FREE FLIGHT news

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FFn DIARY

May 6 Andover, United Kingdom	Stonehenge Cup. F1A F1B F1D F1Q. World Cup event. 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, Po Box 44, Terrigal NSW 2260, Australia, tel: +612 4384 3217, email: filnoels@bigpond.net.au
May 7 Andover, United Kingdom	Equinox Cup. F1A F1B F1D F1Q. World Cup event. Entry fee: €25. Contact: Richard Jack and Peter Martin, see May 6
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: www.faif1abc.com see under "competitions"
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
May 24-26 Uralsk, Kazakhstan	Kazakhstan Cup. F1A F1B F1C. World Cup event. Contact: Sergey Kuznezov, tel: +7 705 960 09 21 / +7 927 633 05 45, email: rekhin@rambler.ru
May 26-29 Samara, Russia	Almaty Cup of Kazakhstan. F1A F1B F1C. World Cup event. Contact: Dzhamel Bekeyev, tel: +7 927 7022071, fax +7 846 2992874, email: old_@mail.ru or aviasamara@mail.ru www.aviasamara.ru/
May 27-28 Nova Pazova, Serbia	34th Srem Cup. F1A F1B F1C F1Q. World Cup event. Contact: Martin Grubic, tel: +381 638 658 182, email: martin.grubic@yahoo.com web: http://www.aknovapazova.org.rs
May 27-29 Barkston Heath	BMFA National Championships. **27th:** B/G, B/R, B/P, B/E, Tailless, Women's BG/BR/BP, Junior BG/BR/BP, CLG. **28th:** F1A, F1B, F1C, F1Q, Vintage R/P, SLOP, HLG, P30, E30, Bowden. **29th**: F1H, F1G, F1J, BMFA1/2A, Mini-Vintage, CO2, E36, Vintage Glider, Classic R/P, Classic Glider. Contact: Mike Woodhouse, 01603 457754 MichaelWoodhouse1942@gmail.com
June 2-4 Vize - Kirklareli, Turkey	Istanbul Free Flight Cup. F1A F1B F1C. World Cup event. Contact: Mehmet Arslan, tel:+90 222 591 2112 arslanthk@yahoo.com web: http://www.turkey-ff.org

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CIAM PLENARY MEETING

Report by Ian Kaynes

The annual meeting of CIAM (the Aeromodelling Commission of the FAI) was held in Lausanne on April 27 to 29. A CIAM Bureau meeting was held on April 27, at the Maison du Sport, local to the FAI headquarters. This year the main Plenary meeting on April 28 and 29 was at the Hotel Savoy, an older and more imposing hotel up the hill towards the town centre. It was used instead of the usual location at the Movenpick Hotel because that one was being refurbished. The Savoy had similar facilities to the Movenpick, but with the advantage that the side meeting rooms had an easily connected display screen.

The Free Flight Technical Meeting (FFTM) which I chaired as chairman of the Free Flight Subcommittee (FFSC) was conducted on the morning of April 28, followed by 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 29th. All of the rule changes which were approved by the Plenary come into force in January 2018 unless stated otherwise.

The FFTM attendance was, as usual, larger than any other category technical meeting:

Wilhelm Kamp	Austria
Cenny Breeman	Belgium
Harry Ells	Canada
Cesare Gianni	Italy
Jari Valo	Finland
Pierre Chaussebourg	France
Bernard Schwendemann	Germany
Andras Ree	Hungary
Zdravko Toporoski	FYR Macedonia
Allard van Wallene	Netherlands
Ioana Dumitru	Romania
Zorin Gabriel Valeanu	Romania
Pavol Barbaric	Slovakia
Per Findahl	Sweden
Christoph Bachmann	Switzerland
Mehmet Arslan	Turkey
Ian Kaynes	UK
Chuck Etherington	USA

Rather than describing all the discussions at the FFTM and then the Plenary considerations of the same subjects, I will split the reporting into the major subjects.

Extra timekeepers

Netherlands proposed that if flyoff competitors are required to provide a timekeeper to help time the flyoff then these timekeepers must be distributed randomly instead of only being used for the supplying competitor. This was accepted unanimously by FFTC and Plenary. This adds a new paragraph (c) to para F1.2.1:

> In case competing fly-off participants are requested to supply timekeeper(s) for a fly off (see a), these time keepers must be randomly distributed among the competing fly-off participants, e.g. by draw or moving timekeepers to respective neighbouring starting poles.

