FREE FLIGHT news

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FFn DIARY

April 27-28 Salisbury Plain	BMFA London Gala. 27th: B/R, B/G, B/P, B/E, Vintage R/P, P30, CO2. 28th: F1G, F1H, F1J-BMFA1/2A, Mini Vintage, SLOP, E30, HLG-CLG. Contact: T.Grey 01892 539221
May 4 Vsechov, Czech Rep.	28th Jihocesky Pohar. F1A, F1B, F1C World Cup event. Contact: Jan Cihak, tel +420 604 678 740, fax +420 391 292 017, email: jan.cihak@seznam.cz
May 4 near Melton Mowbray	F1E Saturday League. See FFn 1303. Contact Paul Fynn 01664 454634, paulhfynn@gmail.com
May 5 Near Sheffield	BMFA 1st F1E (Team Selection). Contact: Ian Kaynes 01252 512538, 0794 185 2144
May 4-5 Salisbury Plain	BMFA Trimming Weekend. See FFn 1301. Must call Peter Tribe on Friday before 01225 862748.
May 6 Church Fenton.	Morley May Day Gala See FFn 1302. Start 9am. Comb Rubber, Comb Power, Comb Glider, Bowden Event, Rise Off Ground Vintage Wakefield, HLG/CLG, Mini Vintage. FREE BUFFET at lunchtime. Contact; Jack Foster. 0113 2560720 aspectjack@gmail.com
May 11-12 Salisbury Plain	Stonehenge Cup. F1A, F1B, F1C, F1P, F1Q World Cup event. Contact: Peter Tribe, tel 01225 862748, e: petertribe46@talktalk.net web: www.freeflightuk.org
May 11 Salonta, Romania	Szabó Miklós Memorial Contest of Hungary. F1A, F1B, F1C, F1Q World Cup event. Contact: Jozsef Guti, tel +36 20 363 5573 guti@fafem.hu www.faif1abc.com
May 12 Salonta, Romania	3rd Budapest Cup of Hungary. F1A, F1B, F1C, F1Q, F1H World Cup event. Contact: Laszlo Patocs, tel +36 70 502 7225, email: repulsor@t-online.hu www.fai1abc.com
May 17-20 Kharkiv, Ukraine	Zmiev Cup. F1A, F1B, F1C, F1P World Cup event. Contact: Mykola Kovalenko, tel +380 57 775 44 99 / +380 50 595 82 24, fax +380 57 775 44 98, email: ideainfo@ukr.net
May 18-19	BMFA Salisbury Plain. See May 4-5.
May 18-19 Near Sheffield	BMFA 2nd F1E (Team Selection). N.B. May be either day, check before travelling. Contact: Ian Kaynes 01252 512538 or: 0794 185 2144
May 24-26 Zrenjanin, Serbia	30th Srem Cup. F1B, F1C, F1Q World Cup event. Contact: Martin Grubic, tel +381 63 8658 182, fax +381 22 323 597, email: aknovapazova@yahoo.com www.aknovapazova.com
May 25-26	BMFA Salisbury Plain. See May 4-5.
May 25-26 Turda, Romania	2 F1E World Cup events. Contact: Cringu Popa / Conu Marius, tel +40 722 598 573, fax +40 213 162 454, email: popa.alexandru@frmd.ro web www.frmd.ro
May 25-27 Barkston Heath.	BMFA National Championships. Contact: Mike Woodhouse 01603 457754.
June 1-2 Port Meadow, Oxford	Oxford FF Rally. Sat 6.30pm: 'Champagne flyoffs' F1G, F1H, HLG/Cat. Sun: start 10am: F1G, F1H, E30/P30/CO2 comb. Vint.R, Vint.G, classic G 1951-60, tailless R/G comb, HLG/Cat comb. See FFn 1301 for rules and conditions. Contact: Andrew Crisp, tel 01865 553800.
June 1-2	BMFA Salisbury Plain. See May 4-5.
June 1	F1E Saturday League. See May 4 entry
June 8-9	BMFA Salisbury Plain. See June 1-2.

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New web site address: www.freeflightnews.org.uk

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

CIAM PLENARY MEETING, APRIL18-20

Report by Ian Kaynes

The annual meeting of CIAM (the Aeromodelling Commission of the FAI) was held in Lausanne in the Movenpick Hotel, while the major work on the Olympic Museum continues to keep that closed .

A CIAM Bureau meeting was held on April 18. The Free Flight Technical Meeting (FFTM) which I chaired as chairman of the Free Flight Subcommittee (FFSC) was conducted on April 19, together with some Plenary business and presentation to World Cup winners. The main Plenary meeting (at which the binding decisions are made according to the votes of national delegates) was on April 20th. All of the rule changes which were approved by the Plenary come into force in January 2014.

The FFTM was attended by:

Cesare Gianni	Italy
Wilhelm Kamp	Austria
Trevor Grey	UK
Ian Kaynes	UK
Mike Colling	UK
Srdjan Pelagic	Serbia
Andras Ree	Hungary
Paul Seren	Germany
Andras Lindner	Germany
Jari Valo	Finland
Per Findahl	Sweden
Christoph Bachmann	Switzerland
Cenny Breeman	Belgium
Chimed Ganzorig	Mongolia

RDT

The FFSC had proposed a rewording of the present RDT description to include the possibility of extending DT time as well as immediate RDT in all the classes which currently allow RDT (F1A, F1B, F1C, F1E, F1Q) . The F1A version demonstrates to the wording:

F1A models may use radio control only for irreversible actions to control dethermalisation of the model. Any malfunction or unintended operation of these functions is entirely at the risk of the competitor.

