FREE FLIGHT news

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FFn DIARY

April 8-9 Deva, Romania	Harghita Cup. F1A F1B F1C F1P F1Q F1H. World Cup event. Contact: Kiss Istvan, tel: +40 74 51 61 435, email: ktamara@netter.ro 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 Gary Madelin gary.f1h@gmail.com
May 1-2 West Wyalong, NSW, Australia	Southern Cross Cup. F1A F1B F1C. World Cup event. Contact: Roy Summersby, 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	6th Stonehenge Cup, 7th Equinox Cup. F1A F1B F1D F1Q. World Cup event. See FFn 1703. Contact: Richard Jack and Peter Martin, tel: +447762346700, email: 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
May 12 Narrandera NSW, Australia	Tui Cup of New Zealand. F1A F1B F1C. World Cup event. Contact: Rob Wallace, tel: 64 6 878 4993 email: ffonzrjw@xnet.co.nz
May 13 Salonta, Romania	Salonta Cup. F1A F1B F1C F1H F1Q. World Cup event. Contact: Sándor Vincze, , tel: +40 72 47 17 992, email: vinczesg@gmail.com web: http://faif1abc
May 13 (NB Saturday) Peak District or near Melton Mowbray	BMFA 2nd F1E Team Selection. Contact: Ian Kaynes 01252 512538 or 0794 185 2144
May 14 Salonta, Romania	Szabo Miklos Memorial Contest of Hungary. F1A F1B F1C F1Q F1H. World Cup event. Contact: József Guti, tel: +36 20 363 55 73, email: gutijozsef74@gmail.com web: http://dobosistvanmk.lapunk.hu
May 14 Area Venues	BMFA 4th Area. C/G, F1B (Gutteridge), C/P Team (Keil/Plugge), Vintage R/P (Plugge), Mini Vintage, E30 (Plugge). Contact: Area Comp Secs.
May 20 (Saturday) North Luffenham	Brumfly. See FFn 1703. E 36, Mini Vintage, F1H (A1), comb HLG/Cat, comb F1J/ BMFA 1/2A, Comb A2 (F1A+ non-bunting + pre 1961). Also SAM35 and scale. Contact Stuart Darmon 01858882057 stuartdarmonf1a@yahoo.com or Gavin Manion gavin.manion84@gmail.com

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

FAI EUROPEAN CHAMPIONSHIP INDOOR CLASS F1D 2017

A notable performance by the British team in the salt mine at Slanic Prahova in Romania at the European Championships from March 13 to 18.

In fact the final top three places were settled from the first flight. When Ivan Treger set a new record for the current model specification with his second flight his win was secure.

Tony Hebb held third place except when briefly overtaken after round 4, but quickly recovered by making his round 5 and 6 flights as his pair of longest flights. Martin Judge also excelled in the final two rounds while Mark Benns didn't pull it off with his final flight going to the roof. The team took the silver position, two minutes behind Romania and tour minutes ahead of Hungary on the podium shown here..