Use of Altimeters for timing

Netherlands had proposed the use of altimeters as an alternative source of timing information in the event of some doubt about timing of a flyoff flight. At FFTM the arguments in favour were put by Allard van Wallene and the criticisms were voiced by the meeting, such as that it was legislating flight out of sight (against the current tightening of airspace regulations), would take a long time to decide the result of any flyoff round, and would undermine the timekeepers. After much discussion the meeting vote showed 7 in favour and 7 against. The vote in FFSC, which is also reported to the Plenary had 6 in favour, 9 against. I reported both votes to the Plenary and asked for delegates to vote and they responded with 14 for and 10 against so the process has been adopted. CIAM President stated that it was required to have devices reviewed by the CIAM EDIC system (Electronic Devices in Contests). The rule will appear in Volume F1 as a new paragraph F1.2.7 (with the current paragraph F1.2.7 regarding binoculars renumbered to F1.2.8) and with an addition to the timekeeper instruction annex:

> F1.2.7 In flyoffs, electronic time and altitude recording devices may be used mounted in or on a model. Such devices must be commercially available with an altitude measuring frequency of at least 2 Hz and display equipment like a computer, tablet or smart phone equipped with graphing software must be available to produce a time-altitude graph of the recorded flight. The responsibility of the use and correct functioning of such devices rests with the competitor.
>
> The use of an altimeter is voluntary. Prior to each fly off, participants with (reserve) models equipped with such recording devices being switched on, should position their model(s) at ground level no more than 5 meters from their assigned starting pole. Upon instruction of the contest director, the participant will have to lift the model(s) from the ground and hold the model(s) elevated a number of times, the number and duration of these movements is decided by the contest director thereby generating an unique altitude-time signature. In case of a flight-time related dispute, the competitor automatically may proceed to the following fly off round. Any dispute must be marked on the competitor's scorecard for that fly off round. After the last fly off but no later than 30 minutes from the end of the last flyoff, the jury will ask the competitor who filed the dispute to read out the altimeter data and present the altitude versus time graph. The jury will check the signature in the graph and determine the flown time for the fly off round for which a dispute has been filed. If the moment of launch, landing and flight time can be clearly established and the correct signature is present, the flight time will be recorded for the final result. If any one of these conditions is not met, the timekeeper's time of the disputed fly off round will be used as the score for that fly off round. If this time is less than the maximum flight time set for that particular fly off round, any subsequently flown fly off rounds will be cancelled for that competitor. In case of a protest related to the altimeter generated flight time, the altitude graphs must be made available to the jury. Failure to do so will result in the time keeper's recorded flight time being the official score.

Number of flights

The FFSC had proposed changing the number of flights in a contest from five to "five or seven" with the number to be used to be defined in the advance information for the event. Canada and Denmark had proposed returning specifically to seven flights. In FFTM a large majority preferred the FFSC option and this was supported 28 for and 2 against in the Plenary meeting.

Para 3.1.3 (a) will read:

> a) Each competitor is entitled to five or seven official flights. The number to be flown must be announced in advance in the bulletin.

This paragraph is references in 3.2.3 and 3.3.3 so that it also applies to F1B and F1C. The Plenary meeting unanimously accepted a change to F1P rule so that these also refer to 3.1.3.a for number of flights.

20 second attempt

Denmark had proposed deleting the rule allowing a second attempt after a flight of less than 20 seconds in F1ABCHJPQ, and Belgium had also submitted one just for F1C.

In the FFTM discussion included the illogicality of allowing a second attempt for a bad flight but not for a flight was just a few seconds short of a maximum, the history that removing the rule some years ago had been unpopular so that it had been returned, and that general application would have a more significant effect on less able competitors in national competition. After that the FFTM could not decide either way, the vote was 7 in favour and 7 against. FFSC had voted 6 in favour of the proposal and 9 against. When put to the Plenary meeting, delegates voted against the proposal by the narrow margin of 11 for and 13 against. So the 20 second attempt rule remains.

Duration of flights

The current rules specify that for championships the first round should be extended to four minutes and, if conditions allow, also the last round. FFSC had proposed changing this to be more flexible by specifying the first round and one other round. Netherlands had proposed changing it to the first and second round. FFTM unanimously preferred the more flexible FFSC option and this choice was confirmed by Plenary without a vote. The first paragraph of 3.1.7 will read:

> The maximum duration to be taken for the official flights in world and continental championships is four minutes for the first round and, if conditions allow, for one other round and three minutes for the other rounds. In other international events a maximum of three minutes will be used for all rounds unless different durations (not exceeding four minutes) have been announced in advance in the contest bulletin for specific rounds.

The same change will apply to F1B and F1C since paragraphs 3.2.7 and 3.3.7 will be changed to say "see 3.1.7" (as agreed last year but not included in the 2017 volume).

Flyoff round time

FFSC had proposed reducing the time allowed for making a flyoff flight from 10 minutes to 7 minutes. FFTM views included complaints from some active flyers that it would increase problems for F1A towing with more action concentrated at the start of the round, but others agreed that a flyoff is a test of skill and reducing the time makes it a harder test. The FFSC had supported the idea 11 for and 4 against but the FFTM rejected it with 6 for and 7 against. With these different opinions the proposal was put to Plenary for their vote and they supported the idea with 20 for and 7 against.