In addition the FFSC proposed extending the possibility of RDT to the other classes F1G, F1H, F1J, F1K, and F1P, using the same form of wording as that given above.

All of the above RDT changes were supported unanimously in the FFTM and were approved by the Plenary meeting.

A further change, not specifically involving RDT but historically associated with it, was the proposal from the FFSC to remove the rule which does not give the 20 second attempt to F1A models which dethermalise – bringing F1A into line with the other classes. In the FFTM the change was supported by 8 votes in favour and 2 against, and was then approved by the Plenary meeting.

F1Q

Rule change proposals on the electric class F1Q had been submitted by the FFSC, Germany and USA. These were almost entirely concerned with the rules governing the energy allowed by the two options of energy limiters or run timing for models without energy limiters.

For the energy limiters, most of the proposals were from Germany and concerned specifying the architecture of the system and also the means to monitor and confirm the energy used. F1Q flyer Andras Lindner was present to support their proposals and to demonstrate the equipment. Their proposals were accepted by the meeting with close FFTM voting of 3 in favour, 2 against and 4 abstentions. A particular concern was that their insistence on the energy limiter being separate from the timer rules against the alternative integrated system developed in Italy. Also covered in the proposal was the connection of equipment to measure the energy used and confirm the energy limiter.

For the non-energy limiter models, that part of the FFSC proposal was accepted with a minor modification. This basically involves measuring the power at a time half way through the run. Following the USA proposal the time to measure the power was simplified to be the nearest whole second below the half way time.

All these changes were accepted by Plenary meeting. The wording of this section of the F1Q rules will be:

a) For models with energy limiters. The allowed energy amount starts to be calculated with the launch of the model and finishes when the ESC has stopped supplying energy to the motor. If the energy limiter does not have the capability of detecting the launching moment it may start its calculation from the beginning of the motor run. The measuring device (EL) has to calculate the energy consumed in real time. After coming to the end of the limited energy supply, the motor(s) must stop irreversibly. The energy limiter must interrupt the impulse signal from the timer to the ESC and cuts off the motor(s) in the moment the given energy limit is reached, without need of interaction of other devices. The ESC must always operate via its series connection to the energy limiter and not with direct connection to the timer. The timer stays independent, but the energy limiter may inform the timer about the end of the energy supply.

For energy limit verification a measurement device is to be used with the capability to start the measurement separately when the start button of the model is released. This device is to be connected between the battery and the model's connectors via 3.5 mm male and female bullet connectors. The measurement device must store the data of time, current and voltage (or wattage). The sampling rate must be 5 samplings per second or better. The energy amount starts to be calculated with releasing the start button of the model and finishes when the ESC has stopped supplying energy to the motor.

b) For models without energy limiters the motor's energy in watt-sec over the motor run is calculated as the measured wattage multiplied by the motor run. A freshly charged battery (4.15 to 4.2 volts per Li cell, 1.2 volts per NiCad or NMH cells) should be used. After the motor has reached full power, the power is measured at a time equal to the nearest whole second below half the planned motor run. The power is measured using a commercial wattmeter via 3.5 mm male and female bullet connectors furnished by the contestant. The calculated motor run should be clearly marked on the model.

F1N

Serbia submitted a proposal to change the F1N rules from Provisional to Official. Usually this is a prelude to starting a World Championships, but Serbia denied this and said the only reason was because the description of the rules as "provisional" discouraged competition organisers and sponsors. Serbia and neighbouring countries have an active programme of well supported F1N contests during the winter. Also changed in the class rules was the modification of the attempt rules to the usual form including a part becoming detached from the model as a reason for an attempt. These changes were all accepted by Plenary. CIAM also passed a 4-year moratorium on any classes applying for championships status.

World Cup and Ranking

FFSC had proposed changing the counting of competitors in World Cup events as those who recorded a time in the first round. One objection was raised in the FFTM and the proposal was then withdrawn.

The FFSC proposal for a free flight ranking system was accepted by FFTM and the Plenary.

General items

The Bureau had submitted a proposal to put the team placing method on a common basis for all aeromodelling classes. This was to be based on the placing of the individuals, as a change from the total score currently used for free flight. During discussion at the Bureau meeting it was decided to withdraw the proposal for further consideration.

The last item on the agenda of the first day of the Plenary meeting was an open forum to discuss the reduction of the number of championships. The main drive for this is the reduction in the costs for national bodies in sending teams to the large number of championships. One further comment was that other sports do not have multiple world championships (but athletics can take place in one stadium compared to the different facilities that are required for free flight, radio and control line). There was no clear conclusion from the forum.

The agenda included two proposals from the UK to increase the minimum number of countries required for a Championships (at least 16 for World Champs or 12 for European Champs). The FFTM was opposed to these proposals, since it would impact on some of our F1D, F1E and junior events.. The proposals were referred to the Bureau, where such limits will be discussed during the year.

