FREE FLIGHT news

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FFn DIARY

March 5 Area Venues.	BMFA 2nd Area. F1H, P30 (Plugge), F1J (Plugge), BMFA 1/2A, CE (Plugge), HLG-CLG. Contact: Area Comp Secs.
March 10 Sakylan Pyhajarvi, Finland	Swedish Moose Cup. F1A F1B F1C F1Q. World Cup event. Contact: Per Findahl, tel: +46 223 22 957, e: per.findahl@gmail.com web: http://www.norbergsfk.se
March 11-12 Säkylä, Finland	Bear Cup. F1A F1B F1C F1Q F1A. World Cup event. Contact: Kim Henriksson, tel: +35 844 768 8370, email: kim.henriksson@vahanen.com web: http://www.lennokkipojat.fi
March 14-17 Slanic Prahova, Romania	FAI F1D European Championships for Free Flight Indoor Model Aircraft. web: http://www.frmd.ro
March 18 Gjovik, Norway	Holiday on Ice. F1A F1B F1C F1Q. World Cup event. Contact: Tor Bortne, tel: +47 920 95 329, email: tobortne@bbnett.no web: http://frifluktvegar.no
March 26 Area Venues.	BMFA 3rd Area. Vint' G (Plugge), C/R (Gamage), F1C (Halfax / Plugge), F1Q, HLG-CLG (Plugge). Combined Power. Contact: Area Comp Secs.
April 8-9 Deva, Romania	Harghita Cup. F1A F1B F1C F1P F1Q F1H. World Cup event. Contact: Kiss Istvan, tel:+40 745161 435/ +40 735231 169 ktamara@netter.ro or cc.cristur@gmail.com web: http://www.fai1abc.com
April 8-9 Föhrlberg, Oberkotzau, Germany	2 F1E World Cup events: 8th Otto Kuttler Cup, 9th Föhrlberg Cup. Contact: Peter Kuttler, tel: +49 160 945 16 469 / +49 928 66 187, email: peter-kuttler@web.de
April 14-18 Nalchik, Russia	Naloev Cup. F1A F1B F1C F1P. World Cup event. Contact: Nikolay Naloev, tel: +7 928 084 44 79, email: naloev@mail.ru
April 14 (Good Friday) North Luffenham	BMFA Northern Gala. C/G (CMA), C/R (Caton), B/P (Hamley); [Club Champs], C/E, SLOP (Falcons), F1H, P30, BMFA 1/2A, Mini-Vintage, HLG-CLG. Contact: G.Warburton 0113 2852947 gwarb@aol.com
April 17 (Easter Monday) Salisbury Plain	Croydon Wakefield Day. F1B, 8oz Wakefield, 4oz Wakefield, Marcus Lightweights (RAFF V, Bazooka, Dinah-mite, Supa Dupa). Contact: Ray Elliott, tel 0208 997 7745 ray.elliott8@btinternet.com
April 23 Peak District or near Melton Mowbray	BMFA 1st F1E (Team Selection). Contact: Ian Kaynes 01252 512538 or 0794 185 2144
April 29-30 Salisbury Plain	BMFA London Gala. 29rd: C/G, C/R, C/P, C/E, P30, CO2. 30th: F1H, F1G, F1J, BMFA1/2A, Mini Vintage, E30, HLG-CLG. Contact TBC
May 1-2 West Wyalong, NSW, Australia	Southern Cross Cup. F1A F1B F1C. World Cup event. Contact: Roy Summersby, 132 The Esplanade, Umina NSW 2757, Australia, tel: +61 24 34 100 72
May 4-5 Narrandera, NSW, Australia	Dave Anderson Memorial Cup. F1A F1B F1C. World Cup event. Contact: Phil Mitchell, tel: +612 4384 3217, email: filnoels@bigpond.net.au
May 6-7 Andover, United Kingdom	2 World Cup events. 6th: Stonehenge Cup, 7th: Equinox Cup. F1A F1B F1D F1Q. See this issue. Contact: Richard Jack and Peter Martin, tel: +447762346700 ffworldcupUK@gmail.com
May 7-10 Narrandera, NSW, Australia	AFFS Championships. F1A F1B F1C. World Cup event. Contact: Phil Mitchell, , tel: +612 4384 3217, email: filnoels@bigpond.net.au

7 Ashley Road, Farnborough, Hants, England GU14 7EZ ffn@btinternet.com
Web site address: www.freeflightnews.org.uk
Compiled and produced by Ian Kaynes, Paul Masterman and Michael Warren

THE FAB FEBRUARY AND OTHER STORIES

Report by Chris Edge

After being perfect in 2016 it was unfortunate that 2017's Fab Feb would be hit by weather not seen for a decade or so. The fact that all the contests were flown successfully is a testament to the perseverance of the CDs, the enthusiasm of the competitors, and the ability of hire-cars to drive almost anywhere. Now read on.

