

FREE FLIGHT

news

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FFn DIARY

May 4 Middle Wallop	Croydon Wakefiled Day. F1B (Thurston Trophy), 4oz Vint Wake (Fairlop Cup), 8oz Vint Wake (Ted Evans Trophy), Marcus Lightweight Challenge. Start 10.00, F1B in rounds. Contact: Ray Elliott ray.elliott8@btinternet.com 020 8997 7745 David Beales 01795 530656 maureenbeales@googlemail.com	May 23-24 Rupea, Romania	23 rd : Memorial Popa Cringu, 24 th Cupa Rupea. F1E. World Cup events. Contact: Popa Cringu Alexandru, tel: +40 752 183 590, cringupopa@gmail.com www.frmd.ro
May 9 Salonta, Romania	Salonta Cup. F1A F1B F1C F1Q F1H. World Cup event. Contact: Vincze Sandor, tel: +40 72 4717 992 vinczesg@gmail.com	May 23-25 Barkston Heath	BMFA National Championships. 23th: B/G, B/R, B/P, B/E, E36, Tailless, Women's BG/BR/BP, Junior BG/BR/BP, CLG. 24th: F1A, F1B, F1C, F1Q, Vintage R/P, SLOP, HLG, P30, Novice G&R (J), Bowden. 25th: F1H, F1G, F1J, BMFA ½A, Mini-Vintage, CO2, E30, Vintage Glider, Classic R/P, Classic Glider. Plus Junior and overall category championships. Also Non Championship: FF Scale, Lulu/Golden Wings and SAM 35 events. Contact: Mike Woodhouse 01603 457754.
May 9-10 Salisbury Plain	BMFA Team Selection part 1. F1A, F1B, F1C. N.B Pre-entry only prior to April 20. Plus on 10th May (Sun) Classic Glider, SLOP, Mini Vintage. Contact: Phil Ball 01332 665361 phil.ball@ntlworld.com	May 29-31 Aradac - Zrenjanin, Serbia and Montenegro	32nd Srem Cup. F1A F1B F1C F1Q. World Cup event. Contact: Martin Grubic, tel: +381 63 86 58 182, fax: +381 22 323 597, email: martin.grubic@yahoo.com web: http://www.aknovapazova.com
May 9-10 Liptovsky Mikulas, Slovakia	May 9 th : Liptov Cup, May 10 th : Nosko Memorial Cup. F1E. World Cup events. Contact: Milan Valastiak, tel: +421 908 530 339, email: valastiak.milan@gmail.com	June 5-7 Vize - Kirklareli, Turkey	Istanbul Free Flight Cup. F1A F1B F1C. World Cup event. Contact: Mehmet Arslan, tel: +90 222 591 21 12, email: arslanthk@yahoo.com www.turkey-ff.org
May 10 Salonta, Romania	Szabó Miklós Memorial Contest. F1A F1B F1C F1Q F1H. World Cup event. Contact: Gutti József, tel: +36 20 363 55 73, email: gutijozsef74@gmail.com http://dobosistvanmk.lapunk.hu	June 6 Sombor, Serbia	19th Backa Kup. F1A F1B F1C F1H. Contact: Andrija Sil, tel: +381 631 70 52 31, email: andrijasil@yahoo.com web: http://www.aeroklubsombor.com
May 15-18 Blagodatnoe, Kharkov, Ukraine	Free Flight Latvia Cup. F1A F1B F1C. World Cup event. Contact: Sergey Molchanov, tel: +380 50 682 1806 email: sergey_f1b@mail.ru	June 6 (Saturday) Near Sheffield, or near Melton Mowbray	BMFA 3rd F1E event (Team selection). SMC Trophy. Contact: Ian Kaynes 01252 512538 or 0794 185 2144
May 17 Near Sheffield, or near Melton Mowbray	BMFA 2nd F1E event (Team selection). Contact: Ian Kaynes 01252 512538 or 0794 185 2144	June 7 Area Venues	BMFA 4th Area. C/G, F1B (Gutteridge), C/P Team (Keil/Plugge), Vintage R/P (Plugge), Mini Vintage, E30 (Plugge).
May 22-24 Pazardzik, Bulgaria	Sofia Cup. F1A F1B F1C F1P F1H. World Cup event. Contact: Borislav Bardarov, tel: +359 888 703306, fla@abv.bg www.flabc.com		