It was interesting to note that, while the finger tends to be pointed at the lesser supported free flight events, the traditional categories of free flight and control line are never short of countries bidding to host their events, but there were a significant number of radio events without a single bidder for World or European championships in 2015.

FAI Awards

Free flight nominees for the Alphonse Penaud Diploma included Yaron Kraus (Israel), Ivan Treger (Slovakia) and Phil Ball (GB). Voting between the six nominations involves a succession of votes. At each round the person with the fewest votes is eliminated and this continues until one person has an absolute majority of the votes. Usually this has been a tedious processing of passing round pieces of paper and then collecting these with votes and counting them. This year the FAI were trying out a new electronic voting system with each voting delegate having a handset. When the vote was set up they pressed the button corresponding to their choice and the result was quickly displayed on screen. The successive rounds of voting for the diploma were completed in just two or three minutes. Yaron Kraus was eliminated at the first stage and Phil Ball and Ivan Treger were eliminated at the third vote (same number of votes) and then the Hungarian speed flyer Sandor Katanic was awarded the diploma.

The FAI Gold modelling nominations included Gerhard Wobbeking and Martin Dilly. These were eliminated before Jo Halman, CIAM Technical Secretary, was awarded the medal.

World Cup awards

During the afternoon of the first day of the Plenary meeting the awards were made to the top three people in each of the 2012 World Cup categories. Very few recipients were present, but free flight had the Romanian F1E flyers returning and receiving trophies and the diploma and medals for their places, in particular Zorin Valeanu receiving both third place in the senior F1E and the top place in Junior F1E. Andras Lindner was also present to receive his diploma and medal for winning F1Q.

The Bureau had discussed and now agreed in future to award medals for the top three places in each World Cup, as an extension from the unbalanced award of a medal to the winner but only diploma to second and third. There will now be silver and bronze medals to the same pattern as the current gold medals.

Championships News

As a reminder the 2014 venues which were decided at the Plenary meeting last year are:

Junior World Champs F1ABP	Romania
Indoor World Champs	Romania
Euro Champs F1ABC	Romania
Euro Champs F1E	Slovakia

The venues for 2015 FF Championships were selected at the Plenary meeting this year. Bids for the F1ABC World Champs had been submitted by Serbia and Mongolia.. Italy had made a tentative bid but that was withdrawn when the field availability could not be guaranteed for 2015. The bidders presented bulletins describing their plans and made a two minute presentation to the Plenary meeting. Mongolia emphasised that this was a new location for a World Championships, out of Europe, on a very good flying site, and with the successful completion of an Asian Championships last year. Serbia drew attention to their experience running championships and also claimed a good flying site. When the voting results came up they showed a clear majority for Mongolia with 26 against 16 for Serbia. The Mongolian presentation included descriptions of the local hotels and also quoted free camping on the field, but the facilities on the field have not yet been defined.

The F1E World Champs was between Romania and Serbia. Romania described their Turda site as one of the best in the world, while Serbia also described theirs as “good”. The vote was won by Serbia with 22 votes against 15 for Romania. It is rather depressing to note that the total of 37 votes means that half the countries voting have no interest or activity in F1E.

The tentative schedules for the F1ABC and F1E Championships show both events starting on July 27 and finishing in early August. This will change to avoid a clash!

The 2015 Junior Euro Champs F1ABP had bids from Macedonia and Romania. Romania won this vote by 25 against 15 for Macedonia. There was a single offer for the 2015 Indoor European Champs. This was from Serbia and was accepted. The plan is to have this event in early September so that the hall should be slightly cooler than in the usual August schedule (but I expect it will be less convenient for juniors).

NEWS FROM BMFA FF TECH COMMITTEE

The committee met on March 19. The meeting was mostly concerned with administrative issues, but some points of general interest are as follows.

FAIR Representative

Nigel Bathe was welcomed to the FFTC, having stepped into the position vacated by Mike Francies as representative of the model Rocketry group. He can be contacted at nigel.bathe@talktalk.net or on 0208 5786304.

BMFA News #1

The issue of BMFA News containing the Nationals entry form should by now be with you, but contains a small typo, which crept in at the copying stage; the models eligible for the Junior 55/35 contest are gliders with projected span not exceeding 55", and rubber models not exceeding 35" (50g. motor), and not 55V and 35V respectively as printed. Incidentally, for those who wonder why a contest for young people uses imperial measurements, many of the appropriate kit and plan designs are in 'old money'.

BMFA News #2

Also in issue 117 of BMFA News is (on P6) a table compiled by the Competition secretary, showing medals won by British team members in world and European championships for the various aeromodelling disciplines. Close scrutiny reveals a considerable shortfall in the Free Flight tally, which was apparently due to an incomplete version of the records being accidentally used for reference. Ian Kaynes records show that we won a total of 38 medals at world level and 29 at European, rather than 17 & 7 respectively as published… A correction has been promised in a future issue.