Your scribe's select group rolled in Thursday night to be greeted by tales of a wet field and cars stuck on the entrance road. John and Tanya Buskell, having driven down from Canada in horrible weather, were one of the first affected (Maisie somehow kept clean!) and the signs weren't good. With a bad Friday and Saturday forecast, the CDs for the Kiwi, Ike and AMA contests slipped events to the Sunday and Monday and were rewarded with good conditions, albeit with mud not seen since THAT Witchford event of the mid '80s. In fact Saturday wasn't too bad after all and the field got filled with flyers from all over; in fact perhaps the most global set of open internationals outside of a Champs.

The FAI rounds on Sunday were uneventful with maxes apenty; one to do well was Kimmo Kulmakko, back after a break using a ¼ roll in his cruise to point his A model back in to the tested air. With a swinging wind and limited road access to alternative launching points, the FOs got delayed with a caravan of cars traversing the soft soil to get further upwind. Only A and B were completed that evening after further delays getting everyone sited and enough timekeepers. A better solution utilised for the MaxMen was to fly C after A such that the latter flyers could time for B. As it was C was flown on Monday morning with generally poor flights (in terms of transitions) from competitors.

Monday saw Minis and AMA events and lots of flying in good conditions. The British J contingent didn't do as well as expected with some, er, interesting launches but the H and G events were as well supported as usual with very long 1st round flights (delayed by the C flyoff earlier) providing the tie-breaks. Biggest smile amongst the smaller events was Stan Budenbohm who won the $1000 prize in F1S with more than a dozen maxes using the 'Apache' design.

We then got in a groove, good flying, chatting to old friends, Bar 136, etc that included the North American Cup (NAC) on the Wednesday. This was interesting for very difficult thermal conditions, particularly in the last round (4 min max), where many top names across the classes dropped. FO numbers were still high and an early start would ensure thermals were present, so it was no surprise that many made the '8' in A. I watched the events from behind the line; SBTs (Slinky Black Things) firing to tremendous heights – spectacular and intimidating at the same time. B and C were flown to 10mins and that finished them, so just another A flight before dark. Jama Danier won that and I saw some of his flight; the usual 'Ninja' falling release saw the model climb to well over 100m and transition perfectly in to a glide turn that took in most of the field.

Mention must be made of the huge 'Super D' model flown by Guy Menano after the rounds finished. Apparently ~1250 sq. inches, no DT and powered by a exclusive Nelson 67, it roared to height, bunting in to a slow glide around the field, followed by a grinning Guy on his motorbike – great entertainment.

The next two days were bad with rain and strong wind, but that allowed for some R&R for once, initially to Doug's in Bakerfield and then Shafter airfield with it's interesting museum and hanger collection – a pleasant change.

By now the MaxMen events had been moved from Friday through Sunday, to Sunday (for all FAI events) and Monday. This was well communicated via posters in the motels and eateries as well as e-mail and social media. Thursday night also saw a social evening at Gabby's Mexican restaurant at Lost Hills just for us flyers – more next year please.

Sunday saw the FAI events flown in typical Lost Hills weather to just 5 rounds due to forecast rain later in the day. In fact light rain started and remained during the FOs, flown initially to an 8min max, then again for A and C to 10mins. With the far hills slowly disappearing under mist it was fortuitous that the wind remained low enough that all models were seen to the ground.

Only AA maxed in B going for 8. I timed OK's highly visible machine and was impressed with a fast rolling climb more reminiscent of a 1/2A, but it was the glide that really counted – very smooth, very open and very slow, but ultimately ½ minute short. You will see that AA dropped his first flight in the NAC, which was due to a prop hanging out. Seems the model had DT'd on to a rock on a previous flight and bent something.

The last C FO was a Bakenko benefit except for Mick Lester who had trimmed a new wing/tail combination on the field and was rewarded with two FOs over the week. In this, as for the NAC, he was unlucky to have the model slip out of his hand on launch and transition low but in the best air. Only Larissa Savukhina flew soon enough to catch Mick's air up and result in a very popular win – let's not forget she did it a few years ago as well. C man of the meet for me was Sheng from China. The story goes that he took up FF only 10 months ago and this was his first set of C contests. He clearly knew what he was doing with careful launches followed by obvious delight as his Babenko folder transitioned to glide. He allegedly has a set of As and Bs to play with as well …….

Whilst I dipped out of the MM mini events on Monday there was podiation at last for the Brits with an excellent win in J by Chappers and a 2nd in H for Gary Madelin – a day with strong winds to finish with.

So what's new ? To be honest there were no major innovations just that the pack is getting closer to the leaders. In A the SBT is de rigueur with many now able to launch consistently over 100m. Yes there are flappers and they are apparently better but you can do well with an un-flapped model flown carefully. Certainly in difficult air the LDAs do get disturbed as proven by the results.