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

INDOOR EUROPEAN CHAMPIONSHIP

Held at Slanic Prahova, Romania, from March 28 to April 2

Individual results

1	Zoltan Sukosd	HUN	27.33	25.02	28.11*	0.00	27.42+	0.00	55.53
2	Corneliu Mangalea	ROU	26.11	25.26	27.08	27.29*	27.15+	24.03	54.44
3	Aurel Popa	ROU	20.08	25.31*	21.33	24.54	25.06+	18.47	50.37
4	Dmytro Sednev	UKR	20.03	20.57	21.41	22.25	24.06*	23.58+	48.04
5	Anthony Hebb	GBR	21.27	18.14	22.18	23.05+	23.32*	20.12	46.37
6	Denis Zhariy	UKR	20.05	22.15+	22.04	18.48	21.41	24.18*	46.33
7	Didier Barberis	FRA	21.20	20.34	23.38*	6.30	22.19+	6.08	45.57
8	Oleh Korniychuk	UKR	18.39	17.21	22.31*	21.55+	21.15	20.26	44.26
9	Ivan Treger	SVK	22.38*	21.00	20.55	21.21	21.12	21.30+	44.08
10	Vasile Nicoara	ROU	19.38	19.29	22.33*	20.47	21.19+	17.45	43.52
11	Dezso Orsovai	HUN	20.07	19.53	20.18	21.22*	20.57+	20.49	42.19
12	Robert Champion	FRA	16.55	19.31	19.40	21.02*	1.20	19.51+	40.53
13	Thierry Marilier	FRA	18.59	6.12	17.25	17.25	20.17*	19.51+	40.08
14	Mark Benns	GBR	18.39	17.35	19.58	18.35	20.03+	20.04*	40.07
15	Andras Ree	HUN	19.33+	19.34*	17.18	12.16	13.06	14.28	39.07
16	Hans Staartjes	GBR	16.19	15.39	17.50+	17.48	19.53*	17.10	37.43
17	Uwe Bundesen	GER	18.20	18.25+	16.14	18.44*	17.52	17.08	37.09
18	Jaroslav Straka	CZE	11.52	15.17	16.01	17.21+	19.43*	17.07	37.04
19	Thomas Merkt	GER	15.45	16.45	17.56+	18.54*	17.00	15.46	36.50
20	Klara Kaplanova	CZE	14.21	10.20	17.48	18.14	18.22*	18.18+	36.40
21	Pavol Polonec	SVK	13.47	13.02	15.18	16.23	17.50*	16.44+	34.34
22	Mikita Kaplan	CZE	15.38	9.24	16.01+	18.18*	1.35	15.01	34.19
23	Rimas Steponenas	LTU	9.16	10.47*	10.12+	9.08	9.25	0.00	20.59

No.of best flights in each round

No.of 2nd best flights in each round

No.of scoring flights in each round

No.flts exceeding 15 min

No.flts exceeding 20 min

No.flts exceeding 25 min

1	3	4	6	7	2
1	2	4	3	7	6
2	5	8	9	14	8
19	18	22	19	19	19
9	7	11	9	13	8
2	3	2	1	3	0

116

57

11

Longest single flight 28.11 by Zoltan Sukosd

Team results

Country	Abbrev	Total	Round-by-round places					
1	Romania	ROU	149.13	2	1	1	1	1
2	Ukraine	UKR	139.03	3	3	3	3	2
3	Hungary	HUN	137.19	1	2	2	2	3
4	France	FRA	126.58	4	5	4	4	4
5	United Kingdom	GBR	124.27	5	4	5	5	5
6	Czech Republic	CZE	108.03	6	6	6	6	6
7	Slovakia	SVK	78.42	7	7	7	7	7
8	Germany	GER	73.59	8	8	8	8	8
9	Lithuania	LTU	20.59	9	9	9	9	9

Indoor Junior European Championship

Individual results

1	Calin Bulai	ROU	22.34	24.01+	25.12*	23.09	0.00	0.00	49.13
2	David Arjan	ROU	18.15	7.54	16.03	21.46	22.41+	24.44*	47.25
3	Denis Zhariy	UKR	20.05	22.15+	22.04	18.48	21.41	24.18*	46.33
4	Filip Gheorghe Tatu	ROU	24.28*	2.01	8.46	20.47+	6.50	15.40	45.15
5	Iyrii Vitko	UKR	18.20	17.51	18.09	23.05*	21.38+	18.00	44.43
6	Tomas Mazvila	LTU	10.35	11.37	12.13	11.04	14.23*	14.00+	28.23
7	Algirdas Kalinovas	LTU	0.06	8.11	5.56	6.45	9.22+	12.43*	22.05
8	Mindaugas Stankevicius	LTU	8.09	9.16	9.01	10.45+	9.46	11.09*	21.54

No.of best flights in each round

No.of 2nd best flights in each round

No.of scoring flights in each round

No.flts exceeding 15 min

No.flts exceeding 20 min

No.flts exceeding 25 min

1	0	1	1	1	4
0	2	0	2	3	1
1	2	1	3	4	5
5	3	4	5	3	4
3	2	2	4	3	2
0	0	1	0	0	0

24

16

1

Longest single flight 25.12 by Calin Bulai

Team results

1	Romania	ROU	141.53	1	1	1	1	1	1
2	Ukraine	UKR	91.16	2	2	2	2	2	2
3	Lithuania	LTU	72.22	3	3	3	3	3	3

F1H KIT BY GERHARD ARINGER

This is kit described as “not only for beginners“. The wings and tail use carbon tubular spars and the building time is described as 3 to 6 hours with cyano as the only glue required. F1A and F1E models with similar structure are promised in future.