The modified text for paragraph 3.1.8.(c) in 2018 for F1A will be

> c) The organiser will establish a 7 minute period during which all fly-off competitors must tow and release their model. Within these 7 minutes, the competitors will have the right to a second attempt in the case of an unsuccessful first attempt for an additional flight according to paragraph 3.1.5. Starting positions will be decided by draw for each fly-off.

F1C and F1P follow the same text with "tow and release their model" replaced by "start their engines and launch their model", but F1B introduces a new freedom to wind one motor before the start of the round:

> c) The organiser will establish a 7 minute period during which all fly-off competitors must **launch their model. Competitors may wind one rubber motor before the start of the 7 minute period.** Within these 7 minutes the competitor will have the right to a second attempt in the case of an unsuccessful attempt for an additional flight according to para 3.2.5. Starting positions will be decided by a draw for each fly-off.

Group flyoffs

FFSC had proposed a number of clarifications to the group flyoff rules in the light of shortcomings found during its first year of use. These were accepted unanimously by the FFTM and supported by Plenary voting 21 for 3 against. Plenary agreed to a later request to make the clarifications effective from June 1 2017 so that they will apply for Championships and other events later this year.

Denmark had proposed to eliminate the group flyoff option. The FFSC had supported this proposal but FFTM were 2-11 against the idea, principally in order to keep it as an option to provide a way to run flyoffs if there is a significant shortage of timekeepers at any time. The proposal was supported by Plenary with 16 in favour, 12 against, so that the group flyoff option will disappear from the code in 2018.

Motor run in F1C

Germany, Netherland, and USA had made similar proposals for dual motor runs in F1C, keeping the current 4 sec for models with variable geometry (flaps or folders) and giving 5 sec to models with fixed wing geometry. FFTM discussed the desirability of having two options and the unknowns of whether the balance was correct. If the difference was too much it would alienate all those with flappers and folders. When it came to the vote the FFTM rejected the idea 5 for 8 against, almost the same as the 5-9 vote by the FFSC.

Canada had proposed returning to 5 sec run for all models, the FFTM unanimously considered this was an undesirable return to higher performance.

All the proposals on this topic were withdrawn at Plenary.

Radio Control DT in F1C

Various proposals had been made for changes to the current rule that insists F1C models must have an RDT system but without specifying that it must also be able to stop the motor. USA proposed returning the class to option fitting of RDT (like the rule in other classes). Canada also proposed optional RDT but for DT only and removing the even the option to stop the motor. Germany and Netherlands proposed changing the rule to insist that the RDT must be able to stop the motor, but with the key difference that Germany was asking to delay implementation to 202 in order to give notice of the change. The FFTM preferred the German option voting 11-2 for that proposal. It was accepted at Plenary by 20 votes for, 6 against. The other proposals were then withdrawn at Plenary. The relevant part of 3.3.2 will be changed to:

> F1C models must be fitted with functional radio control only for irreversible actions to control dethermalisation of the model. This must include stopping the motor if it is still running. Any malfunction or unintended operation of these functions is entirely at the risk of the competitor.

Power models for Juniors

Poland had proposed using a degraded F1C model for the juniors, including silencers and banning flappers and folders. The FFTM noted that this was very unlikely to be more popular for juniors than the past options: F1C when originally used, followed by F1J now F1P. One of the criticism of F1P is that there are few events for it outside the championships, but the proposed F1C would not have been competitive in open F1C events. The general view was that it would be better to change to electric. FFTM unanimously opposed the Polish proposal and it was withdrawn at Plenary.

Marking Indoor models

The FFSC proposed adding requirements to require rubber powered models to carry the competitor's FAI Identification number be on the motorstick and hand launched gliders (F1N) to have the number on the upper surface of the wing. These were accepted unanimously by FFTM and the Plenary, with application to all classes in January 2018 (including F1D which is subject to a model specification freeze in 2018, but it was agreed that this did not change the actual model).

For F1D this adds a new paragraph at the end of 3.4.2

> The model shall carry the FAI unique ID number of the competitor on the motorstick written with permanent marker or other non-removable means.

with similar changes for F1L, F1M and F1R.

For F1N add a new paragraph at the end of 3.7.2:

> The model shall carry the FAI unique ID number of the competitor on the upper surface of the wing.

F1Q changes

There were several proposed changes for F1Q and these generally recorded fewer votes in FFSC, FFTM and Plenary, probably reflecting those without knowledge of the class not participating.

Denmark had proposed changing to the XT30 connectors which are more directly foolproof for polarity errors when connecting systems. It was not supported in FFTM and was withdrawn t Plenary.