In B my sources close-to-the-action tell me that new wings by Stefanchuk perform the best these days and he certainly seemed to be taking lots of orders. There were a few SBTs on offer and I suspect more will come but the flapper seems dead (a good thing ?) with only one seen that didn't feature in the results. Rubber: I'm no expert but many models get to similar climb heights, it's the glide that makes the winning difference. Perhaps it's good that LDAs don't seem to have as much as an effect as in A.

C is pretty much a one-model class. Yes some flappers were flown and Verbitsky was there (but had left all his tailplanes at home !) but some of his well-known customers like Truppe have moved over to folders. In the Kiwi FO most of these had poor un-folds and/or transitions so it is more than possible that a well-flown model in the right air can still win.

Q participation was poor, like F1P, and is very much a side-show. Perhaps CIAM should add it to the World Champs list for 2019 to try and encourage participation ?

In conclusion, well done to all the CDs for making the Fab Feb happen in difficult circumstances. Compared to some years

back the events seems to be in rude heath with increasing participation in most events – long may it continue. For those who want a flavour of what went on there are some excellent photos on-line you can see, link below.

Merry Smith album :-

https://www.flickr.com/x/t/0092009/photos/freeflight_paparazzi/

Brian Furutani album :-

https://www.flickr.com/photos/44670670@N02/albums/72157676748361094/page4

Malcolm Campbell album :-

https://www.flickr.com/photos/motor-racing-photography/albums/72157677168531084/page1

Samples of Malcolm's photos are included here

Of course the real winner of the week was the truck-wash next to Motel 6 who did brisk business cleaning the dirt of all the hire cars. I do wonder if his drains got block, however……

And comments on Q and E by Ian Kaynes

F1Q was indeed down in numbers this year, in part because of the compression to fly all classes together. Kiwi Cup had three in the flyoff with close times, the result would have been different if Omni Sirkis had not DTed. North American was a win for Tom Ioerger as the only one to avoid the late round holes. Maxmen was down to two, but still needed a flyoff for which a short 5 minute max was set. Jack Murphy flew first, I didn't fancy the air at that time, then realised that temperature was not changing because the rain had got in my thermistor, so just picked by simple feel of the air. It came lucky and made an easy max (130m at one minute, 195m at five minutes). I had been flying Q166, a new model similar to Q161 in FFn last month but with more rearward CG. Almost trimmed in the first day Lost Hills, except for the glide being too tight in first flyoff, and flown in all three events.

A launch from the edge of the south slope

Kiwi Cup F1E was flown one day late on the Tuesday, clashing with the ladies' tea party, in typical Lost Hills calm or light winds. Exceptionally, round 3 was flown towards the south and that was the only round to be won by a sub-max score - 113s by Eugeny Gorban. The final result was coloured by one bad flight which went over the back of the hill having been found to have the watch not started, followed by a much longer reflight.

We gathered on the hill on Thursday morning for the California Cup, but one test flight demonstrated it was very windy and the rain was approaching so everyone left the hill rapidly. It is likely that the California Cup will be flown alongside the October events.

Thanks to all the organisers for a great job in difficult conditions, and to Roger for running a combined entry system and particularly for registration in the community hall on the first Friday.

KIWI CUP OF NEW ZEALAND, LOST HILLS, USA, FEBRUARY 12-13

F1C 16 flew

1	R Truppe	AUT	1380	+453	
2	A Babenko	UKR	1380	+443	
3	M Roberts	USA	1380	+349	
4	E Shemesh	ISR	1380	+332	
5	L Savukhina	RUS	1380	+328	
6	F Ducassou	FRA	1380	+321	
7	F Parker	USA	1380	+268	
8	T Bond	AUS	1353		

F1A 56 flew 31 full scores

1	I Bezak	SVK	1380	+360	+507
2	R Koglot	SLO	1380	+360	+471
3	P Findahl	SWE	1380	+360	+465
4	J Danier	CAN	1380	+360	+460
5	S Makarov	RUS	1380	+360	+455
6	S Issakov	ISR	1380	+360	+429
6	R Limberger	USA	1380	+360	+429
8	M Hrast	SLO	1380	+360	+427
9	M Moskoviz	ISR	1380	+360	+419
10	I Shichman	ISR	1380	+360	+407
10	A Studnik	ISR	1380	+360	+407
12	B Bardarov	BUL	1380	+360	+402
13	M Kochkarev	RUS	1380	+360	+389
14	E Pecenkovic	BIH	1380	+360	+379
15	S Jensen	DEN	1380	+360	+375
16	K Kulmakko	FIN	1380	+360	+369
17	V Bezchasny	UKR	1380	+360	+365
18	L Malila	SUI	1380	+360	+346
19	A Koerbin	NZL	1380	+360	+321
20	B Van Nest	USA	1380	+360	+273
21	R Lesko	CRO	1380	+360	
22	F Aberlenc	FRA	1380	+358	
23	J Nyhegn	DEN	1380	+350	
24	S Limberger	GER	1380	+331	