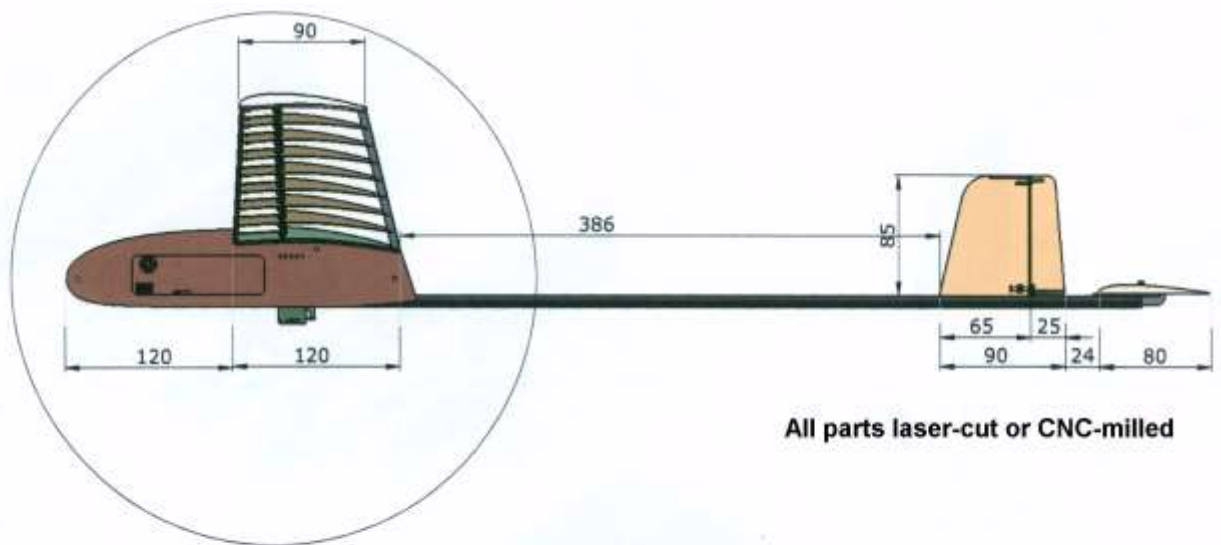
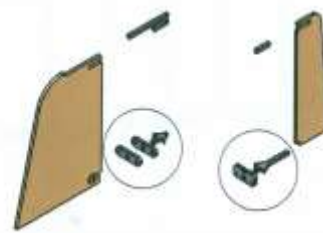
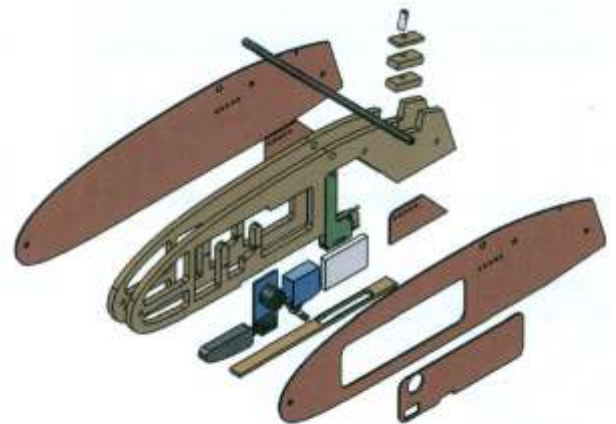
The details are:

Area		Weights (ready to fly)	
Wing	15.49 dm ²	Fuselage	86g
Tailplane	2.49 dm ²	Tailplane	8g
Total	17.98 dm²	Wings	88g
		Total	182g