Individual results

										Place after:				
										R1	R2	R3	R4	R5
1	Ivan Treger	SVK	27.04	29.43*	27.26+	23.32	8.32	23.59	57.09	1	1	1	1	1
2	Corneliu Mangalea	ROU	26.43	27.40+	27.46*	24.30	24.44	26.02	55.26	2	2	2	2	2
3	Anthony Hebb	GBR	25.57	24.02	25.21	23.58	26.48+	27.24*	54.12	3	3	3	4	3
4	Zoltan Sukosd	HUN	4.30	22.38	26.23*	25.00	11.56	25.09+	51.32	27	23	4	3	4
5	Uwe Bundesen	GER	20.15	22.49	22.36	24.13	24.33+	25.19*	49.52	11	11	10	9	7
6	Mark Benns	GBR	22.35	20.51	24.12+	23.55	25.35*	11.14	49.47	9	9	8	8	5
7	Dezso Orsovai	HUN	24.19+	21.53	23.30	24.15	24.35*	0.00	48.54	4	7	7	5	6
8	Vasilii Tkachenko	RUS	14.20	16.30	14.33	19.31	25.07*	23.37+	48.44	21	21	24	23	13
9	Didier Barberis	FRA	23.33	24.11+	24.19*	23.57	6.24	21.26	48.30	6	4	5	6	8
10	Dan Amoraritei	ROU	24.10	23.17	24.10+	23.19	24.13*	17.10	48.23	5	5	6	7	9
11	Aurel Popa	ROU	23.25+	22.48	23.09	23.05	24.26*	23.16	47.51	7	6	9	10	10
12	Martin Judge	GBR	12.37	20.18	21.40	20.35	22.57*	22.49+	45.46	23	19	14	14	14
13	Ernestas Dambrauskas	LTU	16.35	21.07	21.39+	20.56	20.46	24.01*	45.40	19	14	13	13	16
14	Mikita Kaplan	CZE	0.47	14.14	19.38	19.14	22.51*	22.34+	45.25	28	28	22	17	17
15	Fedor Nisichenko	RUS	19.08	19.50	21.54	19.26	22.25+	22.41*	45.06	13	13	15	15	15
16	Istvan Botos	HUN	22.42*	21.33	20.01	22.14	22.19+	21.30	45.01	8	8	11	11	11
17	Thierry Marilier	FRA	21.31	21.53+	19.39	14.55	22.49*	21.20	44.42	10	10	12	12	12
18	Sergej Panihin	RUS	8.30	17.58	14.13	18.47	19.06+	24.37*	43.43	26	25	23	21	21
19	Pawel Frackiewicz	POL	19.59	20.08+	18.36	17.34	20.27*	18.28	40.35	12	12	16	16	18
20	Klara Gregrova	CZE	17.34	17.17	17.24	18.36	20.58*	18.48+	39.46	18	17	20	22	19
21	Robert Horak	CZE	18.16	14.10	19.06*	15.20	18.58	19.01+	38.07	16	20	18	19	20
22	Henrikas Aukstakis	LTU	18.25+	19.01*	0.00	0.00	0.00	0.00	37.26	14	15	17	18	22
23	Nicolas Brouant	FRA	18.25	18.32+	18.07	16.55	18.40*	18.01	37.12	15	16	19	20	23
24	Tapio Linkosalo	FIN	17.45+	16.58	16.30	2.01	18.03*	17.29	35.48	17	18	21	24	24
25	Edward Ciapala	POL	12.25	13.40	14.10	16.57+	3.41	17.08*	34.05	24	26	26	26	26
26	Tadeusz Sawicki	POL	16.29+	12.23	12.28	15.28	17.08*	2.24	33.37	20	22	25	25	25
27	Rimas Steponenas	LTU	9.38	10.25	9.48	11.34	14.42+	14.52*	29.34	25	27	28	28	28
28	Pekka Reponen Simo-	FIN	14.02+	12.40	12.43	14.32*	13.57	11.08	28.34	22	24	27	27	27
No.of best flights in each round			1	2	4	1	13	7						
No.of 2nd best flights in each round			6	5	4	1	6	6						
No.of scoring flights in each round			7	7	8	2	19	13						
No.flts exceeding 15 min			20	22	21	23	21	22	129					
No.flts exceeding 20 min			11	15	14	13	16	15	84					
No.flts exceeding 25 min			3	2	4	1	3	4	17					

Longest single flight 29.43 by Ivan Treger

Team results

	Country	Abbrev	Total	Round-by-round places					
1	Romania	ROU	151.40	1	1	1	1	1	1
2	United Kingdom	GBR	149.45	3	3	3	3	2	2
3	Hungary	HUN	145.27	4	4	2	2	3	3
4	Russia	RUS	137.33	7	5	6	5	5	4
5	France	FRA	130.24	2	2	4	4	4	5
6	Czech Republic	CZE	123.18	8	8	5	6	6	6
7	Lithuania	LTU	112.40	6	6	7	8	7	7
8	Poland	POL	108.17	5	7	8	7	8	8
9	Finland	FIN	64.22	9	9	9	9	9	9
10	Slovakia	SVK	57.09	10	10	10	10	10	10
11	Germany	GER	49.52	11	11	11	11	11	11

Junior Individual results

1	Calin Bulai	ROU	24.05	23.00	0.00	24.52	25.38+	25.55*	51.33
2	Filip Gheorghe Tatu	ROU	1.04	23.00	23.51*	23.24	23.01	23.29+	47.20
3	Georgian Chitu Daniel	ROU	20.15	18.27	18.56	19.24	21.49+	22.42*	44.31
4	Gedas Steisiunas	LTU	16.21	16.23	18.02	19.44*	18.54	19.27+	39.11
5	Mikhail Evrasov	RUS	14.17	15.06	14.01	18.36+	20.31*	17.56	39.07
6	Aivaras Bucinskas	LTU	15.29	12.18	16.01	19.08*	17.58	19.08+	38.16
7	Artem Filin	RUS	15.15	12.27	17.23+	15.48	19.08*	5.41	36.31
8	Jonas Pipiras	LTU	8.27	10.43	10.30	11.46	17.31*	16.49+	34.20
9	Danil Zhelonkin	RUS	16.59*	15.04	16.00+	15.55	14.32	0.00	32.59
No.of best flights in each round			1	0	1	2	3	2	
No.of 2nd best flights in each round			0	0	2	1	2	4	
No.of scoring flights in each round			1	0	3	3	5	6	
No.flts exceeding 15 min			6	6	6	8	8	7	41
No.flts exceeding 20 min			2	2	1	2	4	3	14
No.flts exceeding 25 min			0	0	0	0	1	1	2

Longest single flight 25.55 by Calin Bulai

Junior Team results

	Country	Abbrev	Total	Round-by-round places					
1	Romania	ROU	143.24	2	1	1	1	1	1
2	Lithuania	LTU	111.47	3	3	3	3	3	2
3	Russia	RUS	108.37	1	2	2	2	2	3

CIAM PROPOSALS

By Ian Kaynes

In the January FFn I described the proposals that had been submitted for changes in the Free Flight Volume of the Sporting Code. The official agenda for the meeting has now been published. It is available from the CIAM Home Page. Go to www.fai.org/ciam-about-us/ciam-meetings, under the meetings heading select 2017, then select Plenary meeting, and early amongst those documents you find CIAM Plenary Agenda.