F1B 47 flew 33 full scores

1	O Kulakovsky	UKR	1380	+360	+470
2	G Mark	ISR	1380	+360	+463
3	I Vivchar	UKR	1380	+360	+435
4	A Bulatov	RUS	1380	+360	+413
5	G Batiuk	GER	1380	+360	+405
6	S Stefanchuk	UKR	1380	+360	+404
7	A Andriukov	USA	1380	+360	+396
8	W Ghio	USA	1380	+360	+392
9	M Seifert	GER	1380	+360	+389
10	B Eimar	SWE	1380	+360	+383
11	T Obligenarz	ISR	1380	+360	+372
12	V Nereng	NOR	1380	+360	+364
13	B Jensen	USA	1380	+360	+362
14	C Hemsworth	AUS	1380	+360	+352
15	D Larsen	NOR	1380	+360	+345
16	J Bodin	FRA	1380	+360	+323
17	T Vaccaro	USA	1380	+360	+310
18	E Gorban	UKR	1380	+360	+286
19	C Allen	USA	1380	+360	
19	S Malkhasyan	USA	1380	+360	
21	B Silz	GER	1380	+355	
22	A Baruch	ISR	1380	+354	
23	R Nouvian	FRA	1380	+345	
24	D Chevenard	FRA	1380	+342	

F1Q 5 flew

1	J Murphy	USA	1320	+276
2	O Sirkis	ISR	1320	+267
3	I Kaynes	GBR	1320	+261

F1P 1 flew

1	T Koerger	USA	926

F1H 17 flew, 11 full scores

			600	+F1	F2	flt 1 to ground
1	M McKeever	USA	+180	+240		707
2	P Mitchell	AUS	+180	+240		636
3	A Balassiano	ISR	+180	+240		275
4	S Issakov	ISR	+180	+240		214
5	P Findahl	SWE	+180	+240		188
6	J Parker	USA	+180	+240		180
7	K Bauer	USA	+180	+240		176
8	A Studnik	ISR	+180	+240		155
9	C Edge	GBR	+180	+185		485

F1G 17 10 full scores

1	E Gorban	UKR	+180	+240		267
2	T Fibish	ISR	+180	+217		221
3	T ODell	USA	+180	+216		173
4	G Goodwin	AUS	+180	+207		196
5	B Jensen	USA	+180	+194		141
6	A Baruch	ISR	+180	+137		142
7	P Brocks	USA	+180	+95		150
8	T Mathews	CAN	+152			388

F1J 10 flew

1	F Parker	USA	600
2	T Bond	AUS	590
3	M Roberts	USA	558
4	G Palavecino	ARG	557
5	J Fleckenstein	ARG	539

F1S 5 flew 2 full scores

1	J Murphy	USA	600	+120
2	J Parker	USA	600	+73
3	D McGuckin	USA	595	

KIWI CUP OF NEW ZEALAND, LOST HILLS, USA, FEBRUARY 14

F1E 9 flew

1	D Andrist	SUI	474.63
2	P Brocks	USA	452.21
3	B Sifleet	USA	447.11
4	I Kaynes	GBR	437.26
5	E Gorban	UKR	413.89

NORTH AMERICAN CUP, LOST HILLS, USA, FEBRUARY 15

F1A 53 flew 26 full scores

1	J Danier	CAN	1020	+480	+393
2	S Makarov	RUS	1020	+480	+385
3	A Balassiano	ISR	1020	+480	+381
4	M Moskoviz	ISR	1020	+480	+369
5	A Persson	SWE	1020	+480	+354
5	E Pecenkovic	BIH	1020	+480	+354
7	M Hrast	SLO	1020	+480	+352
7	F Aberlenc	FRA	1020	+480	+352
9	N Shitrit	ISR	1020	+480	+346
10	P Findahl	SWE	1020	+480	+341
11	I Shichman	ISR	1020	+480	+331
11	K Kulmakko	FIN	1020	+480	+331
13	K Bauer	USA	1020	+480	+326
14	A Koerbin	NZL	1020	+480	+312
14	R Lesko	CRO	1020	+480	+312
16	D Zink	USA	1020	+480	+310
17	I Bezak	SVK	1020	+480	+309
18	I Kusicka	CRO	1020	+480	+288
19	M Kochkarev	RUS	1020	+480	+280
20	V Beschasnyi	UKR	1020	+480	+157
21	R Koglot	SLO	1020	+480	+75
22	B Bardarov	BUL	1020	+446	
23	S Isakov	ISR	1020	+437	
24	J Parker	USA	1020	+420	