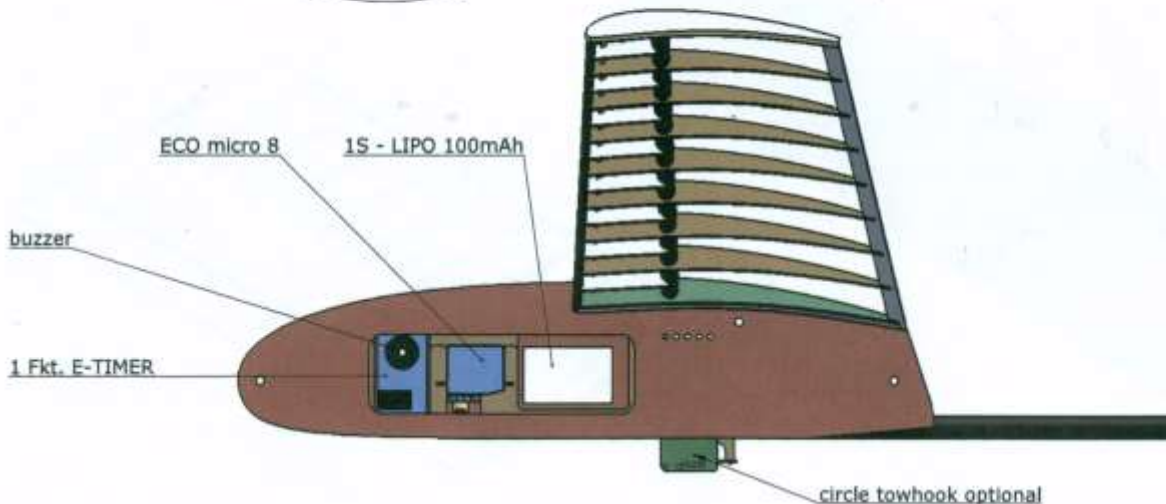
Prices

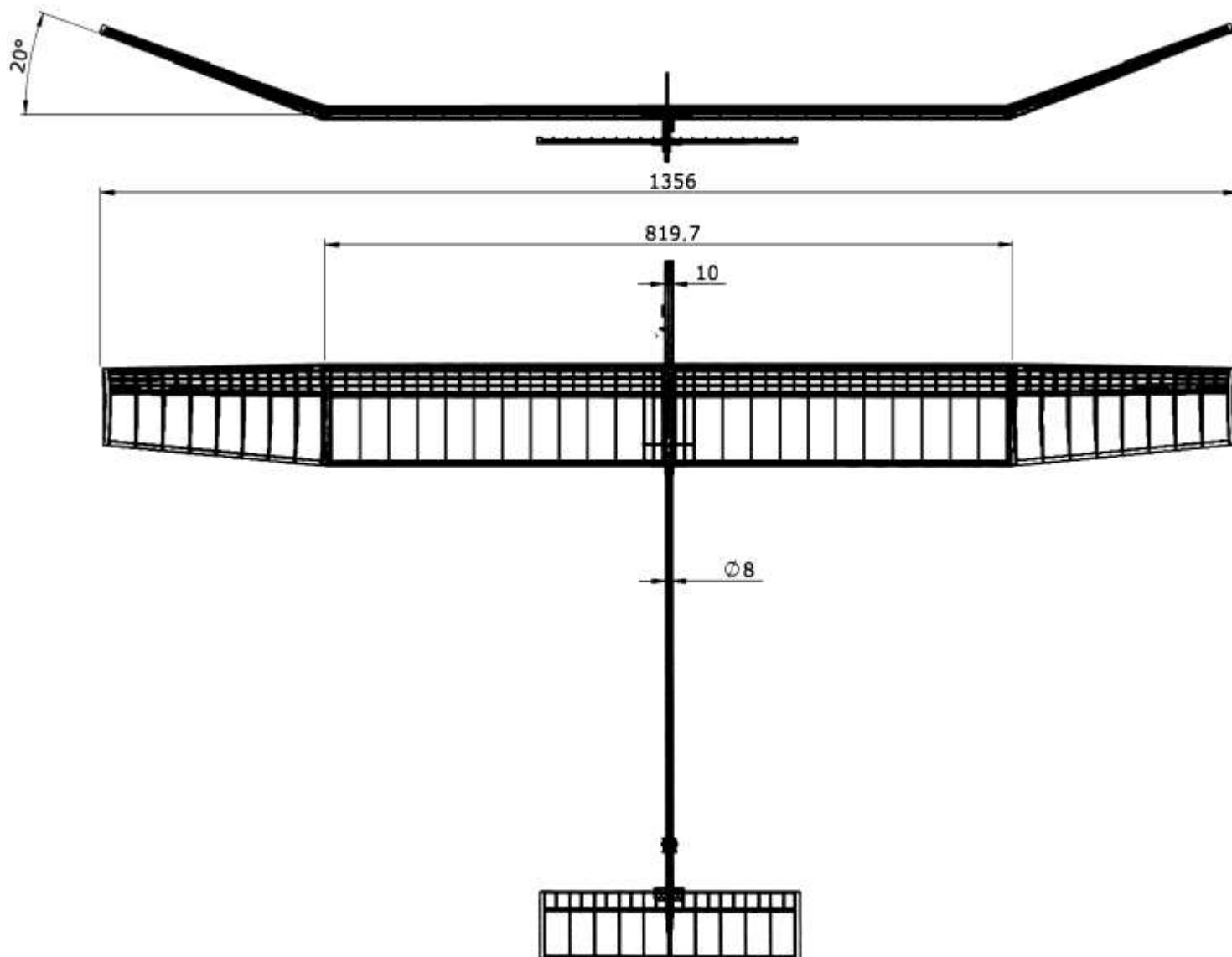
Kit	€65
Tool kit (jigs, sanding tool, etc)	€15
Timer (board, servo, switch)	€25
Charger for LiPo	€10

For more information contact g.aringer@fastmail.fm



All parts laser-cut or CNC-milled





CIAM PLENARY MEETING

Report by Ian Kaynes

The annual meeting of CIAM (the Aeromodelling Commission of the FAI) was held in Lausanne on April 24 and 25. It was once more in the Movenpick Hotel - the previously established venue of the Olympic Museum is now open again but will not be used by the FAI because the cost is double that of the Movenpick. Furthermore, there is an additional requirement that all attendees must take lunch at the museum which is both expensive and would be very time consuming for the large number of people at the Plenary.

A CIAM Bureau meeting was held on April 23. The Free Flight Technical Meeting (FFTM) which I chaired as chairman of the Free Flight Subcommittee (FFSC) was conducted on April 24, together with some Plenary business and presentation to World Cup winners. The main Plenary meeting (at which the binding decisions are made according to the votes of national delegates) was on April 25th. All of the rule changes which were approved by the Plenary come into force in January 2016.

The FFTM attendance was larger than usual, including some people from categories other than free flight but representing their national views:

Wilhelm Kamp	Austria
Cenny Breeman	Belgium
David Loveday	Canada
Karsten Kongstad	Denmark
Cesare Gianni	Italy
Sandy Pimenoff	Finland
Jari Valo	Finland
Jean Paul Perret	France
Bernard Schwendemann	Germany
Andras Ree	Hungary
Zdravko Toporoski	FYR Macedonia
Allard van Wallene	Netherlands
Narve Jensen	Norway
Alexander Popa	Romania
Srdjan Pelagic	Serbia
Per Findahl	Sweden
Christoph Bachmann	Switzerland
Ian Kaynes	UK
Peter Halman	UK
Chuck Etherington	USA

Model change proposals

Major outside interest in this meeting was about the various proposals to reduce model performance. In the FFTM there was much discussion and disagreement about the need to reduce model performance. The opposing views were that small sites required a reduction of performance, while on the other hand the view was that weather and style of contest organisation was the problem. Sandy Pimenoff made the point that model specification has not changed significantly since when he was flying F1C, yet the technology and power had changed dramatically.