Both Germany and Denmark proposed reducing the energy allowance from 4J/g to 3 J/g and a proportional change of the maximum motor run from 40 to 30 sec, and accompanied by an increase of the maximum mass considered for energy calculation from 500g to 600g. The limit had been 550g on earlier models and was reduced to 500g when previous changes were made. It was agreed that it would be more acceptable to change back to 550g rather than the extra increase to 600g. With this amendment the FFTM supported the proposal 8-2 and the Plenary unanimously endorsed this. The modified part of 3.Q.2 will read:

> The motor run time will be determined by a maximum energy amount. In addition, motor runs over 30 seconds are regarded as overruns. The energy budget of each model is 3 joules per gram of the total weight. For energy calculations, weight exceeding 550 grams is to be ignored.

Denmark proposed removing the option (b) to measure power and calculate a motor run as a means of meeting the energy requirement, instead it would insist on an energy limiter (the current option (a)). This was discussed in FFTM, noting that the motor run calculation provided an easy introductory route for newcomers to F1Q flying other models such as F1S. FFTM voting supported the proposal 5-3 and Plenary followed that accepting the proposal with a 6-4 vote in favour. Germany had made a similar proposal but with the return of an architecture requirement for the energy limiter to be independent of the timer, such as had been removed a few years ago. This was opposed by FFTM and withdrawn at Plenary.

USA and Germany had proposed energy reductions for the flyoff. The USA proposal had graduations to 3.5, 3.0 and 2.5 J/g but the normal power had already been reduced to 3 J/g so it was easier to adopt the German proposal. That had specified any reduction down to 2 J/g but it was decided it was more appropriate to specify a single value of 2J/g. Whether or not to use this reduction in the flyoff is an option available for the Jury to decide. The proposal was accepted by the FFTM voting 8-1 and passed by Plenary 9 for and 3 against. The change deletes 3.Q.8.e), which states the run and energy remain the same in flyoffs, and modifies 3.Q.8.d) to read

> d) In the event of exceptional meteorological conditions or model recovery problems, the Jury may permit the maximum for a round to be changed that given under 3.Q.8.b. and decrease the maximum energy amount to 2 J/g and the motor run time to 20 seconds according to conditions.

A proposal from Denmark to remove the 3.Q.9 item on timing the motor run was rejected by the FFTM mainly on the grounds that there is a rule limiting the motor run and it is not otherwise observed. It was withdrawn at Plenary.

World Cup events

Poland had proposed to limit the number of foreign-organised events in any one country to just one. While there was some support for a limit, it was felt that this was much too extreme and FFTM rejected it unanimously. It was withdrawn at Plenary.

Junior Age

Poland had proposed to raise the maximum age of a junior from 18 to 21. This had been discussed in the Bureau meeting. Control Line are studying the progress and continued activity of the juniors who have flown in their championships. I will endeavour to undertake a similar one for free flight. My basic view is that the specific championships held for juniors in free flight is a much more effective and distinctive way to involve juniors than the approach of control line and most of the radio control class which add a single junior to the 3-man team at ordinary championships. Our championships appear to work well with all the competitors being of school age, whereas expansion to 21 would introduce people who are effectively adults and either working or in higher education. A majority of FFTM opposed the Polish proposal and at Plenary Poland agreed to it being referred to the Bureau.

Submission of proposals

Canada had proposed bringing forward the date for submission of proposals to CIAM from November 15 to July 31 and included distributing proposals for opinions. It was considered unpopular to change the date to the middle of the flying season and I worked towards getting immediate availability of proposals after the submission date instead of having to wait for the formal agenda. There was agreement for this, but a complete visibility of the submitted files might have to wait in view of the current plans to totally revise the FAI websites. The proposal was referred to the Bureau.

Events for accepting a class for Championships

USA had submitted two proposals to change the required total number of competitors per year for an event to qualify for Championship status. One was for cutting the present 60 to 50 and the other reduced it to 40. Both quoted F1Q as an application, largely with a reason related to the high cost of an FAI Licence in the USA (which has recently been reduced from $100 to $75 per year). However, they did not propose to change the requirement for there to be at least six countries participating in each contest, and that would be a much more significant hurdle for F1Q. The proposals were not supported at FFTM and were withdrawn at Plenary.

Awards

There were six nominees for the CIAM Scholarship and the final selection from the free-flight dominated list was Taron Malkhasyan from USA.

At the World Cup awards there was the usually handful of individuals present to collect their awards, including Florian Winker for second in F1E Junior and Bojan Gostojic for first in

F1B. Senior F1E was exceptional for having all three recipients present and, as well as the medals and diploma, this is an event with trophies for each place. The Winkers had specially driven from Germany that day and were returning home immediately afterwards.

Winker (2nd), Popescu (1st), Kaynes (3rd) and on right CIAM President Antonis Papdopoulos

Bernhard Schwendemann photo

Championships

The 2019 Championships were selected at this Plenary meeting.

The F1A F1B F1C World Championships had received bids from Serbia, USA and Macedonia. The bid from Macedonia was withdrawn and presentations were made by Serbia and USA. Serbia had chosen to follow the Italy 2012 schedule with the day of rounds for a class followed by a morning flyoff as the only event on the next day. The Zrenjanin schedule extended over 9 days excluding any additional World Cup events. The USA had followed a traditional timetable for the first week in October at Lost Hills. The Plenary voting awarded the event to USA by 27 votes against 14.