Enes Pecenkovic, 5th in North American Cup

F1B 52 flew 32 full scores

1	O Kulakovsky	UKR	1020	+537
2	C Jones	USA	1020	+526
3	J Bodin	FRA	1020	+468
4	V Morgan	AUS	1020	+457
5	S Stefanchuk	UKR	1020	+446
6	G Mark	ISR	1020	+441
7	M Seifert	GER	1020	+432
8	T Fibish	ISR	1020	+431
9	I Vivchar	UKR	1020	+421
10	L Horak	CAN	1020	+418
10	H Shi	CHN	1020	+418
12	W Ghio	USA	1020	+416
13	M Woolner	GBR	1020	+405
14	P Squires	NZL	1020	+383
15	B Eimar	SWE	1020	+375
16	R Kawai	JPN	1020	+374
17	O Sirkis	ISR	1020	+362
18	B Silz	GER	1020	+350
18	R Peers	GBR	1020	+350
20	W Booth	USA	1020	+332
21	D Larsen	NOR	1020	+330
22	E Gorban	UKR	1020	+312
23	M Nakata	JPN	1020	+293
24	M Richardson	USA	1020	+280

F1C 17 flew 9 full scores

1	F Parker	USA	1020	+450
2	X Sheng	CHN	1020	+447
3	A Babenko	UKR	1020	+430
4	L Savukhina	RUS	1020	+429
5	R Summersby	AUS	1020	+397
6	D Chesson	USA	1020	+380
7	G Menanno	USA	1020	+362
8	Y Gao	CHN	1020	+308
9	M Lester	GBR	1020	+303

F1Q 4 flew

1	T Ioerger	USA	960
2	I Kaynes	GBR	929

BOB WHITE MAX MEN, LOST HILLS, USA, FEBRUARY 16-20

F1A 49 flew 29 full scores

1	A Persson	SWE	960	+480	+410
2	A Balassiano	ISR	960	+480	+403
3	V Beschasnyi	UKR	960	+480	+379
4	F Aberlenc	FRA	960	+480	+360
5	I Shichman	ISR	960	+480	+356
6	K Kulmakko	FIN	960	+480	+338
7	B Bardarov	BUL	960	+480	+321
8	P Mitchell	AUS	960	+480	+280
8	N Shitrit	ISR	960	+480	+280
10	S Son	KOR	960	+480	+276
11	M Kochkarev	RUS	960	+480	+246
12	E Pecenkovic	BIH	960	+480	+243
13	P Findahl	SWE	960	+480	+202
14	R Lesko	CRO	960	+480	+195
15	D Echivard	FRA	960	+480	+145
16	J Pecenkocic	BIH	960	+434	
17	Y Zak	ISR	960	+426	
18	M Moskoviz	ISR	960	+416	
19	C Edge	GBR	960	+369	
20	S Makarov	RUS	960	+364	
21	M Hrast	SLO	960	+343	
22	S Isakov	ISR	960	+325	
23	R Koglot	SLO	960	+275	
24	J Abad	ESP	960	+230	

F1B 36 flew 29 full scores

1	A Andriukov	USA	960	+480
2	O Kulakovsky	UKR	960	+444
3	S Stefanchuk	UKR	960	+408
4	H Shi	CHN	960	+389
5	I Vivchar	UKR	960	+383
6	E Gorban	UKR	960	+381
7	R Nouvian	FRA	960	+376
8	B Jensen	USA	960	+356
9	C Jones	USA	960	+349
10	B Eimar	SWE	960	+323
11	T Mathews	CAN	960	+303
11	T Obligenarz	ISR	960	+303
13	M Seifert	GER	960	+298
14	B Silz	GER	960	+291
15	Y Blazhevych	UKR	960	+289
16	A Bulatov	RUS	960	+279
17	O Sirkis	ISR	960	+268
18	T Faibish	ISR	960	+263
18	L Horak	CAN	960	+263
18	V Morgan	AUS	960	+263

F1B-Junior 1 flew

1	K Gerspacher	USA	960	+251

F1C 11 flew 10 full scores

1	L Savukhina	RUS	960	+480	+585
2	A Babenko	UKR	960	+480	+567
3	X Sheng	CHN	960	+480	+454
4	R Truppe	AUT	960	+480	+401
5	M Lester	GBR	960	+480	+317
6	K Faux	GBR	960	+435	

F1Q 2 flew

1	I Kaynes	GBR	900	+300

F1G 6 flew 3 full scores

1	R Nouvian	FRA	600
1	T O'Dell	USA	600
1	A Baruch	ISR	600
2	P Brocks	USA	480

F1H 6 flew

1	S Issakov	ISR	600
2	G Madelin	GBR	597
3	Y Zak	ISR	565
4	A Pereyra,	ARG	506

F1J 3 flew

1	P Chapman	GBR	600
2	J Fleckenstein	ARG	427

14TH CRITERIUM PHILIPPE LEPAGE, VIABON, FRANCE, FEB 25

F1B 15 flew

1	M Rigault	FRA	960	+300
2	J Drapeau	FRA	960	+260
3	D Barberis	FRA	960	+245
4	J Cheneau	FRA	960	+240
5	R Nouvian	FRA	948	
6	B Marquois	FRA	936	
7	A Besnard	FRA	928	
8	S Tedeschi	FRA	905	

F1B-Junior 1 flew

1	L Morandini	FRA	727

BMFA INDOOR

From Tony Hebb

Work is proceeding on the asbestos removal project at Brabazon, we have no information as to when this might complete or whether or not we may have further access later in the year.