Germany had proposed to ban flaps and variable area (folders) in F1A F1B and F1C with delayed implementation suggested for 2018 to give adequate notice of the change. The FFSC is required to vote on the proposals prior to the meeting (which votes are then reported to the Plenary meeting together with the FFTM vote). The FFSC had supported the German proposals by the narrow margin of 8 in favour, 7 against. In the FFTM the discussion on the first proposal, for F1A, had a common view that flappers had only a very small advantage in this class and it would not make a significant difference to outlaw those flappers currently in use. The FFTM voted against the F1A proposal with 5 in favour, 13 against. The discussion on F1B was similar and for F1C some people expressed the view that folders and flappers were easier to fly than high aspect ratio fixed wing aircraft. When it came to the time for the FFTM to vote on the F1B and F1C proposals, German withdrew them from the FFTM and at Plenary withdrew all three proposals.

Poland had proposed reducing the F1A line length to 40m and Austria to 35m. The F1A experts said that it would make it harder to tow models, particularly for the less skilled flyers. The FFTM voted against the Polish proposal, 3 in favour and 14 against, and it was then withdrawn at the Plenary meeting. Austria then withdrew its more extreme proposal.

Poland proposed reducing F1B motors from 30g to 25g. There was not strong support for this in discussion, but the FFTM vote was 7 in favour, 8 against (the same as the FFSC vote). Withdrawn at the Plenary meeting.

For F1C Poland proposed reducing motor run from 5 sec to 4 sec. Discussions suggested that timing the shorter run should not be that much harder than the current run, with the model being lower and thus nearer the timekeeper. It was also agreed that F1C models have a particular excess of performance, being the class coming closest to achieving the 10 minute maximum in early morning flyoffs. The proposal had been voted against by the FFSC 6 in favour 8 against, but was accepted by the FFTM 10 in favour 5 against, then accepted by the Plenary meeting 20 in favour, 2 against.

The UK had submitted proposals for a graduated approach to performance reduction spread over several years. These were noted but not supported by the meeting with its limited acceptance of performance reduction. The immediate changes were line diameter and not releasing the line in F1A, releasing the prop at the moment of launch in F1B, and 4 sec run in F1C. The F1A and F1B changes were not supported, while the F1C change had been agreed under the Polish proposal.

The FFSC had proposed to ban flaps in the classes which have not yet used them, specifically F1E, F1G, F1H, F1J, F1K, F1P, while Germany had proposed to ban flaps and variable area in all those classes except F1E. After discussion in FFTM it was decided to extend the FFSC proposal to include the same words as the German proposal to ban variable area, with a unanimous vote of support from FFTM. The Plenary was also unanimous in accepting this change.

Austria and Germany proposed to change the composition of standard fuel from using methanol to ethanol. This was claimed to reduce power and to eliminate a toxic substance, but without any supporting evidence. From Peter Halman's knowledge of fuel constituents he pointed out that ethanol was

alcohol and subject to the same duty as spirits in contrast to methanol. The proposal was withdrawn. A Danish proposal to eliminate the option of castor oil as the lubricant was rejected 2 for, 9 against in FFTM and withdrawn at Plenary.

Austria proposed to require all F1C models be fitted with radio for motor stop/DT. This was supported 12 for 3 against in FFTM and passed by Plenary with 24 votes for and 2 against.

Contest changes

The FFSC proposal to reduce the number of flights in F1A F1B and F1C from 7 to 5 and with the first and last rounds flown to an extended maximum of 4 minutes was accepted 10 for and 5 against in the FFTM. Plenary accepted the change 32 for and 3 against. While the intent was to apply this change to all events, the "seven" in the other events item on the proposal had not been changed. The status of this will be reviewed.

The F1A round 1 max is increased from 3 min 30 sec to 4 min.

The FFSC proposed to change the first flyoff for F1A F1B F1C from 5 minutes to 6 minutes. This was accepted 16 for and 1 against in the FFTM and accepted unanimously by Plenary.

The FFSC proposal to split flyoffs with more than 12 people into two groups was accepted with a key change: it is now optional for the organisers to adopt the system rather than compulsory. The FFTM voted 10 for 3 against. The Plenary vote had a majority in support (19 votes in favour, votes against not recorded).

New class F1S/E36

The USA proposed a new class F1S to bring E36 into the FAI. This had been proposed before and was then rejected on the principle that it was satisfactory under control of the American originators. Discussing their proposal, USA stated that they one reason they wanted F1S was to eliminate small changes that had been brought in some countries when they had adopted the event. Having F1S rules is hoped to help standardise the international situation.

One element of the proposed rules was a rather complex procedure for timing the motor run on the ground before or after a flight. This was simplified in the FFTM to support either timing the run on the ground before a flight or timing it during the flight.

"The motor run must be timed either in flight or statically before the flight with quartz controlled electronic stopwatches....."

Awards

There were five nominees for the Alphonse Penaud Diploma for sporting achievements. Of these the two free flight specialist survived the voting stages to end up as finalists, and Alain Roux won the final vote.

There were four nominees for the CIAM Scholarship but Konrad Zurowski, the Polish F1E flyer, was just beaten to the award by Bernhard Flixeder from Austria.

At the World Cup awards it was very good to see Christian Winker attend in person to receive the diploma and medal for his F1E second place at senior level and as winner of the junior F1E event

Championships

The 2017 Championships were selected at this Plenary meeting.

The F1A F1B F1C World Championships had received bids from Hungary and Macedonia. The bid from Macedonia was withdrawn and, after a presentation describing the bid, Hungary's offer was accepted. It will be Szentes in the south east of Hungary. The site has been used for some national events and it is hoped that it will be used for World Cup events in 2016.