If you wish to comment on the proposals, please do so through your national delegate to CIAM. The meeting will be in Lausanne on April 28 and 29.

All the proposals described in the January FFn are confirmed to be on the agenda. In addition there are the following proposals for changes to the general section of the code, volume CGR, which have some impact on free flight. These are described below.

A.10.3 Submission procedure

Canada propose to bring forward the date for submission of proposals to CIAM forward from November 15 to July 31. The proposals would be sent to National Aero Clubs for them to collect comments and return them to CIAM.

Apart from putting the submission date in the middle of the northern flying and championships season, it is unclear what is the status of the replies. I still consider it much better to have submission on the current timetable but with proposals publicly available on the web site immediately they have bean submitted.

C.4 Sanction Fees

The CIAM Bureau propose to clarify that the sanction fee of cancelled events (no matter at what date the cancellation happened) is not refundable and can't be used for sanctioning later events.

This clarifies the currently unclear position of whether fees can be used towards an event in the following year. I aim to ensure that this does not change the situation for events postponed to a later date in the same year.

C.5.1 Competitor

Poland propose to increase the age for juniors from 18 to 21 on the grounds of complexity of models.

They also make another proposal that the change is made for F2 (control line) only.

C.5.3 National Team for World and Continental Championships

USA propose to make it more clear that Junior Champions can defend their title, either at the next Junior Championships if still a Junior or at a Senior championships if too old for the junior event.

C.6 FAI Sporting Licence

The CIAM Bureau propose to remove all the current rules relating to Sporting Licences on the grounds that it is already including in the Sporting Code Part 1 General Section (which covers all air sports). Currently the General Section is not often referred to by aeromodelling organisers and competitors and will so this change will make the licence regulations much less visible.

C.7.2 FAI Jury at World and Continental Championships & WAG

The CIAM Bureau propose that the FAI Jury at a Championship is to be chosen by the Championships organiser and reviewed by CIAM.

C.14.1 Eligibility for World and Continental Championship

USA propose to reduce the number of competitors in events to qualify for consideration for Championships status from 60 to 40. They make a second proposal to reduce from 60 to 50. The stated reason discusses F1Q and in particular the fact that the

USA charges a lot for FAI Licences and this reduces the number of USA competitors in F1Q international events.

It does seem there would be a more obvious solution available domestically in the USA for this specific detail problem of licence cost!

C.15.1 CIAM championship naming policy

CIAM F1 Subcommittee proposal. The current naming policy gives a number of championships which are all called F1 Free Flight events. It is proposed to name the regular senior and junior championships as F1ABC and F1ABP Free Flight events and the F1E ones as Free Flight Slope Soaring Gliders.

C.15 Organisation of World and Continental Championships

The CIAM Bureau propose to replace the existing section C.15.6.1. with the new paragraphs as shown below. Note that item (b) does not apply to free flight since all our junior participation is in independent proper junior championships.

C.15.6.1.Individual classification

a) For any World or a Continental Championship:

- FAI medals and diplomas will be awarded to the competitors in the first, second and third places in the class.
- The Championship winner earns the title of World Champion or Continental Champion in the class.

b) For any class where a junior may participate in a Continental or World Championship as a fourth team member under C.5.3 b), all juniors are considered for the following awards:

- FAI medals and diplomas will be awarded to the first, second and third placed juniors. If only one or two juniors compete in the class, they shall be also awarded an FAI medal and diploma.
- The best junior earns the title of Junior World or Continental Champion if juniors from at least four different nations participate in that class.

c) If there is a Challenge Trophy, this is awarded to the NAC of the winning competitor for custody until the following Championship.

C.19.1 Penalties imposed by the contest director

The CIAM Bureau propose to add the text shown in italics to the last paragraph:

Penalties may be imposed by the contest director, with the consent of the FAI Jury, for:

-Unsporting behaviour (including, but not limited to cheating, deliberate attempts to deceive or mislead officials, bringing FAI into disrepute, wilful interference with other competitors, falsification of documents, use of forbidden equipment or prohibited drugs and violations of airspace*). Once a competitor is called to the flight line or the flying circle for an official attempt, smoking or consuming alcoholic drinks is also considered as unsporting behaviour, until the attempt is finished.*