Clearly we cannot rely on access to the Brabazon hangar for the 2017 Indoor Nationals, so the ITC is investigating alternative venues with a view to holding this event in mid September - more news later.

Dates at Werrington (Peterborough) have been booked as below to assist the F1D team in preparation for the

forthcoming European Championships in Romania and also to hold 3 rounds of Team Trials for next years' F1D World Championships in the USA. Please note that there are some changes to the dates previously notified.

Sunday April 9 T&E day, all welcome.

Wednesday April 19 F1D Team Trials Round 1.

Wednesday May 31 F1D TT Round 2.

Sunday June 4 F1D TT Round 3.

Please contact Mark Benns if you require any further details, I shall effectively be away until returning from Romania on March 18

Manchester Velodrome meeting (note from organiser Dave Whitehouse): As you may be aware the BMFA Indoor Technical Committee has been struggling to get any bookings at the Manchester Velodrome for this winter season. However we have now managed to book a weekday session, this is a bit of an experiment to see if sufficient people are interested to make it financially viable.

The date booked is **24th March from 10am to 2pm.**

Even weekdays are difficult to book as Team GB Cycling use the facilities most days, with only Monday and Fridays mornings generally being available. Friday was chosen as generally the morning rush hour traffic is not as heavy and hopefully finishing at 2pm will avoid the worst of the evening rush hour.

With it only being a 4 hour session we have decided that this would be at a cost of £12. However at this rate we do need a good turnout of flyers to break even.

As at our previous "Funfly" meetings there will be half hourly sessions for lightweight radio and free flight, starting with radio at 10 am.

To conclude we would be grateful if you could come along to support this Velodrome meeting and give us some feedback as to whether it's something to continue with in the future if weekend dates are not available to us.

F1J EURO CHALLENGE

The 2017 qualifying events for the F1J Euro Challenge are now on the website here http://f1jeurochallenge.jimdo.com/

SOUTHERN COUPE LEAGUE

Second Round - First Area Meeting

Report by Peter Hall

A pleasant day at Beaulieu and a good turnout, Salisbury Plain was reported difficult to access so Beaulieu was preferred. At 9.0 a.m. the thermistors showed 8 degrees C and the streamers were lounging about in the light westerly breeze. Six flew F1G, four were locked-down models, two with systems. A few years ago it was predicted that factory-built carbon fibre auto coupes would make DIY extinct. Cliff James after a long absence, disinterred his locked-down balsa model, untouched for sixteen years and after a quick test - glide took four maxes. Ted Tyson maxed out with his new locked-down PGI. set-up model and flew off to win. The only owner of a factory Coupe I've seen is resting in New Zealand for the winter. So much for predictions.

The overcast persisted through the day, the breeze never more than 9 or 10 m.p.h. The temperature reached 11 degrees C at midday but there was scarcely any variation to signal lift. Some prefer Fahrenheit, but I find the coarser texture of centigrade prevents you from getting too excited by the minute changes recorded by fractions of Fahrenheit. Roy Vaughn's state-of-the-art apparatus is sensitive enough to detect a tiny upwind discharge of methane and he was misled into bad air for two of his flights. Ted Challis got it badly wrong despite his vast experience but maxed out in mini-vintage instead. Peter Hall's first flight bunted fast and hard into the ground: a VIT malfunction (see my best-selling book 'A Plain Man's Guide to Coupe Malfunctions,' chapter 48). No apparent damage so off again for a struggling and inconsistent four maxes. The autopsy showed a badly bent prop. hanger (malfunction 75) and a disabled Montreal stop (see chapter 19) One prop. blade had 7.5 degrees less pitch than its partner. Don Thomson flew a traditional Coupe with a traditional DT. It's some time since I've seen a fuse but I was struck by its simplicity, lightness, fault-free operation, and low-cost compared to RDT. It is also capable of clearing large tracts of unwanted gorse and heather effortlessly and at no cost except to the occasional Dartford Warbler.

At Ashdown Forest Alex Cameron reports a very light SSW breeze, early sun and then cloudy, only two flew – Ken Taylor and Robin Willes. At Luffenham Gavin Mannion and Bill Dennis flew with perfectly matched scores - four maxes and a 1.26 and report breezy and overcast conditions. At Merryfield Martin Stagg's and Alan Brocklehurst's scores suggest a tricky day for air-picking, Gerry Pink retired due to a fall. Mike Marshall at Sculthorpe reports 8 degrees, a moderate breeze and no interference from cows. Only he and Andrew Moorhouse flew.