The 2017 FIE World Championships was awarded to the sole bidder – Romania. The event will be either at Turda or Rupea. Turda is the familiar site in Romania but recently subject to restrictions as part of a military area. Rupea is a new site nearer to Bucharest and we will find out more at the World Cup events to be held there later this month.

Romania was also the sole bidder and was awarded the 2017 Indoor European Championships, to be held at the familiar site at Slanic Prahova. After problems with the lift and not allowing it to be used by the public, the Championships held there this year (see the results later in this issue), a deeper hall was used with access by mini-buses driving down a spiral ramp to the hall.

The 2017 F1A F1B F1P Junior European Championship will be held at Prilep in Macedonia. This is the same site as that to be used for the 2016 Junior World Championships.

PASSOVER OPEN, ORIM, ISRAEL, April 10-11

F1A 33 flew (F/O to be flown later)

1	I Shichman	ISR	930
1	A Levy	ISR	930
1	M Moskovich	ISR	930
1	A Balassiano	ISR	930
1	R Altman	ISR	930
6	S Limor	ISR	889

F1A-Junior 10 flew

1	A Kidron	ISR	865
2	G Yair	ISR	816
3	T Rozin	ISR	800

F1B 11 flew

1	T Oblighentz	ISR	780
2	O Shabat	ISR	779
3	S Kuflik	ISR	771
4	G Mark	ISR	760

F1C 5 flew

1	Y Zilbershtein	ISR	741
2	S Nagari	ISR	727

HARGHITA CUP, SALONTA, ROMANIA, APRIL 11-12

F1A 30 flew

1	B Bardarov	BUL	1260	+420	+114
2	J Krasznai	HUN	1260	+420	+62
3	I Bezak	SVK	1260	+390	
4	J Sion	ROU	1260	+386	
5	A Notaros	HUN	1260	+359	
6	D Krasznai	HUN	1260	+352	
7	T Kiss (J)	ROU	1260	+280	
8	R Blagojevic	SRB	1260	+269	
9	S Savic	SRB	1260	+248	
10	L Vernyik	HUN	1253		
11	M Lemut	SLO	1252		
12	M Betak	SVK	1240		
13	J Titan	SLO	1232		
14	S Lipcsei (J)	HUN	1230		
15	J Guti	HUN	1202		
15	M Jezik (J)	SVK	1202		

F1A-Junior 10 flew

1	T Kiss	ROU	1260	+280
2	S Lipcsei	HUN	1230	
3	M Jezik	SVK	1202	
4	B Jambor	HUN	1170	
5	J Jurhar	SLO	1079	

F1B 7 flew

1	M Varadi	HUN	1320	+303
2	A Krawiec	POL	1320	+300
3	J Torok	HUN	1320	+211
4	T Lipski	POL	1307	

F1B-Junior 1 flew

1	D Lipski	POL	1165
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F1C 4 flew

1	L Patocz	HUN	960
2	B Bauer	HUN	954

F1Q 5 flew

1	G Milak	HUN	1260
2	A Milak	HUN	1242

JUMBO CUP, LUCENEC, SLOVAKIA, April 18

F1A 45 flew

1	I Bezak	SVK	450	+385
2	I Treger	SVK	450	+313
3	N Onea (J)	ROU	450	+240
4	G Domokova	SVK	450	+216
5	M Minarik	SVK	450	+215
6	A Bezchasnyy	UKR	450	+188
7	A Branzoi	ROU	450	+110
8	S Halasz	HUN	450	
9	J Nyhegn	DEN	443	
10	D Fric	CZE	441	
11	V Jirinec	CZE	435	
12	E Jensen	DEN	425	
13	I Mascovszky	ROU	424	
14	J Steffen	DEN	414	
14	H Krupa	POL	414	

F1A-Junior 14 flew

1	N Onea	ROU	450	+240
2	D Rossler	CZE	410	
3	Z Szanto	HUN	390	

F1B 22 flew

1	B Silz	GER	450	+404
2	E Gorban	UKR	450	+314
3	A Krawiec	POL	450	+308
4	L Horak	CAN	450	+255
5	J Malenicky	CZE	450	+221
6	T Lipski	POL	450	

F1B-Junior 2 flew

1	B Bilewicz	POL	300
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F1C 3 flew 2 full scores

1	V Sychov	SLO	480	+122
2	L Patocz	HUN	480	

F1E OBERKOTZAU, GERMANY, APRIL 11-12

World Cup April 11 F1E 43 flew

1	S Kubit	POL	400.00
2	A Draghici	ROU	384.58
3	P Kuttler	GER	382.92
4	F Steube	GER	374.44
5	W Dziuba	POL	355.28
6	F Draghici	ROU	355.00
7	N Finke (J)	GER	352.78
8	F Doupovec	CZE	352.64

F1E-Junior 4 flew

1	N Finke	GER	352.78
2	F Winker	GER	315.00

Fohrlberg Cup, April 12 F1E 45 flew

1	M Sondhauss	GER	500.00	+300	+90
2	M Delfabro	ITA	500.00	+300	+24
3	V Zima	CZE	474.73		
4	O Holubec (J)	CZE	457.50		
5	F Winker (J)	GER	454.17		
6	D Barbieri	ITA	438.83		
7	F Doupovec	CZE	437.50		
8	R Sartori	ITA	437.36		