SWEDISH MOOSE CUP, SAKYLAN PYHAJARVI, FINLAND, MARCH 10

F1A 32 flew 21 full scores

1	J Nyhegn	DEN	600	+449
2	P Findahl	SWE	600	+360
3	O Karhunen	FIN	600	+356
4	R Hellgren	SWE	600	+354
5	L Malila	SUI	600	+334
6	S Jensen	DEN	600	+329
7	J Savolainen	FIN	600	+323
8	J Sell	EST	600	+308
9	V Varuskivi	FIN	600	+303
10	U Vihul	EST	600	+299
11	K Henriksson	FIN	600	+294
12	A Parna	EST	600	+291
13	T Hanhilammi	FIN	600	+272
14	J Valo	FIN	600	+262
15	V Poljaev	RUS	600	+254
16	K Valkonen	FIN	600	+252

F1A-Junior 5 flew

1	G Nulk	EST	600	+212
2	K Hartikainen	FIN	469	
3	N Autio	FIN	460	

F1B 15 flew 10 full scores

1	B Eimar	SWE	600	+404
2	R Mackus	LTU	600	+383
3	M Solodov	RUS	600	+372
4	V Rosonoks	LAT	600	+349
5	R Saatvali	EST	600	+331
6	M Lihtamo	FIN	600	+323
7	V Dreier (J)	LAT	600	+299
8	E Demtsenko (J)	LAT	600	+287

F1B-Junior 3 flew 2 full scores

1	V Dreier	LAT	600	+299
2	E Demtsenko	LAT	600	+287

F1C 2 flew

1	J Roots	EST	521

F1Q 3 flew 2 full scores

1	P Pitkanen	FIN	600	+327
2	J Juslin	FIN	600	+234

BEAR CUP, SÄKYLÄ, FINLAND, MARCH 11

F1A 40 flew 25 full scores

1	P Findahl	SWE	1020	+360	+436
2	T Hanhilammi	FIN	1020	+293	+430
3	J Nyhegn	DEN	1020	+360	+384
4	U Vihul	EST	1020	+360	+373
5	V Poljaev	RUS	1020	+360	+362
6	R Hellgren	SWE	1020	+360	+352
7	J Sell	EST	1020	+360	+351
8	S Jensen	DEN	1020	+360	+337
9	P Kuikka	FIN	1020	+360	+325
10	P Ronkanen	FIN	1020	+360	+313
11	V Varuskivi	FIN	1020	+360	+285
12	E Jensen	DEN	1020	+303	+277
13	P Pitkanen	FIN	1020	+290	+268
14	M Henriksson	FIN	1020	+360	+265
15	A Moistus	EST	1020	+298	+255
16	J Valo	FIN	1020	+360	+183
17	K Korpela (J)	FIN	1020	+351	
17	K Valkonen	FIN	1020	+351	
19	A Parna	EST	1020	+303	
20	N Anisimov	RUS	1020	+288	

F1A-Junior 6 flew

1	K Korpela	FIN	1020	+351
2	G Nulk	EST	954	
3	E Henriksson	FIN	782	

F1B 15 flew 11 full scores

1	B Eimar	SWE	1020	+348
2	V Rosonoks	LAT	1020	+284
3	J Isotalo	FIN	1020	+282
4	E Demtsenko (J)	LAT	1020	+253
5	R Mackus	LTU	1020	+252
6	H Indrek	EST	1020	+251
7	I Yurtseven	TUR	1020	+236
8	J Isotalo	FIN	1020	+225

F1B-Junior 3 flew 2 full scores

1	E Demtsenko	LAT	1020	+253
2	V Dreiers	LAT	1020	+221

F1C 3 flew 3 full scores

1	J Roots	EST	1020	+541
2	K Kuukka	FIN	1020	+518

F1Q 2 flew 1 full scores

1	M Soininen	FIN	1020

HOLIDAY ON ICE, GJOVIK, NORWAY, MARCH 18

Ian Kaynes

The part of the lake to be used for Holiday on Ice is partly determined by the adequacy and condition of the surface. This year the ice at Biri, where we flew last year was fine, but it was just that - plain ice with no snow covering. So the contests was taken 20km further north by the Vingrom Chuch, close to Lillehammer, where there was a thin covering of snow on the ice. This made a good surface to fly from and retrieve over.

The weather started off flat calm and sunny and temperature about -2C. However, the forecast north wind soon started, gentle at first but reaching 7 m/s by the end of the day. The five flights were flown in one hour rounds and with variable gaps between according to the retrieving distances. And the temperature rose comfortably above freezing.

Mike Woodhouse, above. had a surprise in the first round. His six-panel F1B had climbed steadily but when the prop folded it dived straight to the ground. The wing was still attached during the glide but the pylon broke off on impact.

The start of the fourth round was delayed for a while when the wind was blowing towards the side of the valley. It appeared to change, but some flights still went towards the steep forest slope seen in the photo. I hit the RDT button before the max, but with just enough height to make the max and land in well front of the trees. My final flight was also marginal, but was saved by the organisers decision to have reduced the max for that round to 150.