Control Line at the FF Nationals

As mentioned at the end of the last bulletin, the Vintage Team Race Special Interest Group will be running two C/L circles throughout the FF Nats weekend. Dave Finch of the VTRSIG has now sent us the list of events they will be flying:
Team Race: A, B, 1/2A, Barton B.
Speed:- Vintage, Classic, Weatherman speed, Phantom Speed.
Dave can be contacted at d.finch43@btinternet,com

SAM and the FFTC

As the SAM movement continues to diversify further into Radio Control in various forms, as well as FF and CL, it has become apparent that much of its activity now falls outside the remit of the FFTC. The BMFA has now recognised SAM as a Special Interest Group which reports directly to Dave Phipps. Nevertheless there remains a large area of common interest between SAM and the wider FF community, and as well as continuing to liaise via email, SAM has an open ended invitation to send representatives to FFTC meetings in order to further the common interests of both groups.

FF Rules and ethics

Free Flight is nearly unique among competitive sports in the degree of trust invested by its participants in one another. We have a quite complex set of rules, but no referees or officials to enforce them. If such a system were proposed from scratch, a cynic would dismiss it as unworkable, yet it has served us well for many years, a fact of which we should be proud. In such an environment, however, it is possible that a newcomer, or infrequent competitor, could easily mistake this self-policing for a laissez-faire attitude to the rules themselves. With the Nationals fast approaching it may be timely to remind ourselves that it is our responsibility to know the current rules of our class, as well as the FF general rules, and to make sure we adhere to them at all times. Unless we are all competing under the same rules, the contest is meaningless, and any success we might achieve worth nothing. Similarly, it is up to us all to make sure standards are upheld. If somebody is watching you fly, it isn't an insult to your integrity, but an opportunity to show you're on the level. It is the way our sport works, and by and large it works very well.

BEAR CUP, PORI, FINLAND, MARCH 9-10

F1A 44 flew 23 full scores

1	M Henrikson	FIN	1020	+300	+420
2	K Huber	SWE	1020	+300	+418
3	J Carter	GBR	1020	+300	+404
4	M Kosonozhkin	RUS	1020	+300	+355
5	P Kuikka	FIN	1020	+300	+342
6	E Jensen	DEN	1020	+300	+326
7	O Findahl	SWE	1020	+300	+314
8	K Henrikson	FIN	1020	+300	+298
9	M Lihtamo	FIN	1020	+300	+290
10	J Savolainen	FIN	1020	+300	+280
11	H Tahkapaa	FIN	1020	+300	+260
12	R Hellgren	SWE	1020	+300	+195
13	J Valo	FIN	1020	+300	
14	U Vihul	EST	1020	+292	
15	T Isotalo	FIN	1020	+282	
16	K Valkonen	FIN	1020	+275	
17	V Polyaev	RUS	1020	+272	
18	A Klungrehaug	NOR	1020	+267	
19	P Ikonen	FIN	1020	+263	
20	V Varuskivi	FIN	1020	+254	
21	L Malila	SUI	1020	+199	
22	J Nyhegn	DEN	1020	+197	

F1A-Junior 6 flew

1	T Tahka	FIN	940
2	J Piisi	FIN	938
3	K Korpela	FIN	681

F1B 17 flew 12 full scores

1	B Eimar	SWE	1020	+300	+358
2	Y Waltonen	FIN	1020	+300	+357
3	M Woolner	GBR	1020	+300	+305
4	H Broberg	SWE	1020	+285	
5	A Kutvonen	FIN	1020	+284	
6	J Isotalo	FIN	1020	+275	
7	J Isotalo	FIN	1020	+260	
8	T Mackus (J)	LTU	1020	+259	
9	T Luman	EST	1020	+258	

F1B-Junior 3 flew

1	T Mackus	LTU	1020	+259
2	J Ancas	LAT	923	

F1C 2 flew

1	J Roots	EST	1014

F1Q 3 flew 2 full scores

1	H Salminen	FIN	1020	+316	
2	A Lindner	GER	1020	+309	

SOUTHERN CROSS CUP, NARRANDERA, AUSTRALIA, MARCH 25-27

F1B 12 flew

1	V Morgan	AUS	1260	+278	
2	W Yuan	CHN	1260	+232	
3	R Blackam	AUS	1246	+325	
4	Y Wu	CHN	1246	+237	
5	I Vivchar	UKR	1238		
6	P Rossiter	AUS	1205		

F1A 8 flew

1	P Findahl	SWE	1260
2	V Bezchasny	UKR	1251
3	V Morgan	AUS	1157
4	P Mitchell	AUS	1149

F1C 7 flew

1	Z Yu	CHN	1237
2	V Aleksandrov	UKR	1223
3	T Bond	AUS	1178
3	R Summersby	AUS	1178

AUSTRALIAN FF CHAMPIONSHIPS, NARRANDERA, AUSTRALIA, MARCH 27-31

F1A 9 flew

1	P Findahl	SWE	1260	+365
2	V Beschasny	UKR	1260	+247
3	V Morgan	AUS	1194	
4	P Mitchell	AUS	1083	
5	D Brawn	GBR	1041	

F1B 13 flew

1	W Yuan	CHN	1260	+342
2	Z Hongjun	CHN	1260	+313
3	V Morgan	AUS	1260	+259
4	T Bond	AUS	1260	+244
5	I Vivchar	UKR	1260	+185
6	P Wright	AUS	1212	
7	B Oliver	AUS	1209	