China had also signified an intent to bid, but since this was after the closing date for bids, I told them that it would be unlikely to the considered against the three valid bids. They are now considering a bid for 2021.

There had been some complaints that the USA bid had not been shown on the agenda. It was submitted just before the deadline of 45 days before the meeting, but the agenda is produced on the same deadline so that must be published by 45 days before the event. The deadlines are to be adjusted in future, but it is still better than years ago when bids were only submitted at the meeting.

The 2019 F1E World Championships had two bids, both of which were submitted late. Since there had been no bids made in time, the two late bids were considered. Both bids were for the regular sites, Slovakia at Martin and Romania at Turda. Slovakia was chosen with 24 votes against 15 for Romania.

The 2019 F1A F1B F1P Junior European Championships was awarded to the only bidder – Macedonia.. The F1D Indoor European Championships also went to the sole bidder, in this case the Czech Republic.

JOHN O'DONNELL

John O'Donnell passed away on April 18th, aged 84. He had spent the weekend at a sci-fi convention with June and daughter Jenny and her son. He fell, carrying a folding bookcase back upstairs while on his own in the house

The nomination by Mike Fantham and Michael Warren for NFFS Hall of Fame published in the 2011 NFFS Symposium Report summarises his life very well:

John was Britain's greatest-ever natural model flyer, and one of the best there has ever been. Throughout his career, he honed his natural skills both by careful thought and rigorous attention to detail. In the 1957/58 Zaic Yearbook John said, 'I feel that warps should be regarded as a trimming device, and not as an unpredictable and unfortunate result of doping'. That's typical O'Donnell - succinct, clear-minded, ahead of his time, and right.

Born in 1932, John first cut balsa in 1941, when 'solids' were in vogue. He soon moved on to flying models and his name first appeared in Aeromodeller in 1947, when he was 14. He was the British national overall free flight champion 19 times between 1952 and 1999, including ten years in a row from 1954 to 1963. His longevity is barely believable. John flew at his 50th Nationals in 2000, at the age of 68. This was no token effort by an old man for old times' sake - he won, and took the Model Aircraft Trophy for open rubber yet again. And last year, at his 60th Nationals, he flew four events and maxed out in all of them. Not surprisingly, to list all his contest successes would fill a book.

As John said, 'In the early days I was fortunate to be part of an active and keen club at Whitefield and had a talented younger brother, Hugh, with whom I went to every contest for some years. Later, my wife June was more than supportive - she went to contests, took good photographs, held rubber models, launched gliders, timed flights and had far more sense than to retrieve my models!'

John had dozens of admirers and many friends, and his contribution to free flight has been enormous. He has, we suspect, flown in more free flight contests than anyone else in the world, ever. And he's still at it although, as he admits, the passing years are making things more difficult. *(Indeed, he announced his immediate retirement from contest flying.in 2012 after winning open rubber at his 62nd Nationals)* His single-minded approach, however, hasn't always made life easy, either for him or for those around him.

He was lost to Britain's international teams after a very public disagreement with the authorities in 1973, so we'll never know how he would've coped in the era of the six- or seven-minute Wakefield and high-tech bunting gliders. Since his aim had always been to win free flight contests, no doubt he would have come to terms with it - indeed, perhaps helped in the developments - and would've succeeded. His models have rarely been at the forefront of technology, and he was amiably rude about fashions in model design, but had always taken the best of the essentials, and used them to great effect. He was, for example, one of the first to recognise the importance of reducing weight in the interest of a better glide, was successful with delayed release props well before most of the opposition, and changed the face of British free flight by popularising the use of Mylar covering.

In earlier days, John represented Britain eleven times at World Championships, placing third in Wakefield (F1B) in 1956 and second in A/2 (F1A) in 1965.

John wrote and produced photographs for regular magazine columns in Model Aircraft between 1963 and 1965 and for Aeromodeller from 1966 to 1977. And all this whilst raising a family - he married June in 1965 and they have two children - holding down a day job, and maintaining consistently high performance in contests. Aeromodelling led to an interest in photography - shared with June - and he also had an interest in the serious end of science fiction. Though he's not usually associated with committee work (the flying field is his natural home) John was Treasurer of the North West Area for eight years, at the time of the mammoth Woodford Rallies, and for a while was even on the CIAM FF Technical Committee. He had a degree in Maths and Physics, and spent half his working life in industry (aircraft and then manufacturing) and the rest teaching maths in further education.