Andras Lindner with F1Q watching a glider

After the gaps between rounds and in view of the wind, the sensible decision was made to hold flyoffs the following morning. To reduce the travel distance these would be at Biri starting at 7.00, with the promise of finishing to get back in time for breakfast. Temperature was a chilly -6C at that time, but conditions were ideal with just a gentle drift from the south. F1B was flown first and won by Hakan Broberg from Sweden ahead of Walt Ghio. The other Swede in the flyoff, Bror Eimar, broke two motors and when he had finally wound and loaded one he had a problem with the model and broke off a prop blade.

Next flyoff was F1Q. I flew early in the round, climb and glide were smooth but the 5 minute flight was well short of the seven that Andras Lindner made a little later with his fast climb, good gliding model.

Glider flyoff had models launched from different places, and Bertrand Pouzet appearing to go to the side of the lake, but all glided down over the lake, with Dirk Halbmeier winning for another German victory.

There was plenty of time to get back to warm up, have breakfast and then the prize-giving.

F1A 23 flew

1	D Halbmeier	GER	870	+412
2	P Findahl	SWE	870	+393
3	B Pouzet	FRA	870	+353
4	M Kosonozhkin	RUS	870	+140
5	K Huber	SWE	870	+120
6	J Pouzet (J)	FRA	863	
7	A Persson	SWE	856	
8	T Weimer	GER	808	
9	J Challine	FRA	807	
10	K Hartikainen (J)	FIN	795	
11	L Jensen	DEN	787	
12	S Olstad	NOR	786	

F1A-Junior 4 flew

1	J Pouzet	FRA	863
2	K Hartikainen	FIN	795

F1B 12 flew 6 full scores

1	H Broberg	SWE	870	+330
2	W Ghio	USA	870	+318
3	V Nereng	NOR	870	+307
4	B Jacquemin	FRA	870	+255
5	B Marquois	FRA	870	+253
6	B Eimar	SWE	870	

F1Q 3 flew 2 full scores

1	A Lindner	GER	870	+435
2	I Kaynes	GBR	870	+307

BMFA 1ST AREA MEETING, FEBRUARY 19

Northern	Dry but strong wind
East Anglia	12 to 15mph some sun
Western	overcast cool breeze
South East	light breeze sun + cloud later
Southern	5 to 7 mph but 13 mph at f/o
South West	15 mph fog by 10:30am

F1A SMAE 17 flew

1	R Jack	MFFG	12.30	+5.41
2	P Tribe	Bristol & West	12.30	+3.00
3	S Darmon	Birmingham	12.30	+2.30
4	J Gibbs (J)	Bristol & West	11.51	
5	B Bow	Bristol & West	11.46	
6	D Cox	Crookham	11.25	
7	G Oulds	Crawley	11.10	
8	J Williams	Birmingham	11.05	
9	N Parry	Biggles	10.50	

F1G 19 flew

1	E Tyson	Crookham	10.00	+1.40
2	R Vaughn	Crookham	9.50	
3	A Moorhouse	Vikings	9.44	
4	P Hall	Crookham	9.35	
4	E James	Crookham	9.35	
6	P W Woodhouse	Morley	9.29	
7	G Mannion	Birmingham	9.26	
7	W Dennis	MFFG	9.26	
9	K Taylor	East Grinstead	9.05	
10	D Thomson	Croydon	8.35	

E36 14 flew

1	T Payne	Biggles	6.00	+1.50
2	C Redrup	Crookham	6.00	+1.31
3	G Warburton	Morley	5.41	
4	T Grey	Crookham	5.35	
5	C Strachan	Biggles	5.26	
6	M Cook	Crawley	4.37	
7	R Elliott	Croydon	4.36	

Mini Vintage 24 flew

1	C Strachan	Biggles	6.00	+6.26
2	C Foster	Morley	6.00	+4.43
3	S Willis	Croydon	6.00	+3.47
4	T Challis	Crookham	6.00	+3.45
5	A Shepherd	Crookham	6.00	+2.54
6	B Halford	Vikings	6.00	+2.38
7	M Stagg	Bristol & West	6.00	+2.31
8	G Smith	Crookham	6.00	+1.35
9	T Stevens	Bristol & West	5.51	
10	S White	Bristol & West	5.39	
11	N Peppiatt	Crookham	5.27	
12	P Tribe	Bristol & West	5.26	

Combined Power White Cup 11 flew

1	P Watson	MFFG	7.30	+5.58
2	F Rushby	CLEEMAC	7.30	+5.17
3	D Cox	Crookham	7.30	+5.02
4	N Allen	East Gristead	7.27	
5	S Dixon	Birmingham	7.10	
6	D Ginns	MHMAC	7.02	

BMFA 2ND AREA MEETING, MARCH 5

Scotland	Sun up to 10 mph
Northern	Wet all day
Midland	Heavy rain till noon then sunny 15 to 25 mph
East Anglia	12 to 15mph some sun
Western	Vey windy with showers
South East	8 to 30mph+ and showers
Southern	8 to 30mph+ and showers
South West	15 mph fog by 10:30am