F1C 5 flew

1	S Aleksandrov	UKR	1260
2	C Crowley	AUS	1191
3	R Summersby	AUS	1124

PASSOVER CUP, OFAKIM, ISRAEL, MARCH 29-30

F1A 42 flew 26 full scores, 20 F/O

1	O Weisfalner	ISR	930	+440
2	A Balasiano	ISR	930	+393
3	E Gerber	ISR	930	+380
4	M Furman	ISR	930	+360
5	R Altman	ISR	930	+321
6	L Bachar	ISR	930	+308
7	H Elkayam	ISR	930	+307
8	E Galor	ISR	930	+300

F1A-Junior 9 flew

1	T Bishet	ISR	930	+288
2	R Shtub	ISR	930	+274
3	Y Feldman	ISR	930	+223

F1B 21 flew 8 full scores

1	O Weisfalner	ISR	960	+88
2	Y Karpel	ISR	960	+86
3	O Shabat	ISR	960	+83
4	E Hava	ISR	960	+61
5	T Faibish	ISR	960	+52
6	O Sirkis	ISR	960	+42

F1B-Junior 5 flew

1	T Itzhakian	ISR	914
2	H Sirkis	ISR	778

F1C 5 flew

1	Y Itzhakov	ISR	960	+167
2	S Nagari	ISR	960	+140
3	Y Zilbershtein	ISR	898	

F1E, OBERKOTZAU, GERMANY, APRIL 20-21

One description received was that it was cold with a strong wind on the first day, while the second day was better, but with a lot of models in high trees!

F1E 46 flew

1	D Andrist	SUI	496.66
2	F Draghici	ROU	470.66
3	F Winker (J)	GER	468.66
4	J Blazek	CZE	466.00
5	M Popescu	ROU	456.66
6	M Niculescu (J)	ROU	443.33
7	F Kanczok	POL	442.65
8	P Kuttler	GER	441.32
9	H Schmidt	GER	414.66
10	C Winker (J)	GER	405.32
11	H Schmidt	GER	397.32
12	E Mang	GER	393.99
13	W Dziuba	POL	390.66
13	F Mang	ROU	390.66
15	A Roux	FRA	387.98

F1E-Junior 7 flew

1	F Winker	GER	468.66
2	M Niculescu	ROU	443.33
3	C Winker	GER	405.32

Föhrlberg Cup, April 21

F1E 41 flew

1	S Puttner	GER	500.00	+151
2	P Kuttler	GER	500.00	+107
3	C Winker (J)	GER	498.33	
4	M Popescu	ROU	497.91	
5	A Andrist	SUI	497.00	
6	E Mang	GER	494.58	
7	D Seren	GER	493.00	
8	F Kanczok	POL	489.33	
9	D Andrist	SUI	488.66	
10	U Sonnthaus	GER	483.75	
11	F Steube	GER	480.41	
12	F Mang	GER	475.66	
13	M Vysoka (J)	CZE	474.66	
14	J Blazek	CZE	473.44	
15	S Kubit	POL	470.00	

F1E-Junior 5 flew

1	C Winker	GER	498.33
2	M Vysoka	CZE	474.66
3	F Winker	GER	466.24

BMFA 2ND AREA MEETING, MARCH 3

Area	Weather
Scotland	8 mph
Northern	Light winds cold
North East	No Scores
North West	No Scores
Midland	5 to 10 cool
East Anglia	Light wind overcast
South East	Strong wind
Southwest	No return
Southern	Cold 15 to 20
London	No return
Western	Cold and windy

BMFA Electric 10 flew

1	C Strachan	Biggles	7.30	+4.47
2	T Grey	Crookham	7.30	+4.03
3	P Tolhurst	Crookham	7.30	+3.29
4	T Shepherd	Crookham	7.30	
5	J Patton	Crookham	7.15	

F1A KMAA 31 flew

1	J Carter	Grantham	12.30	+6.23
2	B Baines	Grantham	12.30	+6.12
3	R Jack	Grantham	12.30	+5.15
4	D Bartle	C/M	12.26	
5	D Oldfield	Vikings	12.20	
6	J Cooper	Biggles	12.13	
7	G Hart	Vikings	12.09	
8	P Seeley	Bristol & West	11.55	
9	K Best	Birmingham	11.51	
10	G Peck	Grantham	11.19	
11	N Parry	Biggles	11.18	
12	B Bow	Bristol & West	10.48	
13	C Foster	Morley	10.46	
14	B Lumb	Morley	10.11	
15	A Gibbs	Bristol & West	10.07	
16	M Gibbs	Bristol & West	9.37	

Combined HLG/CAT 22 flew

1	P Ball	Grantham	7.00	+1.10
2	W Colledge	Birmingham	6.54	
3	P Cowley	Grantham	6.05	
4	J Arnott	Scotia	5.26	
5	T White	Bristol & West	5.06	
6	T Milner	Morley	4.56	
7	S Dixon	Birmingham	4.47	
8	P Tolhurst	Crookham	4.39	
9	P Woodhouse	Morley	4.23	
10	K Bates	Cleemac	4.00	
11	P Seeley	Bristol & West	3.43	
11	G Percival	Grantham	3.43	

