

F1N INTERNATIONAL, CEMINAC, CROATIA, JANUARY 26

F1N 39 flew (28 juniors)

1	Zobec Vilim	CRO	239.2	113
2	Kosir Damir	CRO	227	110.8
3	Runić Danilo (J)	SRB	196	98.2
4	Masnjak Franjo	CRO	141.9	93.6
5	Grubić Martin	SRB	222	94.5
6	Stürmer Bojan	CRO	151.1	88.4

F1N-150 64 flew (51 juniors)

1	Stürmer Bojan	CRO	160.9	90.1
2	Zobec Vilim	CRO	249.7	89.4
3	Kosir Damir	CRO	181.5	82
4	Novoselec Filip (J)	CRO	162.9	76.8
5	Špehar Dominik	CRO	188.8	74.6
6	Čiček Marko (J)	CRO	206.2	72.2

KOPLAS PRO CUP F1N, NOVA PAZOVA, SERBIA, FEBRUARY 17

This open international for F1N was flown in sports hall and included a limited span class F1N-150. Note the numbers flying.

http://www.youtube.com/watch?v=NdfHeg-KO8A&feature=youtu.be

F1N 56 flew

			Total	best 3
1	Kosir Damir	CRO	298.4	129.0
2	Zobec Vilim	CRO	301.1	126.7
3	Masnjak Franjo	CRO	246.3	109.9
4	Dimovski Stojan	SRB	275.5	105.6
5	Bosko Lacimić	SRB	279.5	104.3
6	Runić Danilo (J)	SRB	205.1	103.9
7	Novoselec Filip (J)	CRO	227.5	103.3
8	Bijelić Branko	SRB	141.5	99.0

Junior flyers in F1N:

Less than 18 years	J	14
Less than 14 years	MJ	20
Less than 10 years		4

F1N-150 81flew

1	Zobec Vilim	CRO	265.6	102.0
2	Kosir Damir	CRO	198.4	98.8
3	Stürmer Bojan	CRO	148.7	98.7
4	Milić Slobodan	SRB	228.1	91.2
5	Masnjak Franjo	CRO	201.6	83.9
6	Špehar Dominik	CRO	209.0	83.8
7	Bertalan Martina (MJD)	CRO	214.4	83.0

Junior flyers in F1N-150:

Less than 18 years	J	10
Less than 14 years	MJ	34
Less than 10 years		10

BMFA 1ST AREA MEETING, FEBRUARY 10

Area	Weather
Scotland	Blizzards
Northern	Wet 6 to 11 mph
North East	Blizzards
North West	No flying
Midland	Cold wet 10 to 20 mph
East Anglia	Cold, damp 10 to 20 mph
South East	Heavy rain, poor vis 15 mph
Southwest	No return
Southern	Rain 15 mph
London	No return
Western	Wet and windy

Combined Glider 13 flew

1	B Lumb	Morley	6.55
2	G Coulson	Morley	6.25
3	P Tribe	Bristol & West	6.17
4	J Hook	Crookham	5.37
5	G Peck	Grantham	5.14
6	C Foster	Morley	5.12
7	I Wilkinson	Morley	4.14

British Electric 4 flew

1	D Davitt	Morley	6.32
2	P Tolhurst	Crookham	3.48
3	T Grey	Crookham	2.08
4	C Chapman	Bristol & West	0.07

Mini Vintage 6 flew

1	P Ball	Grantham	6.00	3.00
2	J Foster	Morley	6.00	1.30
3	K Taylor	East Grinstead	4.05	
4	G Hart	Vikings	4.00	
5	S Willis	Croydon	3.21	
6	M Stagg	Bristol & West	2.00	

Combined Rubber 3 flew

1	P Ball	Grantham	7.10	
2	S Willis	Croydon	6.48	
3	M Marshall	Impington	2.30	

Combined Power 5 flew

1	C Foster	Morley	7.30	4.10
2	P Woodhouse	Morley	7.30	2.57
3	T Payne	Biggles	7.24	
4	R Wykes	Timperley	5.41	
5	P Tribe	Bristol & West	1.17	

Plugge

		1st Area			
		CG	CP	BE	Total
1	Morley	192	180	100	472
2	Crookham	99		125	224
3	Bristol & West	91	20	25	136
4	Biggles	15	60		75
5	Grantham	69			69
6	Crawley	68			68
7	Timperley		40		40

F1E SATURDAY LEAGUE.