F1H 11 flew

1	C Edge	Scotia	10.00	+0.07
2	D Cox	Crookham	7.52	
3	R Jack	MFFG	7.46	
4	C Parry	Biggles	7.43	
5	C Foster	Morley	7.13	
6	G Hart	Vikings	5.58	

P30 9 flew

1	C Redrup	Crookham	5.25	
2	S Willis	Croydon	4.49	
3	P W Woodhouse	Morley	4.47	
4	S Fielding	Morley	4.44	
5	C Strachan	Biggles	4.12	

1/2A 3 flew

1	S Barnes	Morley	6.00	+3.36
2	F Rushby	CLEEMAC	4.00	

F1J 2 flew

1	T Payne	Biggles	1.50	
2	P Tribe	B&W	1.39	

Combined Electric 9 flew

1	C Edge	Scotia	6.47	
2	T Payne	Biggles	6.13	
3	S Dixon	B,ham	5.18	
4	P Watson	MFFG	5.00	
5	C Strachan	Biggles	4.38	

Catapult/HLG 9 flew

1	I Clark	C/M	6.00	
2	C Edge	Scotia	5.40	
3	P Ball	Grantham	5.10	
4	P Cowley	C/M	4.13	
5	P W Woodhouse	Morley	3.80	

Plugge

		Area 1			Area 2			
		F1G	MV	E36	P30	CE	F1J	Tot
1	Crookham	195	171	172	100	22		660
2	Biggles		100	171	145	89	100	605
3	Morley	74	142	107	145	44		512
4	Croydon	58	92	107	89			346
5	Bristol & West	89	142	7		50	288	
6	Vikings	89	87		33			209
7	Birmingham	68		36		78		182
7	Scotia					144		144
9	Crawley	26	25	64				115
10	Midland FFC	68		43				111
11	East Grinstead	58	38					96
12	Peterborough	32			44			76
13	CVA	21	4	43				68
14	Chichester		50					50
15	Grantham		21		22			43
16	Impington	37						37
17	MHMAC		29					29

FAI FREE FLIGHT RANKING

Ranking for March 1.

Full details at www.freeflightnews.org.uk/ranking/latest.htm

		country	pt	place change	pts change	recent results
F1A						
1	R Koglot	SLO	2651	1	69	KW17=454 MM17=46-70
2	S Makarov	RUS	2570	-1	-29	NA17=451-3
3	M Kosonozhkin	RUS	2457	0	-38	
4	P Findahl	SWE	2427	0	29	KW17=353
5	J Danier	CAN	2415	2	229	NA17=552+13 KW17=302+3
6	M Kochkarev	RUS	2298	-1	-33	
7	A van Wallene	NED	2227	-1	4	
8	B Bardarov	BUL	2016	2	46	
9	R Holzleitner	AUT	1837	-1	-245	
10	B Van Nest	USA	1809	-1	-192	NA17=0-90 MM17=0-113
F1B						
1	A Bulatov	RUS	3159	0	-108	NA17=0-110
2	O Kulakovsky	UKR	2973	0	83	NA17=551+3 KW17=546+3
3	A Andriukov	USA	2769	2	122	MM17=535+10 NA17=0-130
4	S Stefanchuk	UKR	2751	-1	33	
5	D E Larsen	NOR	2716	-1	34	
6	B Gostojic	SRB	2447	0	-79	
7	M Rigault	FRA	2371	3	133	PL17=514
8	I Vivchar	UKR	2349	1	91	KW17=344+13
9	A Ribchenkov	RUS	2286	-1	-6	
10	W Ghio	USA	2281	-3	-150	MM17=0-83
F1C						
1	A Kaitchuk	RUS	2999	0	7	
2	J Roots	EST	2557	1	-49	
3	A Babenko	UKR	2530	3	81	KW17=414 MM17=409-3
4	R Summersby	AUS	2495	-2	-132	KW17=0-30
5	V Sychov	SLO	2438	-1	-75	
6	Y Perchuk	RUS	2408	-1	-84	
7	A Vyazov	RUS	2283	0	-82	
8	J Wlodarczyk	POL	2028	0	-137	
9	N Rekhin	RUS	1967	0	-97	
10	S Dobrev	BUL	1942	0	-125	
F1E						
1	A Winker	GER	2938	0	16	
2	M Popescu	ROU	2695	0	52	
3	D Andrist	SUI	2517	0	279	KE17=508
4	D Bildea	ROU	2100	0	3	
5	R Sifleet	USA	2034	1	157	KE17=306-3
6	F Kanczok	POL	1990	-1	-62	
7	J Orel	CZE	1803	0	-62	
8	P Chaussebourg	FRA	1752	1	45	
9	A Trachez	FRA	1620	-1	-116	
10	P Brocks	USA	1591	5	185	KE17=407+3