After two rounds Andrew Moorhouse and Bill Dennis lead the league table. The next round is at the London Gala on Salisbury Plain, April 30th.

			maxes	score	time
1	E Tyson	Crookham	5	17	10.00+1.40
2	R Vaughn	Crookham	3	12	9.50
3	A Moorhouse	Vikings	4	12	9.44
4	P Hall	Crookham	4	11	9.35
4	C James	Crookham	4	11	9.35
6	G Manion	Birmingham	4	9	9.26
6	B Dennis	Grantham	4	9	9.26
8	K Taylor	East Grinstead	3	6	9.05
9	D Thomson	Croydon	2	4	8.35
10	M Stagg	Bristol & West	3	4	8.27
11	A Brocklehurst	Bristol & West	1	1	8.17

League

			Brum	A1	Total
1	A Moorhouse	Vikings	8	12	20
2	B Dennis	Grantham	10	9	19
3	E Tyson	Crookham		17	17
4	P Ball	Grantham	15		15
5	R Vaughn	Crookham	1	12	13
6	P Hall	Crookham		11	11
6	C James	Crookham		11	11
8	S Willis	Vikings	9		9
8	G Manion	Birmingham		9	9
10	W Beales	Croydon	7		7
11	S Philpott	Birmingham	6		6
11	K Taylor	E.Grinstead		6	6
13	T Winter	CVA	5		5
13	D Thomson	Croydon	1	4	5
15	M McHugh	Peterborough	4		4
15	M Stagg	Bristol & West		4	4
17	R Elliott	Croydon	3		3
18	S Darmon	Birmingham	1		1
18	P Jellis	Croydon	1		1
18	G Ferrer	Timperley	1		1
18	A Brocklehurst	Bristol & West		1	1

CONTACT

After having trouble contacting a flyer whose model had been returned, Walt Hodkinson makes a plea for people to include their mobile phone number on the model so they can be contacted during the day. Could also add display the number in your car.

UK COMPETITION NEWS

BRUMFLY 2017. This year's Brumfly is on SATURDAY May 20th on North Luffenham, starting at 9.00 A.M. The traditional July date is no longer feasible because the grass on the field is now left uncut for haymaking. We felt that a Saturday contest was preferable to sharing the venue with the parascenders.

Brumfly classes will be:

{E 36, Mini Vintage}- (3x2.00)

F1H (A1) - (5x2.00)

Combined HLG/Cat.-(7x 1.00) plus;

Combined F1J/ BMFA 1/2A – (4 x 2.00, F1J 5 sec run, 1/2A 10 sec.)

Combined A2-single contest for models conforming to F1A specification with three equal prizes for overall winner, highest placing using non-bunting model(s) and highest placing using design(s) published prior to Jan. 1961. Combined A2 only is flown in FOUR rounds, first flight before 12.30 followed by three 90 minute rounds to appropriate maxes.

Except where stated contests will be run to BMFA rules, though the CD reserves the right to make changes with adequate notice if conditions demand. This will NOT include DT flyoffs.

Once again Bill Dennis will be running scale classes, for details contact billdennis747@aol.com

There will also be SAM 35 events run by John Ashmole including Rubber and Power Precision and Cloud Tramp duration, contact johnashmole@yahoo.co.uk

Sport flyers (FF only) and those keen to get in some pre-Nats trimming are welcome (you must be a BMFA member), £5 airfield fee (excluding Midland FF Club members of course). The usual refreshments will be served, prizes and trophies for the winners.

Contact Stuart Darmon stuartdarmonf1a@yahoo.com or 01858882057 or Gavin Manion gavin.manion84@gmail.com

NEWS FROM BMFA FF TECH COMMITTEE

All correspondence re this news to the FFTC Secretary: Chris Strachan, E-mail: chris.strachan@btinternet.com

The FFTC met at the Leicester office on 25 January 2017.

Rule Changes for 2017

Changes for 2017 target flying sites rather than altering the rules and model performance.

The 'Centralised' calendar becomes a 'De-centralised' calendar for Area Events. The aim is to create more flexibility in where competitors can fly. The requirement for "two competitors to be present" is changed to "two BMFA members to be present". A simple process is arranged for prospective 'group venues' to be vetted for suitability before being added to the places one can compete at. If you wish to propose a new decentralised venue for these events please contact Phil Ball in writing at least two weeks prior to the date of the event.

New guidance on where Contest Directors should set up the flight line from and fly off time period halved to 5mins. Both designed to maximise the chance of remaining within the confines of the flying site. The 2017 Rule Book now available on the Website.