F1E-Junior 4 flew

1	O Holubec	CZE	457.50
2	F Winker	GER	454.17

BMFA 3RD AREA MEETING, MARCH 22

Area	Weather
North West	Cool 10 mph
Midland	Light variable some sun
East Anglia	Light Wind Sunny
Western	Breezy, sunny and calm pm
London	Bright 5 to 10
South East	Overcast 5 to 10
Southern	5 to 10 Sunny

Garage Cup Combined Rubber 40 flew

1	M Richardson	East Grinstead	7.30	+10.03
2	P Ball	Grantham	7.30	+7.51
3	A Beales	Croydon	7.30	+6.02
4	P Woodhouse	Morley	7.30	+5.40
5	D Beales	Croydon	7.30	+5.06
6	I Davitt	Morley	7.30	+4.54
7	I Taylor	Birmingham	7.30	+4.22
8	C Foster	Morley	7.30	+3.54
9	M Stagg	Bristol & West	7.30	+3.45
10	A Winter	CVA	7.30	+3.43
11	M Marshal	Impington	7.30	+3.36
12	J Patton	Crookham	7.30	+3.04
13	S Willis	Croydon	7.30	+2.49
14	P Hall	Crookham	7.30	+2.16
15	D Davitt	Morley	7.30	
16	C Redrup	Crookham	7.28	
17	T Bailey	Grantham	7.22	
18	D Taylor	Grantham	7.08	
19	T Tyson	Crookham	7.06	
20	G Oulds	Crawley	6.59	

Vintage Glider 14 flew

1	S White	Bristol & West	7.30	+2.30
2	R Marking	CVA	7.30	+2.26
3	P Seely	Bristol & West	7.30	+1.43
4	D Truluck	Vikings	7.30	+1.27
5	B Halford	Vikings	6.42	
6	D Cox	Crookham	6.32	
7	D Etherton	Chichester	6.23	

Halfax Trophy F1C 11 flew

1	A Jack	Midlands	12.30	+6.32
2	S Dixon	Birmingham	12.30	+4.50
3	J Cuthbert	Scamton	12.30	+4.11
4	N Allen	East Grin	12.30	
5	J Deeming	Bristol & West	10.43	
6	K Faux	Vikings	10.20	

F1Q 8 flew

1	C Strachan	Biggles	12.30	+3.11
2	T Grey	Crookham	12.30	=3.05
3	A Shepherd	Crookham	12.11	
4	R Marking	CVA	11.49	

Catapult/HL Glider 22 flew

1	P Ball	Grantham	6.24	
2	J Pennington	Bristol & West	6.18	
3	P Seely	Bristol & West	6.13	
4	K Bates	Cleemac	6.01	
5	I Clark	CM	5.52	
6	T White	Bristol & West	5.39	
7	G Percival	Grantham	5.25	
8	C Redrup	Crookham	5.15	
9	P Tolhurst	Crookham	4.55	
10	M Cook	Crawley	4.34	
11	P Cowley	Grantham	4.03	

Plugge

	3rd Area:-	VintG	F1C	HLG	Total
1	B & W	186	91	186	1012
2	Crookham	64	81	132	889
3	Grantham			173	696
4	East Grin	57	73	91	435
5	Morley	50			394
6	CVA	129		27	384

7	Vikings	150	55		359
8	Croydon			36	338
9	Birmingham		91	27	220
10	Biggles	21		32	195
11	Cleemac			86	152
12	Mid FFC		100		133
13	Crawley	29		104	133
14	Scotia				88

BMFA NORTHERN GALA, NORTH LUFFENHAM, APRIL 3

Combined Glider (CMA) 9 flew, 7 full scores

1	J Carter	Grantham	6.00	+6.30
2	A Crisp	Biggles	6.00	+3.13
3	R Jack	MFCC	6.00	+3.11
4	R Heap	Biggles	6.00	+3.05
5	J Cooper	Biggles	6.00	+3.03

Combined Rubber (Caton) 4 flew

1	I Davitt	Morley	6.00	+5.25
2	A Moorhouse	Vikings	6.00	+3.15

BMFA Power (Hamley) 3 flew

1	T Payne	Biggles	6.00	+4.43
2	S Dixon	Birmingham	6.00	+3.15
3	A Jack	MFCC	3.03	

Combined Electric 3 flew

1	D Davitt	Morley	6.00	+3.58
2	T Grey	Crookham	6.00	+3.50
3	C Strachan	Biggles	5.34	

F1H 5 flew

1	G Madelin	CM	10.00	
2	B Lavis	Biggles	8.55	
3	C Parry	Biggles	8.26	

P30 7 flew

1	D Davitt	Morley	6.00	
2	D Taylor	Grantham	5.32	
3	S Willis	Croydon	5.19	
4	D Bent	Peterborough	5.02	

Mini Vintage 6 flew

1	C Foster	Morley	6.00	
2	S Willis	Croydon	5.36	
3	M Sanderson	Cleemac	5.30	

SLOP 3 flew

1	F Rushby	Cleemac	6.00	
2	S Barnes	Morley	5.52	

BMFA ½ A 2 flew

1	P Woodhouse	Morley	6.00	
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HLG/CLG 9 flew

1	P Ball	Grantham	6.10	
2	G Percival	Grantham	6.04	
3	I Clark	CM	5.56	
4	P Cowley	Grantham	5.30	
5	S Brewer	Biggles	5.08	

FREE FLIGHT FORUM

The new 2015 BMFA Free-Flight Forum Report has just been published. For thirty-one years these Reports have provided information on new developments in a wide range of free-flight activities. This year is no exception, as the following contents list shows:

