

# FREE FLIGHT news

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## FFn DIARY

January 31 Husbands Bosworth	BMFA – The future of free flight. See page 12. Contact Mike Woodhouse, <a href="mailto:MichaelWoodhouse1942@gmail.com">MichaelWoodhouse1942@gmail.com</a>	March 19-20 Säkylä, Pori, Finland	Bear Cup. F1A F1B F1C F1P F1Q. World Cup event. Contact: Kim Henriksson, tel: +358 44 7688 370, email: <a href="mailto:kim.henriksson@vahanen.com">kim.henriksson@vahanen.com</a> web: <a href="http://www.lennokkipojat.fi">www.lennokkipojat.fi</a>
February 6-8 Lost Hills, California, USA	Kiwi Cup of New Zealand. F1A F1B F1C F1E F1P F1Q. World Cup event. Contact: Roger Morrell, tel: +1 310 483 8776, email: <a href="mailto:r_morrell@yahoo.com">r_morrell@yahoo.com</a>	March 25 (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
February 10 Lost Hills, California, USA	North American Cup. F1A F1B F1C F1Q. World Cup event. Contact: Tony Mathews, tel: +1 905 840 2268, email: <a href="mailto:tmathews180@gmail.com">tmathews180@gmail.com</a>	April 8-10 Narrandera NSW, Australia	Dave Anderson Memorial World Cup. F1A F1B F1C. World Cup event. Contact: Phil Mitchell, tel: +61 41 94 41 4653, email: <a href="mailto:filnoels@bigpond.net.au">filnoels@bigpond.net.au</a>
February 11-15 Lost Hills, California, USA	Bob White Max Men International. F1A F1B F1C F1E F1Q. World Cup event. Contact: William Booth, tel: +1 760 889 3201, email: <a href="mailto:booth@boothsuarez.com">booth@boothsuarez.com</a>	April 8-11 Nalchik, Russia	Euro & Asia Cup of Moldova. F1A F1B F1C F1P. World Cup event. Contact: Naloev Nikolay, tel: +7 928 084 44 79, fax: +7 866 242 27 34, email: <a href="mailto:naloev@mail.ru">naloev@mail.ru</a>
February 14 Area Venues	BMFA 1st Area. F1A (SMAE), F1G (Plugge), C/P (White), E36 (Plugge), Mini Vintage (Plugge). Contact: Area Comp Secs.	April 9-10 Salonta, Romania	Harghita Cup. F1A F1B F1C F1H F1P F1Q. World Cup event. Contact: Kiss Istvan, tel: 0745 161 435 / 073 523 11 69, fax: 026 62 42 164, email: <a href="mailto:ktamara@netter.ro">ktamara@netter.ro</a> <a href="http://www.fai1abc.com">www.fai1abc.com</a>
February 21 Nova Pazova, Serbia	7th Koplas Pro Kup. F1N. Contact: Martin Grubic, tel: 022/325 232, email: <a href="mailto:martin.grubic@yahoo.com">martin.grubic@yahoo.com</a>	April 10 Area Venues	BMFA 3rd Area. Vint' G (Plugge), C/R (Gamage), F1C (Halfax/Plugge), F1Q, HLG-CLG (Plugge). Contact: Area Comp Secs.
March 5-6 Vettnik, Czech Rep.	5th: Winter Cup I, 6th: Winter Cup II. F1E. World Cup. Contact: Vojtech Zima, tel: +420 604 58 9792, e: <a href="mailto:voziteam@seznam.cz">voziteam@seznam.cz</a> <a href="http://modelarihranice.ic.cz">http://modelarihranice.ic.cz</a>	April 11-14 Nalchik, Russia	Naloev Cup. F1A F1B F1C F1P. World Cup event. Contact: Naloev Nikolay, tel: +7 928 084 44 79, email: <a href="mailto:naloev@mail.ru">naloev@mail.ru</a>
March 6 Area Venues	BMFA 2nd Area. F1H, P30 (Plugge), F1J (Plugge), BMFA 1/2A, CE (Plugge), HLG-CLG. Contact: Area Comp Secs.	April 11-16 Slanic, Romania	FAI F1D World Championships for Free Flight Indoor Model Aircraft. F1D.
March 12 Gjovik, Norway	Holiday on Ice. F1A F1B F1C F1Q. World Cup event. Contact: Tor Bortne, tel: +47 920 95 329, email: <a href="mailto:tobortne@bbnett.no">tobortne@bbnett.no</a> web: <a href="http://www.frifluktvegar.no">www.frifluktvegar.no</a>	April 12-14 Narrandera, NSW, Australia	Australian Free Flight Society Championships. F1A F1B F1C. World Cup event. Contact: Phil Mitchell, tel: +61 4194 14 653, email: <a href="mailto:filnoels@bigpond.net.au">filnoels@bigpond.net.au</a>
March 17 Säkylä Pyhhäjärvi, Finland	Swedish Moose Cup. F1A F1B F1C F1Q. World Cup event. Contact: Per Findahl, tel: +46 223 22 957 e: <a href="mailto:per.findahl@gmail.com">per.findahl@gmail.com</a> web: <a href="http://norbergsfk.se/swedishcup">http://norbergsfk.se/swedishcup</a>		

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**Web site address: [www.freeflightnews.org.uk](http://www.freeflightnews.org.uk)**

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

## CIAM FF PROPOSALS

I have now found some additional general rule proposals which have an effect on free flight. Like the proposals listed in FFn last month, wait for these to be confirmed by inclusion in the CIAM Plenary meeting agenda when this is published.