Nationals

The BMFA has received confirmation that Barkston Heath will be available for both the Free Flight Nationals and the August Nationals this year.

Junior Team for 2017 Euro Champs

Juniors that wish to be considered for a place on the team for the 2017 European Championships will be selected on their performance in the respective classes at the Nationals.

Motorised Retrieving

A change to the guidelines has been agreed to include the use of electrically assisted cycles for retrieving powered by a motor no more than 250 Watts and limited to 16mph and to all intents and purposes to be a standard cycle.

Area Results

Each Area CD must submit their results to Phil Ball by email (preferred) or post to arrive within eight days after the day of the contest. To avoid any misunderstanding please keep a proof of sending to confirm compliance, see rule 2.3.16 (1). Phil would also like to receive a nil return if no scores are recorded.

Contest Calendar

At the Natoionals F30 will be flown on Saturday and E36 on Monday.

Prizes at Centralised Events

For 2017 the prizes at Centralised events will be in the form of high street vouchers to a value of £8 rather than bottles of wine as presented in previous years. In line with previous years, the vouchers will only be handed out at the prize giving to the competitor or their representative.

2017 Season Ticket

The cost of the 2017 Season Ticket has been set at £50. It represents good value covering entry to all FFTC run events apart from the Nationals and Area Centralised site access fees.

To apply for a season tickets please write to John Carter providing the following:-

- Copy of your BMFA membership card
- Your home postal address and e mail address
- Cheque for £50 made payable to BMFA

John's address is - La Petite Maison, 45 Grindley Lane, Meir Heath, Stoke on Trent, Staffs, ST3 7LN Email – nordicf1a@outlook.com

Schools Rocketry Challenge

In the last newsletter there was a typo in John Jacomb's email address, the correct one is john@capp-jacomb.freeserve.co.uk

Stonehenge/Equinox Cup

The Stonehenge aopnd Equinox Cups will be held on the 6/7th May 2017 at Salisbury Plain. The entry form and additional information follows and is posted on the FFTC Website. Thanks to Richard Jack and Peter Martin for organising the events for the second year running.

World Cup Events

Saturday	May 6	Stonehenge Cup	F1A, B, C/P and Q
Sunday	May 7	Equinox Cup	F1A, B, C/P and Q

Flying Site

The 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.

Please note-there are no catering facilities available - competitors must bring their own food and drink.

Programme

Events will start at 09.00. There will be 5 rounds plus fly-offs flown from a flight line. The Max for round 1 will be 240 seconds. All other rounds will be 180 seconds Max. These maximum times and program may vary according to circumstances. All competitors will receive a gift.

Rules

The relevant section of the FAI Sporting Code will be followed. All competitors must hold a valid FAI licence.

Entry Procedure

Competitors from the UK who wish to compete in either or both events need to post their entry forms to:-

Peter Martin, 23 Woodland Court, Dyke Road Avenue, Hove, UK, BN3 6DP complete with payment cheque made out to 'BMFA'.

Competitors residing outside the UK should email their completed entry form(s) to ffworldcupUK@gmail.com.

Overseas entry fees may be paid on the day in £, $ or Euros.

Entry forms must be received by not later than Friday 28th April 2017

Trophies

These will be awarded down to 3rd place for each class.

Timekeepers

Timekeepers will not be provided by the organisers for the rounds. Competitors must find their own timekeepers. Timekeepers will be allocated by the organisers for Fly-offs.

Contacts

For further information please contact:-

Peter Martin or Richard Jack ffworldcupuk@gmail.com

Or Peter Tribe petertribe46@talktalk.net

Accommodation and Camping Information is available on request from Peter Tribe:- petertribe46@talktalk.net

Entry Fees

Men €25/£20/$30/, additional classes €12/£10/$15

Ladies & Juniors (Junior aged 18 or under on 31/12/17) FREE

Entry fee is included in the UK Contest License Holders fee, no additional payment is required)

Stonehenge Cup and Equinox Cup Entry Form 2017

Full Name								
Address								
Town/City								
Country				**Post/Zip Code**				
Nationality				**Senior/Junior**				
Telephone No.				**Mobile No.**				
Email Address								
FAI License No.				**BMFA No.**				
	Stonehenge Cup				**Equinox Cup**			
Day	**SAT 6th**	**SAT 6th**	**SAT 6th**	**SAT 6th**	**SUN 7th**	**SUN 7th**	**SUN 7th**	**SUN 7th**
Class	**F1A**	**F1B**	**F1C/P**	**F1Q**	**F1A**	**F1B**	**F1C/P**	**F1Q**
Please tick								

UK Competitors post form to Peter Martin, 23 Woodland Court, Dyke Road Avenue, Hove, UK, BN3 6DP complete with payment cheque made out to 'BMFA'.

Competitors resident outside of the UK should email their completed entry form(s) to ffworldcupUK@gmail.com