Though there was a trip to the US Nationals back in 1967 John had never been one for much foreign travel, and he seemed uncomfortable in really hot weather. On the other hand, there has been a thriving and varied free flight scene since the 1940s in the UK, where conditions are often difficult, and that's the way he liked it. A few years ago his disparaging remarks about 'gadabouts' - the Brits who go to the European contests each summer - caused genuine ill-feeling. But, as ever, John explained his position forcefully and with typical honesty. His key point was that the aim of going to a contest should be to win it. Everything else (the scenery, the food, the wine, the weather, even the camaraderie) is secondary and should not be allowed to interfere with the purpose of the trip. John view was clear - go to win, or don't go - and he lived by it for years. It's a big part of what made him the best.

He won almost everything on the UK scene (sadly a World Championship eluded him), thought and wrote about every aspect of our competitions, and his ability to find thermals in the most unlikely conditions was legendary. He was on the scene before most current flyers had even heard of free flight, and outlasted hundreds. For many of us, that first sight of JO'D - until then only a black and white image in the pages of Aeromodeller - was a genuine thrill. Quite a guy.

HARGHITA CUP, DEVA, ROMANIA, APRIL 8-9

F1A 44 flew

1	T Weimer	GER	780	+265
2	R Holzleitner	AUT	780	+253
3	L Vernyik	HUN	780	+221
4	S Szijjarto	ROU	780	+214
5	V Ciucu	ROU	780	+72
6	M Pitlanic	SVK	736	
7	G Hudak	SVK	735	
8	T Szteblak	HUN	731	
9	C Kargin	TUR	730	
10	S Horvath	HUN	725	
11	L Klenoczki	HUN	722	
11	J Sion	ROU	722	

F1A-Junior 11 flew

1	T Kiss	ROU	686
2	D Grigorescu	ROU	662
3	A Lukasz	POL	645

F1B 28 flew

1	E Dag	NOR	960	+255
2	S Skibicki	POL	960	+230
3	S Stefanchuk	UKR	960	+225
4	P Moenninghoff	GER	960	+200
5	A Krawiec	POL	960	+184
6	P Marian	ROU	960	+174
7	P Bajer (J)	POL	960	+161
8	F Rudzinski (J)	POL	953	
9	S Gostojic	SRB	950	

F1B-Junior 7 flew

1	P Bajer	POL	960	+161
2	F Rudzinski	POL	953	
3	B Gostojic	SRB	940	

F1C 2 flew

1	V Sychov	SLO	600

OTTO KUTTLER CUP, FÖHRLBERG, OBERKOTZAU, GERMANY, APRIL 8

F1E-Junior 6 flew

1	N Finke	GER	399.68
2	F Boby	ROU	393.96
3	S Richter	GER	373.42

F1E 46 flew

1	J Zurowski	POL	495.24	
2	F Mang	AUT	478.25	
3	R Mang	AUT	476.19	+150
4	J Drapeau	FRA	476.19	+144
5	M Vysoka	CZE	475.56	
6	P Kuttler	GER	473.18	
7	S Puttner	GER	471.43	
8	R Pfister	SUI	465.00	
9	M Tomazzoni	ITA	458.73	
10	W Ackermann	GER	458.33	
11	J Blazek	CZE	457.46	
12	F Wankerl	GER	454.29	
13	F Doupovec	CZE	452.06	
14	S Kubit	POL	449.61	
15	C Winker	GER	448.10	
16	A Borchia	ITA	443.97	
17	K Zurowski	POL	443.49	
18	H Bleuer	SUI	442.93	
19	R Wolf	AUT	436.90	
20	M Straffelini	ITA	432.93	

FÖHRLBERG CUP, FÖHRLBERG, OBERKOTZAU, GERMANY, APRIL 9

F1E 41 flew

1	F Mang	AUT	500.00
2	J Zurowski	POL	499.44
3	C Winker	GER	498.33
4	A Winker	GER	488.89
5	W Achermann	GER	486.67
6	H Schmidt	GER	483.89
7	S Puttner	GER	480.00
8	R Wolf	AUT	479.44
9	S Kubit	POL	478.33
9	R Sartori	ITA	478.33
11	V Zima	CZE	476.11
12	A Karos	GER	475.00
13	F Doupovec	CZE	471.11
14	M Straffelini	ITA	469.44
15	C Ziober	POL	468.33
16	K Zurowski	POL	466.67
17	N Finke (J)	GER	464.44
18	E Vanzo (J)	ITA	462.22
19	O Holubec (J)	CZE	457.22
20	M Tomazzoni	ITA	448.33

F1E-Junior 5 flew

1	N Finke	GER	464.44
2	E Vanzo	ITA	462.22
3	O Holubec	CZE	457.22

FAI FREE FLIGHT WORLD CUP

F1A

1	P Findahl	SWE	1743
2	A Persson	SWE	986
3	J Nyhegn	DEN	921
4	J Danier	CAN	854
5	I Bezak	SVK	811
6	A Balassiano	ISR	797
7	S Makarov	RUS	781
8	T Weimer	GER	728
9	I Shichman	ISR	610
10	M Moskoviz	ISR	607