Vintage Glider 6 flew

1	C Foster	Morley	7.30	+2.58
2	C Strachan	Biggles	7.30	+2.24
3	R Heap	Biggles	7.06	

Vintage Rubber/Rower 24 flew

1	M Quinn	Novos	7.30	+6.35
2	S Barnes	Morley	7.30	+6.12
3	S Willis	Croydon	7.30	+5.20
4	C Foster	Morley	7.30	+5.08
5	S Fielding	Morley	7.30	+5.02
6	C. Chapman	Bristol & West	7.30	+4.29
7	P Woodhouse	Morley	7.30	+4.24
8	F Rughby	CLEEMAC	7.30	+3.25
9	D Neil	Bristol & West	7.30	+2.39
10	J Northrop	Morley	7.30	+0.08
11	M Croome	Bristol & West	7.30	+0.05
12	B Aslett	Bristol & West	7.30	

F1G Coupe d'Hiver 11 flew

1	A Moorhouse	Vikings	10.00	+3.09
2	A Brocklehurst	Bristol & West	10.00	+2.05
3	R Sparrow	Timperley	10.00	
4	S Willis	Croydon	9.36	
5	M Marshall	Impington	9.30	
6	G Mannion	B,ham	9.20	

Combined Power 14 flew

1	S Barnes	Morley	7.30	+6.31
2	P Watson	Birmingham	7.30	+5.28
3	F Rushby	CLEEMAC	7.30	+4.22
4	T Dobson	Timperley	7.30	+2.59
5	R Mosley	Morley	7.30	+2.37
6	R Wykes	Timperley	7.30	+0.29
7	M Quinn	Novos	7.30	
7	M Sibson	Grantham	7.30	

BMFA NORTHERN GALA, CHURCH FENTON, MARCH 29

Combined Glider (C.M.A) 3x2.30 9 flew

1	C Parry	Biggles	7.30	4.32
2	C Foster	Morley	7.30	3.24
3	R Jack	Grantham	7.30	1.41
4	R Mosley	Morley	7.30	0.38
5	P Dickson	Morley	7.30	

Combined Rubber (Caton) 3x2.30 2 flew

1	P Ball	Grantham	7.30	2.40
2	R Wykes	Timperley	7.30	

Combined Power (Hamley) 3x2.30 7 flew

1	A Jack	Grantham	7.30	6.06
2	T Payne	Biggles	7.30	5.56
3	M Quinn	Novos	7.30	
4	P Woodhouse	Morley	7.26	

BMFA Electric 3x2.30 2 flew

1	T Grey	Crookham	7.30	2.41
2	C Strachan	Biggles	7.30	1.40

SLOP 3x2.30 5 flew

1	S Barnes	Morley	7.30	5.02
2	C Foster	Morley	7.30	2.46
3	P Woodhouse	Morley	6.18	

F1H 5x2.00 5 flew

1	G Madelin	C.M	10.00
2	S Brewer	Biggles	9.53
3	C Parry	Biggles	7.49

P30 3x2.00 2 flew

1	D Barber	NWFFG	4.35
2	D Davitt	Morley	2.00

E30 3x2.00 3 flew

1.	T Grey	Crookham	5.49
2	C Strachan	Biggles	5.02

Mini Vintage 3x2.00 7 flew

1	G Peck	Grantham	6.00	2.36
2	G Beal	Morley	6.00	2.18
3	F Rushby	Cleemac	6.00	0.17
4	J Northrop	Morley	5.48	

HLG/CLG 7x1.00 3 flew

1	P Ball	Grantham	6.29
2	P Cowley	Grantham	5.19

BMFA 3RD AREA MEETING, APRIL14

Very windy (Midland 20+ gusting to 45!!)

Combined Rubber Gamage Cup 12 flew

1	S Willis	Croydon	7.30
2	P Ball	Grantham	7.10
3	R Eliott	Croydon	4.54
4	J White	Croydon	4.38
5	D Beales	Croydon	4.02
6	M Marshall	Impington	2.30
6	A Moorhouse	Impington	2.30
6	N Allen	East Grinst	2.30

SLOP 5 flew

1	D Cox	Crookham	7.11
2	C Foster	Morley	6.53
3	P Ball	Grantham	6.17

F1C Halfax 3 flew

1	P Woodhouse	Morley	6.17
2	N Allen	East Grinst	1.31

F1H 12 flew

1	D Cox	Crookham	8.37
2	A Crisp	Biggles	7.30
3	T White	B & W	7.22
4	C Parry	Biggles	7.01
5	D Etherton	Chichester	6.03
6	R Heap	Biggles	5.53

F1Q 3 flew

1	A Shepherd	Crookham	7.59
2	C Strachan	Biggles	7.35

Plugge

		Area 2			Area 3			
		F1A	Vint RP	Cat/HLG	SLOP	F1H	F1C	Total
1	Morley	119	184	141	80	75	100	1171
2	Bristol & W	142	146	137	60	133	33	787
3	Grantham	197	50	191	60			567
4	Crookham	32	13	68	100	100		537
5	Biggles	152		27		167		421
6	Birmingham	77		168				245
7	Vikings	168						168
8	Crawley	23	12	46		17		166
9	Scotia	64		86				150
10	East Grinstead		25	18		25	75	143
11	Cleemac		71	59				130
12	CVA	74	33	9				116