From Paul Fynn

I have access locally to 3 possible low altitude sites which could help to overcome the frustration of travelling a long way and then not be able to fly because of excessive wind associated with the top of the Pennines. It is of course quite right and proper that we hold our team trials on a site that equates that of an International Championship in Europe but to attract new entrants to our class of sport a less extreme venue is required to start with.

The very principal of what is being suggested is that it should not take away from the team meetings, but encourage additional support. What I propose is that on one Saturday of each month, April to October inclusive we meet at one of the designated sites and fly a simple 3 flight 2 minute max contest between 10 am and 4pm and then in the event of a fly off being required those involved carry on with the two minute max. The flyers best 3 scores over the season provide the final result. There will be a specialist tree climber charge of £5 each per flier for each weekend, or until a sufficient fund has built up.

I live in Leicestershire just West of the Rutland border about 6 miles South of Melton Mowbray and about 6 miles West of Oakham in the village of Somerby and I hope this location will be more attractive for newer hands at magnet flying.

The principal flying site is located on the South side of the road between Somerby and Borough on the Hill about 300 metres West of Somerby. this caters for South Easterly through to West South Westerly wind directions and provides trimming directions from North Easterly, through South to North Westerly. The Fort at Borough Hill is useful between South west and North West and Robin- a- Tiptoe hill near the village of Halsted,to the South is best with an Easterly wind.

Whilst I don`t claim these to be fantastic sites , the farmers are sympathetic so are the field boundaries, being hedges and/or wire rather than dry stone walls and there are people available, in reasonable time to deal with planes in trees.

I have been through the BMFA F/F callender and now set out our dates to fit as follows. 6th April ,4th May ,1st June ,6th July, 3rd August,14th September and the 5th of October. The 14th of September allows time for a bit of holiday on the way back from Slovakia and the World champs. There are a couple of Bed and Breakfast facilities in Somerby and in Borough on the Hill which could be handy in May and July.

You can contact me on 01664 454634 or paulhfynn@gmail.com and perhaps my postcode may help to Google the sites or at least put a search in the approximate area, it is LE14 2PT.

BIGGLES LEAGUE

From.Roger Heap:

These are the 2013 events for the F1H and F1J Biggles League. New for this year, Area Events have been included. Brumfly - date and venue still to be confirmed. Also noted are the nominations for the F1H and F1J Euro Challenge events.

http://www.bigglesleague.highsociety.org/results.html

F1H

Euro Challenge events marked *

Mar 29	Church Fenton	Northern Gala
Apr 14	Area Venues	3rd Area
Apr 27-28	Salisbury Plain	London Gala
May 25-27	Barkston Heath	BMFA Nationals *
June 2	Port Meadow - Oxford	Oxford Gala *
July 21	R.A.F. Odiham	Odiham
July 28	Newcastle Town Moor	Tynemouth Mini Rally
Aug 11	Area Venues	6th Area
Sept 7 (Sat)	Salisbury Plain	Southern Gala *
t.b.a.	t.b.a.	Brumfly
Oct 20	North Luffenham	Midland Gala

F1J – 1/2A

Euro Challenge events marked $

Apr 27-28	Salisbury Plain	London Gala $
May25-27	Barkston Heath	BMFA Nationals $
June 16	Area Venues	4th Area
Sept 7 (Sat)	Salisbury Plain	Southern Gala $
Sept 15	Area Venues	7th Area
t.b.a.	t.b.a.	Brumfly
Oct 20	North Luffenham	Midland Gala $

F1H EURO CHALLENGE

The list of F1H Euro Challenge last month missed out the final events, our apologies for missing the second page of the supplied listing. The final events are given here. For each event the entry gives date, contest, venue, web site, contact person, email address