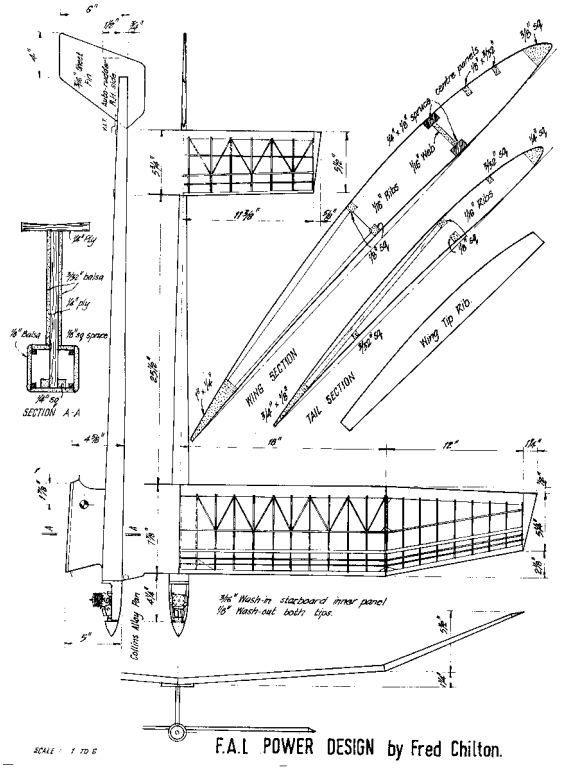
FRED CHILTON

Fred died suddenly during February. His son Andrew writes:

Fred started building at flying model aircraft at the age of 9, mostly control line and some free flight sport models.

He later joined West Essex flying club where he got involved in control line team race competitions. In the early 1960's he started flying free flight duration competition which mainly took place a Chobham Common. In 1971 he got the chance to fly F1C at the world champs, not for Great Britain by a proxy for Joe Johnson of New Zealand. This started his interest in international competition and for the next 40 years him and mum would spent their summer holidays in Europe, him flying F1C and later F1J with mum doing the time keeping and helping with the retrieving. This continued until 2012 when he suffered a heart attack whilst out flying on Chobham Common and doctors advised against the long drive to Europe. He continued with domestic competitions and also took up the new challenge of indoor free flight and flew in his last indoor competition at Crawley just 6 days before he passed away.

A life time spent enjoying flying model aeroplanes.



From FFn January 1971

CIAM PROPOSAL COMMENTS

A sample of some comments from British F1C flyers on the proposals:

I am personally concerned that F1C is becoming a somewhat boring single model, single manufacturer, model class. In the interest of increased participation maybe a different engine run may bring some flyers, or models, out of retirement. I can't however agree with 5 seconds as it clearly takes the models to an altitude that is knowingly illegal in many countries.

My thoughts on the 5 second run for fixed wings is that although I understand the reasoning behind the proposal, I can see in the near future if the rule was brought in that fixed wing models would have a performance advantage over flapped/folder models, vendors would probably manufacture these models resulting in higher performance models than we had in the 5 sec era, this is the last thing we need. If some sort of handicap is deemed necessary 3.5s for flap/fold and 4s for fixed sounds more realistic from a reducing performance point of view, clearly this would not be popular at the present time. A 7 minute flyoff window may help, why not 5 minutes?

I don't think a handicap system is satisfactory in any of the world champs classes (A, B or C) so I would be against different length engine runs. Its rather arbitrary and detracts from the event in my view. The way to really lower performance, lower costs, get old models out of retirement (and, therefore, perhaps increase participation) is to ban gears, vari pitch and variable geometry. There are still many ways left to develop the models, and engines.

A handicap system on engine runs will be hard to get right so inevitably one route will dominate. On the other hand it may be a way to shifting to a more sensible future with less pain? I think we need to force a transition to mandatory RDT throughout all the of the flight. Part of the CAA code is that models are under control at all times is it not? We clearly need to meet our legislative obligations. So surely the FAI must lead us in the respect. So control, height limitations and unaided line of sight demand that we change not later but now. The qualities I enjoy in a power model are; fast, difficult, high. I am not in need of a large still air time, models of yore that struggled to do 5 mins were fine. I don't need or want gratuitous complication so gears, variable geometry and pitch change can all go please! It's a very weak argument that "models will be obsolete". The model manufacturers need obsolescence for continuing sales so most of those protesting about this are buyers of models who definitely will buy the latest stuff. If Babenko comes out with something new then more or less 70% of C fliers will change their kit!

NOTICEBOARD

VINTAGE WAKEFIELDS Free To A Good Home. Among the effects of the late Alan Armes of the Hayes club were a large number of models; Alan was a member of the 1965 Wakefield team at Kauhava, Finland and the top-placing Brit. Jim Wright and I have recently collected nine large boxes of models, among which are a number of apparently un-flown Vintage Wakefields. The build quality is very good and these need to go to a good home and to be flown. There are other models which we are trying to identify and details will be available soon.