BMFA FREE FLIGHT CHAMPIONSHIP

		Area 1	Area 2	N.Gala	Area 3	Total
1	P Ball	12	9	5	9	35
2	C Foster	7	12	10	4	33
3	S Barnes		15	6		21
4	C Strachan		15	3	2	20
4	S Willis	4	7		9	20
6	D Cox				15	15
6	M Quinn		9	6		15
8	T Grey	2	6	5	1	14
8	P Woodhouse	4		7	3	14
10	C Parry			12		12
11	G Peck	2		9		11
12	A Moorhouse		9		0.33	9.33
13	J Carter		9			9
13	A Jack			9		9
13	B Lumb	9				9
13	T Payne	3		6		9
13	F Rushby		4	5		9
18	R Jack		4	4		8
19	P Tolhurst	3	4			7

FAI FREE FLIGHT WORLD CUP

F1A

1	P Findahl	SWE	127
2	S Makarov	RUS	109
3	M Kosonozhkin	RUS	104
4	R Limberger	USA	100
5	K Huber	SWE	97
6	V Beschasny	UKR	95
7	R Lesko	CRO	91
8	M Henriksson	FIN	81
9	V Stamov	UKR	78
10	I Bezak,	SVK	78

F1A-Junior

1	P Meglaj	CRO	100
2	T Bishet	ISR	51
3	T Tahka	FIN	51

F1B

1	A Andriukov	USA	202
2	I Yurtseven	TUR	108
3	B Eimar	SWE	105
4	W Yuan	CHN	92
5	Y Waltonen	FIN	91
6	V Morgan	AUS	82
7	T Christensen	SWE	75
8	R Peers	GBR	74
9	B Jensen	USA	70
10	T Luman	EST	67

F1B-Junior

1	T Mackus	LTU	100
2	S Malkhasyan	USA	100
3	J Ancas	LAT	90

F1C

1	R Summersby	AUS	126
2	A Babenko	UKR	124
3	K Kuukka	FIN	100
4	V Aleksandrov	UKR	914
5	J Roots	EST	90
6	A Jack	GBR	74
7	T Bond	AUS	63
8	L Pulley	USA	61
9	R Simpson	USA	59
10	R Secor	USA	52

F1Q

1	A Lindner	GER	130
2	B Crowe	USA	101
3	H Salminen	FIN	100

F1P-Junior

1	T Malkhasyan	USA	100

F1E

1	I Kaynes	GBR	91
2	D Andrist	SUI	90
3	J Orel	CZE	82
4	U Sonnthaus	GER	81
5	F Draghici	ROU	80
6	T Ioerger	USA	80
7	P Brocks	USA	80
8	M Popescu	ROU	78
9	M Vysoka (J)	CZE	70
10	P Kuttler	GER	63

F1E-Junior

1	M Vysoka	CZE	90
2	F Winker	GER	81
3	C Winker	GER	80

FIRST EXPERIENCES WITH AN F1B LDA MODEL

By Michael Seifert from Thermkisense

Last year at Maxmen 2012 I saw the Canadians flying and my interest in F1B-LDA was aroused. I spoke at length with Stepan Stefanchuck about it, because for quite some time Stepan has been building wings with Eggleston profile but so far without personal experience of a full model. I ordered a model from Stepan.

My expectations were for a faster, steeper and especially high powered flight, but also a good thermal model. He handed it to me at Maxmen 2013. After two hand glides and flights with just a few turns I went straight to the point with full turns. It was immediately clear that the model is incredibly fast. I decided the VIT must come later. Normally, I use 4.5 to 5 seconds but now I worked my way up to 10 sec. The climb was not stable, it would often roll left but not always.

I tinkered a lot to get the model to climb reasonably. I adjusted the wing wiggler time and eventually took it out completely. Next idea was to let the rudder come in earlier. Great idea – but no, because the beast was too fast. I managed to fly vertical for 12 sec before the model then came down. All very interesting and not at all useful.

Then came the idea of the tailplane. I have a horizontal tail with a thicker profile on a different model. I used it on the LDA plane, put all the settings back and rebooted. And suddenly I had control. After another 40 flights it went up quite well. I really had a sore arm from all the throwing, because the model requires a high speed launch.

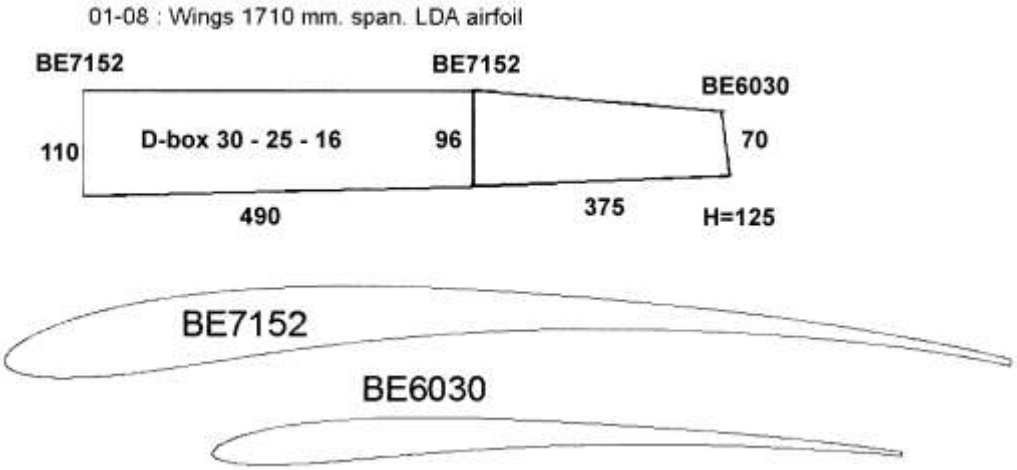
I now fly it as follows:

Delay is 0.5 sec, VIT and first rudder at 8 sec, second rudder at 26 sec, right wing at 33 sec.