28.09 Krila Sarajeva, Sarajevo, Bosnia & Hercegovina. www.vzsbih.org Alen Halak, alenhalak72@gmail.com

28.09 Prilep Cup, Prilep, Macedonia. www.prilepcup.info Zdravko Todoroski, zdravkot@t-home.mk

29.09 Macedonia Cup, Prilep, Macedonia. www.prilepcup.info Zdravko Todoroski, zdravkot@t-home.mk

03.10 Weißkopf Cup, Ansbach, Germany. www.creasus.com/ikarus/ Günter Adelhard, guenter@adelhard.de

05.10 Final of Sweden F1H CUP, Kumla, Sweden. Inge Sundstedt, familjen.sundstedt@spray.se

27.10 Eurofly HEC Finale, Mühleturnen, Switzerland. www.modellflug.ch Walter Eggimann, walter.eggimann@belponline.de

CHURCH FENTON

From Barry Lumb

I am responsible for the security and entry list for Morley Club with regard to RAF Church Fenton, mainly the requirement for photo ID. ANYONE on the MADMAC security list must have photo ID (BMFA Membership Card with photo, Driving Licence, Passport etc). BMFA members must have their membership card. Anyone NOT on the list then Linton need 48 hours notice via myself, and again they must have photo ID. This applies to anyone wanting to attend, including wives, girlfriends, etc. My contact details are Email: OptronicGB@aol.com, tel 01757269269.

NOTICEBOARD

WING WIGGLERS WANTED. Gavin Manion would like to buy a couple of F1A mechanical 3 position wing wigglers if anyone has them surplus to requirements. Contact Gavin on 01543 422509 or gavin.manion84@gmail.com

FOR SALE BY JOHN CARTER:

Biotrack plus 3 bugs ex Terryt Dilks not used for 7 years but very good condition. Bargain at £200.00
2 x F1C Seeligs new each £35.00
K&B 29 FI rear exhaust NIB £120.00
G15 FI NIB £95.00
G21 [29] V NIB £100.00
VIN K&B 15 FI new £95.00
PAW 09 plain bearing [SLOP motor] NIB £35.00
PAW 80 plain bearing [Mini Vint motor] NIB £35,00
K&B 40 Torp RV used £35.00
Dooling 29 Vin boxed good cond £100.00

All the above must go so sensible offers considered. Can post to anywhere p&p at cost [Paypal payment or cash or cheque]. Contact John at nordicf1a@gmail.com or mobile 07725164372

STONEHENGE CUP

The Stonehenge Cup will be held on Salisbury Plain (N51°11'36.87", W 1°56'38.95") on May 11-12. World Cup events are F1B and F1C/F1P on Saturday and F1A and F1Q on Sunday, with an additional F1G event on the Sunday.

All events will start at 9.30 am. There will be 5 rounds plus fly-offs flown from poles. The programme may be varied if unforeseen circumstances arise. All competitors will receive a Stonehenge Mug and Sticker. Details of pole positions and round times will be sent to all entrants by email, and will also be available from contest control on the day of the event.

The relevant section of the FAI Sporting Code will be followed. Competitors in the World Cup events must hold a valid FAI licence. Competitors in FIG must hold BMFA membership or equivalent or an FAI licence.

World Cup entry fees are €35/£30 for a single event (€6/£5 for juniors) and €6/£5 for additional classes. Entry forms available from Peter Tribe (see below). UK entry fees to be included with entry form. Overseas entry fees may be paid on the day in £, $ or Euros. Entry forms must arrive no later than 20th April 2013. Late entries will incur an additional charge of €18/£15.

Trophies will be awarded down to 5th place. We aim to have adequate official timekeepers. The organisers may consider additional timekeepers if required. Volunteer timekeepers will receive a Stonehenge mug, sticker and a bottle of wine.

Contact for F1ABCQ: Peter Tribe, 46 Southleigh, Bradford on Avon, Wiltshire, BA15 2EQ, UK, tel +44(0)1225 862748 petertribe46@talktalk.net

The F1G event on the Sunday qualifies for the Southern Coupe League www.southerncoupeleague.org.uk and the F1G Euro Challenge. The competition will be in five rounds from a line. Entry on the field, competitors will be responsible for timekeeping. Contacts: Peter Hall 01483 898288 or Roy Vaughn roy.vaughn@btinternet.com.

The flying site is situated to the south of the B390 between Shrewton and Chitterne and will be signposted from the B390. The terrain is undulating rough grassland crossed by dirt roads and tracks. The land is a military training area, which is carefully managed to preserve the history and wildlife. Model retrieval is usually on foot. The area must be kept clean and tidy at all times and rules to protect the site must be observed. Accommodation and camping information is available on request.