The models Alan flew at Kauhava are also available, complete with original Finnish processing stickers.

Anyhow, the first batch consists of a 1936 Judge, a Northern Star, a Gordon Light and a Fillon. Each is available on a first come, first served basis and a hand-over method can be arranged. Contact Martin Dilly on 0208 7775533 or e-mail martindilly20@gmail.com

RUBBER for the real vintage flyer. To make the vintage rubber flying experience complete for you, why not use the right rubber? I've found at the back of a cupboard a box of March 1983 1/8" Champion rubber (about 400 grams) and about 250 grams of 3/16" FAI Supplies rubber of about the same vintage. Both are from my F1B flying days and have been carefully stored. Yours for £5 each. Contact Martin Dilly on 02087775533 or e-mail martindilly20@gmail.com.

HANK COLE MEMORY BOOK. From John Lorbiecki, NFFS President: I am proud to announce a new book, The Fascination of Flight by Hank Cole. This 98 page biography is chocked full of 70 years of Free Flight yore. Using a combination of self-written text, magazine articles, and newspaper clips, Hank takes the reader through the hay day of free flight. From a cross country trip to the 1941 Nats (2000 miles and 1500 contestants) to Lost Hills and world class F1B models, Hank chronologically covers his life of modelling. Hank is an engineer and it shows in all his models. From early flappers to tilt wings (even flying wings) he has done it all and it is in this book.

Throughout this publication are early black and white and modern colour photos as well as plans and contest results. It is all displayed on glossy pages nicely wire bound (printing was done by our friends at "The Printer"). I can tell you that this is one book that will keep you interested from page one and wishing there was more.

Hank has allowed us to publish this book and present it to you for $29 plus postage**.** Having read this book cover to cover, I feel honoured to have Mr. Cole permitting us a glimpse into his life as a free flighter. I hope you purchase this book now at www.freeflight.org.and enjoy it as much as I have.

INTERNATIONAL COMPETITION NEWS

STONEHENGE CUP/ EQUINOX CUP. A reminder that the details were given in FFn last month and entries close April 28.

MAXMEN CALIFORNIA CUP F1E event at Lost Hills was postponed in February and will now take place on October 5, the day before the F1E event of the Kotuku Cup. Technical problems currently prevent its display on the FAI web site

THE SCANDINAVIAN FREE FLIGHT WEEK in June - July will take place. The dates are as previously announced, but we will use another flying field. The new field is located on Öland, the long, narrow island just outside the south-east coast of Sweden, in the Baltic Sea. Closest city on the mainland is Kalmar. From Kalmar there is a bridge to Öland.

Öland is 140 km long, and in the south part there is a natural reservation and UNESCO World Heritage site called Alvaret. There are huge open places used for several contests during the past 40 years. The main area we use is 7 * 4 Km, so there is enough space. The field is beautiful, with a special nature, so we hope that you are going there for the World Cup contests.

We don't have many good car parking places, but we will sort this out. There will be difficult access to some starting lines at certain wind directions. The field is surrounded by fences. Be prepared to walk some distance (up to 1 Km) to the starting line, so please consider this when packing your equipment. No vehicles are allowed. The field is vulnerable due to the thin layer of soil over the limestone ground. For the F1B flyers there are problems putting up winding stooges. We will inform about a solution for this later.

Please start planning your trip now! Note that Öland is a popular tourist area at this time of the year, so book your accommodation in time.

A drive from Stockholm its about 450 Km, and from Copenhagen about 350 Km. From our old field in Rinkaby it's about 220 Km. To travel by ferry boat to Sweden, there are ports close to Malmö and at Karlskrona, on the east side of Sweden. Then there are ferries boats from Denmark and Finland.

As a tourist place Öland is famous. You may visit the Royal Summer Residence, see the famous bird watching station and lighthouse in Ottenby at the south cape of Öland, and many more sights. There are many good opportunities for swimming. Öland would be a good place for the whole family.

The closest city to the flying field is Mörbylånga. There are many camping places, B&B and some youth hostels and hotels. Kalmar is the bigger city not too far away if you want a fancier hotel and other interesting sights.

More info is found on our web page: http://www.norbergsfk.se/Alltomklubben/Arbetsrum/SwedishCup/

(IK The flying site is the region between the 2 east- west roads at this location).

CHAMPIONSHIP BIDS

At the CIAM Plenary meeting the championships for 2019 will be selected. The bids received by the recommended closing date are as follows:

2019 F1ABC World Championships:

USA Lost Hills October 1-10

Macedonia Prilep August 12 to 16

2019 F1ABP Junior European Championships

Macedonia Prilep July 30 to August 3.

Note that, although they will not be decided this year, Macedonia has also submitted bids for the 2020 F1ABC European Championships AND the 2020 F1ABP Junior World Championships.