F1B

1	O Kulakovsky	UKR	1677
2	B Eimar	SWE	1411
3	S Stefanchuk	UKR	1136
4	W Ghio	USA	789
5	I Vivchar	UKR	778
6	A Andriukov	USA	755
7	D E Larsen	NOR	730
8	G Mark	ISR	681
9	V Rosonoks	LAT	674
10	C Jones	USA	637

F1A-Junior

1	G Nulk	EST	908
2	K Hartikainen	FIN	805
3	T Kiss	ROU	510

F1B-Junior

1	E Demtsenko	LAT	903
1	V Dreiers	LAT	903
3	P Bajer	POL	506

F1C

1	A Babenko	UKR	1137
2	J Roots	EST	1003
3	L Savukhina	RUS	984
4	R Truppe	AUT	772
5	X Pu Sheng	CHN	723
6	F Parker	USA	705

F1Q

1	I Kaynes	GBR	1606
2	J Murphy	USA	504
3	T Ioerger	USA	503

F1E

1	J Zurowski	POL	984
2	F Mang	AUT	984
3	D Andrist	SUI	508
4	C Winker	GER	469
5	S Puttner	GER	433
6	W Ackermann	GER	422

F1E-Junior

1	N Finke	GER	1009
2	F Buliga Boby	ROU	404
3	E Vanzo	ITA	403

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 27 March 2017.

Clashes And Changes

The FFTC receive communications from the free flight community and endeavour to reply to all. We do consider all input regarding what is happening. Not everyone will be happy with all the decisions that are made, but rest assured that we try to do what we think is best for the overall health of free flight.

Some cases in point:

Clashes of contest dates with other events. We try to spread the calendar across the year as best as possible. Centralised events can be and are dictated by site availability and even then, there may well be restrictions that are beyond our control. The area events are spread across the year and as such there will no doubt be problems, if we avoided all possibility of clashes many days would have to be excluded to chagrin of those who had no interest or involvement in that particular special day.

Nationals classes:

Whatever we do regarding the schedule it will not suit all. The pattern that has evolved seems to cause least number of issues. The idea of circulating the days every year has been suggested however such a move would upset those who like the current schedule and could cause, for example, all sorts of issues like recovery of models from fly offs of the open classes if flown late on the Monday. We will continue to monitor and listen views. We will act on what is feasible and that which we consider will improve the event.

Rules:

The shortened period for fly offs has caused some concern. Why was it done? The fly off is the last shot and should have a degree of pressure and by cutting the period there is a possibility that there will be a reduced chance of lift. Plus this creates a no mistakes scenario! Please note CIAM are proposing a similar idea of reducing the fly off period for the same reasons.

Feed-back:

Please allow plenty of time for your ideas to get into the system. Remember that there is a rule process and we are already having to consider next year's plans and ideas. Nationals plans must be in place by January in order to sort publicity, printing, medals etc.

Nationals

The entry form and event information for the Nationals is now available on the BMFA Website Please complete the PDF form on your computer then print it off and send it to the BMFA office before the 15 May with your fee as directed on the form.

http://bmfa-nats.org/event/free-flight-space-british-national-championships

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.

Junior Team for Future Championships

For the Junior World and European teams for F1A, F1B and F1P, team selection will be based on the strength of the competitor's performance in BMFA contests and/or in UK hosted FF World Cup contests during the year immediately prior to that in which the World or European Championship will be held. Only Juniors will be permitted to fly F1P class models in the F1C class. Juniors must be a minimum of 12 years of age on 1st January of the year in which the team will compete.

In order to provide practice opportunities for UK Junior power team members, only juniors may compete with F1P models flying to the same maximum as F1C and with motor runs as FAI class definitions for F1P. All F1A, F1B, F1C and F1P Team Selection meetings shall be run, where relevant and desirable, as closely as possible to the FAI rules.

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.

BMFA 3RD AREA MEETING, MARCH 26

Northern	Sun moderate wind
North West	
East Anglia	Sunny 10 to 13mph
London	
Midland	Broken cloud 15 to 25mph turbulent
Western	Sun, cold, breezy
Scotland	Sun 12mph
South East	Sun strong wind
Southern	Sun 15 mph plus
South West	15 mph fog by 10:30am

Vintage Glider 11 flew

1	I M Wilkinson	Morley	7.30	3.59
2	P Woodhouse	Morley	7.30	2.18
3	D Cox	Crookham	7.07	
4	C Foster	Morley	6.10	
5	G Coulson	Morley	5.45	
6	D Truluck	Vikings	5.16	