Tailplane only 2.7 sq dm, thick profile (76mm chord, max thickness at 18mm 6.66 compared to 5.60mm)

CG at 55%. Propeller angle 25^{o} at the start (Tony Matthews has suggested a higher angle to slow the prop, but that might reduce the attractive fast climb).

The climbs had all been done without turbulator. After I had stable powered flight, I focused on the glide. I spoke to Tony Matthew in Lost Hills who advised me once to start with a single turbulator and add more if needed. I took his recommendation of a 0.21 mm thick polyurethane 3M film cut into 2-3 mm wide strips. Several morning flights gave a time of 6 min. That is a little disappointing, but the end of the story has not yet been reached – there is a lot of potential. I used the model to compete in Lost Hills thermals and liked its thermal behavior. *Wing details on next page.*



Saturday events: F1A – 2 flights 10.00 to 13.30 at will then scheduled rounds for flights 3, 4, 5. Open Vintage for McManus Trophy 10.00 t0 17.30.

Sunday events, all 10.00 to 17.00. BMFA Glider Granger Trophy, BMFA Rubber Waulkmill Shield, BMFA Power Flying Dutchman Trophy.

Engraved glasses for first place. Pre-entry not required, £3 per event on day.

Use of thermal detection equipment is not permitted.

For details contact Jim Arnott, "Downside", Farm Road, Hill of Beath, Fife, KY4 8DZ, tel 01383 510279 email arnott.downside@btinternet.com

The Newbigging site is very dependent on wind direction, giving a large unrestricted area in certain directions while being severely limited with other directions. Our site license restricts our ability to move the launch area to offset these limitations. Anyone travelling to the contest is forewarned that in adverse conditions the events may be run with short maxes or d/t style fly-offs.

INTERNATIONAL COMPETITION NEWS

Rolandas Mackus reports that the Baltic Cup and Estonian Free Flight Cup have been cancelled.

The decision to cancel both competitions was made after the evaluation of the flying field and due to a very poor condition of it. Since snow was still only melting a few days before, we cannot expect the field to dry until the start of competitions. At the moment it is impossible to even walk on the field and the situation will deteriorate when the water level of a river in the middle of the field rises in a flood.

UK COMPETITION NEWS

TYNEMOUTH MINI RALLY. Brian Martin reports that Tynemouth MAC have reluctantly decided to cancel the 2013 Tynemouth Mini Rally scheduled for 28th July 2013. At present there is a dispute between the Showman's Guild, which runs a large FAIR known as the Hoppings on one side of the site and Newcastle City Council plus the Freemen of Newcastle. The dispute involves access of large vehicles to the FAIR, and the condition of the land which causes them to get bogged down. The situation has been exacerbated in recent years by climate change causing wetter summers. No agreement has been reached between the two sides as to when remedial work will start.

SCOTTISH NATIONALS. Lee and Carnwath Estates, the landowners for the Newbigging flying site, have given permission for the Scottish Nationals at Newbigging on June 29-30 to be open to BMFA members in 2013.

BMFA SOUTHERN AREA SPRING GALA will be at RAF Odiham on July 21. This event is possibly the longest continuous free flight event at the same venue in the UK , this being the 65th year. We do not wish to discontinue this long tradition, and it may be difficult to get it back if we failed to use it for one year. However if we can't cover the costs this year, next year may not be a possibility.

I would be grateful if you would act now, and return your registration to allow me to calculate well in advance how to cover the costs incurred.

Competitions:Vintage Wakefield (4 & 8 oz combined), Vint lightweight Rubber, Tailless, Vint & Classic Glider Combined, Vint HLG & catapult combined, CdH, A1 glider, E36. A DT fly off may be used dependent on conditions. Sports flying for glider, rubber and small power models.

Please note: All those flying model aircraft or operating associated equipment on this site must be a current member of the BMFA. Model flying may be interrupted during the day by aircraft movements. The only entry and exit is via the airfield main gate. We will have access to the toilets.

Pre-registration is necessary for this event and must be received by Sunday July 7. All registrations are subject to approval by the RAF authorities. To register please send your vehicle registration number, the vehicle occupants names, addresses together with their BMFA numbers (if applicable) and the non-returnable registration fee of £9 per flyer (sport or contest) with a self addressed and stamped envelope. (Please make cheques payable to Southern Area BMFA*). Please include email and telephone number to enable us to contact you in the event of last minute Changes or cancellation.

John D Thompson. Beechmede, Meadow Lane, Hartley Wintney, Hants, RG27 8RF tel: 01252 842471 email: johnd.thompson@btinternet.com