Recent F1 D Developments by Tony Hebb; Electronic Timers for F1 B by Mike Woodhouse; Personal Observations on Classic Power Models by John Thompson; The F1 Q Mystery by Trevor Grey; Experiences with Electronic Timers by Roy Vaughn; Free Flight, Flying Sites & the BMFA by Dave Phipps; The Cursed S - Why Won't It Keep Going Up? by Alan Jack; Rubber Powered Kit Scale Competition by Andy Hewitt; New Ideas for the F1 Rules by Mike Woodhouse; Revisiting

Rubber Scale 55 Years On by Ivan Taylor . As well as all this Phil Ball's selection of notable models from 2014 includes Andy Hewitt's Fokker D-VII Nats Rubber Kit Scale winner, Ed Bennett's Thin Man Classic Rubber model, Frank Rushby's 1i2A Mini Creep, Chris Redrup's BMFA Rubber model; Andy Crisp's Blue Note F1A for BMFA Glider contests and Trevor Grey's E-36.

The UK price is £12.00 including postage; to Europe it's £15 and everywhere else £17. Sales of the Forum Reports help to defray the heavy expenses of those representing Great Britain at World and European Free-Flight Championships. 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, BR40QW or by phone or fax to: (44) + (0)20-8777-5533, or by e-mail to martindilly20@gmail.com (NB new e-mail address).

NOTICEBOARD

FOR SALE FROM JOHN LEADBEATER: Items ex-Joe Flynn proceeds for charity via Edna Flynn:

Pym Ruyter tracker. C160 Transceiver and 2 bugs. Tested. Offers around £100

Two Walkie-Talkie transceivers. Not tested. Offers invited.

'David Stapleton' rubber winder. Offers invited.

Contact John Leadbeater on 01772 632295 / jleadbea@gmail.com

RDT SYSTEM

By Peter Brown

Product Description

This Radio Dethermalising (RDT) system can be fitted to any class of free flight model.

For the first time buyer or someone who is unsure what they require it is suggested that they buy a stand alone starter kit. This will provide all the parts required to enable them to equip a small model for RDT.

No soldering or special skills are required.

For those who know what they require they can buy individual parts, although it may be cheaper to buy a starter kit.

Customers who require a larger servo, for instance, for use on a larger model should buy the 2x3 pin version as this allows them to directly plug on a larger servo. Standard Futaba style plugs and sockets are used.

It will require the buyer to decide how to connect the DT line to the servo. It is recommended NOT to fix the DT line directly to the servo arm but through the normal mouse trap method to reduce the load on the servo. If too high a load is applied to the servo it may well work but drain the battery at a much higher rate.

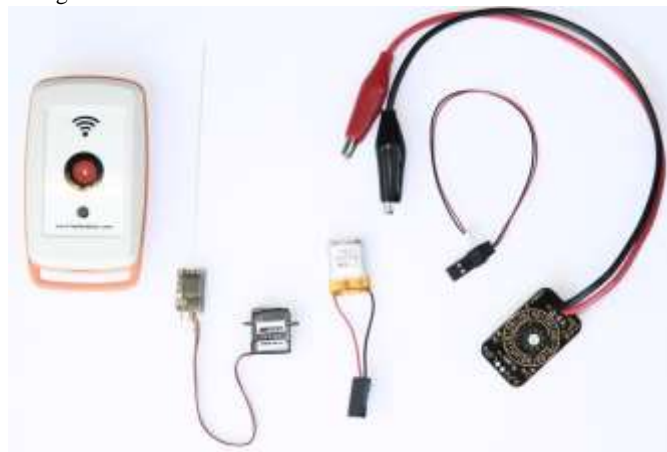
All clients are assigned a signal code for their units by us, this enables multiple units to operate at the same time.

Clients requiring multiple receivers for other models will be given the same code. Therefore only one Tx is required for each person.

The range of operation is in excess of 4km on the ground LINE OF SIGHT.

Stand Alone Starter Kit Contents

Transmitter
Receiver with soldered on a lead Nano servo
Various servo arms
50 mah LiPo with plug
Charger for Tx and Rx



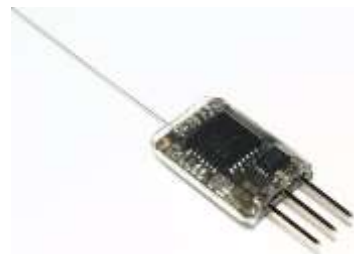
Tx charger lead.

Specifications

System Frequency 868MHz

Receiver

Dimensions, excluding pins - 10x15x2.5mm
Weight alone 0.93g
Weight with Nano servo 2.7g
Will operate for a full days flying on a fully charged battery.



Transmitter

Dimensions, lanyard version - 76x43x17.5mm
Weight - 30g
Will operate several hundred times on a fully charged battery.



RDT Price List (inc VAT)

Starter Kit – Stand Alone	£100.00
Starter Kit – Host	£90.00
Transmitter + Charge Lead	£60.00
Receiver Stand Alone with Nano Servo	£50.00
Receiver (Double Row Pins)	£45.00
Receiver (Single Row Pins)	£40.00
LiPo Battery – 50 mAh	£10.00
LiPo Battery Charger	£20.00
Armband Insert for Transmitter	£5.00
Velco Armband	£20.00

Contact

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