Combined Power 7 flew

1	P Watson	MFFC	7.30	4.11
2	T Payne	Biggles	7.30	3.32
3	S Dixon	Birmingham	7.30	2.06
4	D Ginns	MHMAC	7.03	

Combined HLG/CAT 21 flew

1	P Ball	Grantham	6.19
2	J Pennington	Bristol & West	5.59
3	I Clarke	C/M	5.41
4	P Cowley	C/M	4.31
5	J Arnott	Scotia	4.29
6	P Woodhouse	Morley	4.18
7	G Percival	Grantham	4.06
8	T White	Bristol & West	3.16
9	T Stevens	Bristol & West	3.03
10	M Cook	Crookham	2.46
10	A Cameron	Crawley	2.42

Combined Rubber Gamage Cup 19 flew

1	A Moorhouse	Vikings	7.30	4.11
2	P Ball	Grantham	7.30	3.33
3	S Willis	Croydon	7.30	2.54
4	C Foster	Morley	7.30	2.43
5	J Arnott	Scotia	7.15	
6	W Hodkinson	Grantham	7.09	
7	R Elliott	Croydon	6.56	
8	M Marshal	Impington	6.33	
9	T Baily	Peterborough	6.32	
10	G Oulds	Crawley	6.26	

F1C 3 flew

1	A Jack	MFFC	11.41
2	J Hook	Crookham	3.01

F1Q 3 flew

1	T Grey	Crookham	12.30	3.18
2	C Strachan	Biggles	12.24	

Plugge

			Area 3		
		Vint G	F1C	HLG	Total
1	Crookham	118	99	95	972
2	Morley	191		105	808
3	Biggles				605
4	Bristol & West			162	450
5	Croydon			48	394
6	Vikings	100			309
7	Scotia			81	225
7	Grantham			171	214
9	Midland FFC		100		211
10	Crawley	9		76	200
11	Birmingham				182
12	East Grinstead				96
13	Chichester	27			77

BMFA FREE FLIGHT CHAMPIONSHIPS

		Area 1	`Area 2	Area 3	Total
1	T Payne	9	8	6	23
2	P Watson	9	3	9	21
3	P Ball		4	15	19
4	C Edge		18		18
5	D Cox	5	6	6	17
5	C Strachan	11	4	2	17
7	C Foster	6	3	6	15
7	C Redrup	6	9		15
7	S Willis	4	7	4	15
10	P Woodhouse	1	6	7	14
11	I Clarke		9	4	13
11	R Jack	9	4		13
11	A Moorhouse	4		9	13
14	S Dixon	2	4	4	10
15	T Tyson	9			9
15	I Wilkinson			9	9
17	F Rushby	6	2		8
18	P Tribe	6	1		7
19	P Cowley		3	3	6
19	T Grey	3		3	6
19	J Pennington			6	6
19	R Vaughn	6			6

UK COMPETITION NEWS

TIMPERLEY FREE FLIGHT GALA. Saturday August 12 at MOD North Luffenham. 10am-5.30pm. Contests for Comb-Rubber, Comb-Glider, Comb-Power (no electric), Comb-HLG/CLG, Mini-Vintage, E36. All to BMFA rules. Trophies and prizes. F/F Sport flyers welcome. Airfield charge. BMFA membership required. Contact--Gerry Ferer, 0161.928.4955, or gferer@hotmail.com

2017 FREE FLIGHT FORUM REPORT

The new 2017 BMFA Free-Flight Forum Report has just been published. For thirty-three years these Reports have covered a wide range of free-flight topics and this year is no exception, as the following contents list shows.

A Lightweight Power Model Starter Box - Simon Dixon;

Jigs and Fixtures - Mike Woodhouse;

Measuring the Shape of Aerofoils: Knowing What You've Got and How to Evaluate it - Alan Brocklehurst;

Sopwith Snipe - Mike Smith;

Encouraging Children to Fly Free-Flight - Martin Pike;

An Altogether Different Man's Approach to F1A Glider - Stuart Darmon;

Developments with Carbon Skin Wings - Mick Lester;

Buying Parts and subcontracting work out - Mike Woodhouse;

A Removable Radio Dethermaliser - Russell Peers;

Calculations on Non-Smooth Aerofoils at Low Reynolds Numbers: The Potential Benefits of Lumps and Bumps! - Alan Brocklehurst;

Cheapo Carbon Tubes in Lightweight Flying Surfaces - Gavin Manion;

Life as an Aeromodeller Editor - Andrew Boddington;

Aeromodeller Covers - Andrew Crisp;

To Buy or Not to Buy - John Carter;

My Approach to Buying F1C Models and components - Ken Faux;

Notable Models of 2016.

Airmail cost to the USA is £17 (about $21). Cheques should be payable to 'BMFA F/F Team Support Fund' in pounds sterling, drawn on a bank with a UK branch; you may also order by credit card, which is a lot easier (and cheaper).

Copies are available from : Martin Dilly, 20, Links Road, West Wickham, Kent, BR4 OQW or by phone or fax to: (44) + (0)208777 5533, or by e-mail to martindilly20@gmail.com .

Copies of all the previous Forum Reports are still available and the complete list of their contents is in the back of the current Report, so there's 33 years-worth of free-flight knowhow there for you.