### Junior Age

Poland propose to raise the junior age from 18 to 21. "Reasons" are stated to be that:

- 1 There are no juniors in some classes: eg. F4C, F4G,
- 2 There are not enough juniors in classes: eg. F2C, F2B, F2A, F3P, F3C, F3N ....
- 3 Some CIAM classes are very difficult. Juniors of the age 18 and less need to gain experience and time for building and practice their models of aircraft at a good level.

The Control Technical Committee have proposed to raise the junior age from 18 to 25 just for control line, in order to retain the junior flyers, who it states are not competitive in senior CL between ages 18 and 25 and so give up at that stage).

### CIAM proposals

Canada propose a change to the schedule for CIAM proposals, inspired by FF interest. This would change the date for proposals due from 15 November back to 31 July. CIAM to distribute proposals to NACs who distribute them to interest groups and receive feedback which is sent back to NACs and then back to CIAM by 15 November. Gives more chance to voice opinions about proposed changes.

### Championship eligibility

USA propose changes to the rules for changing events from provisional to official and for eligibility for Championships. For the event status A.15.1 the numbers of participants in provisional events is reduced from 50 to 40. For championship eligibility A.16.1 change from a requirement of six member countries per contest to six member countries competing worldwide in a calendar year.

The stated reasons for this are that there are more F1Q fliers competing in USA than currently reported numbers suggest because they are reluctant to buy FAI licences (for which AMA charges a very high fee) The changes would make the transition for F1Q rules from provisional to official more realistic to achieve. *(IK: The present eligibility rules were set by CIAM in order to slow the proliferation of new championship events)*

On a related topic, Slovakia propose to change the A.16.2 moratorium on introduction of new classes so that it does not apply to popular classes which have at least 300 competitors in World Cup, giving F5J as an example.

### FF launch positions

Belgium propose extending B.9.1 to require "The starting poles for F1C shall be at least 50 m separated from the starting poles of other FF classes except for the powered classes F1P, F1J and F1Q" for safety reasons. In contrast to the wording the reasons state that the location of the F1P, F1J and F1Q starting poles is left to the judgement of the contest organiser.

## NEWS FROM BMFA FF TECH COMMITTEE

The FFTC met at the Leicester office on 6 January 2016.

### Email Addresses

To receive the news direct, please ensure that your email address is on the FFTC mailing list. To add or amend your email address please notify Ken Faux at [ken.faux@btinternet.com](mailto:ken.faux@btinternet.com)

### Future of Free Flight meeting—important reminder

The Free Flight Technical Committee is holding a conference on the Future of Free Flight at Husbands Bosworth airfield, the headquarters of the Coventry gliding club located about 10 miles South East of Leicester, on January 31<sup>st</sup> 2016. The address is Husbands Bosworth Airfield, Lutterworth, LE17 6JJ.

Recent changes in the requirements for military land use will have radical implications on its future use for Free Flight. These changes may also impact on civilian land use. The details of these changes and their impact on Free Flight will be explained at the meeting. The huge impact of mass market Drones have also raised awareness of unmanned aircraft to airspace authorities all around the World. For the current BMFA position on Drones please see below.

The FFTC realises that these changes will alter the way that Free Flight is organised and operated and is evolving a plan to ensure the continuance of Free Flight in the UK.

The BMFA Chairman, Chris Moynihan, and Chief Executive, David Phipps, will both be present on the day.

At the conference the FFTC will outline some thoughts it has put together for consideration. The FFTC wants input from as many members as possible from the free flight community with respect to this future planning. If you have thoughts and ideas be there and make your voice heard.

For more details and to book your place at the conference (there is no charge to attend but we need to know numbers for catering reasons -if you have not registered do not expect food to be provided) contact the FFTC Chairman Mike Woodhouse at [MichaelWoodhouse1942@gmail.com](mailto:MichaelWoodhouse1942@gmail.com) or 01603 457754

### Conference Agenda

10:00–10:15 Mike Woodhouse -Welcome and outline

10:15–11:00 Presentations

Chris Strachan	History and context
Dave Phipps	The BMFA perspective
Trevor Grey	Future possibilities

11:00–11:15 Coffee and comfort break

11:15–12:30 Presentations

Phil Ball	Current models and adaptation
John Carter	Organisation of activities
Ken Faux	The FAI paradox
John Jacomb	Space modelling and sponsorship
Mike Woodhouse	Summary of key points

12:30–13:30 Lunch

14:00–15:30 General discussion

Forum of all presenters taking questions and giving feedback.

15:30–15:45 Closing

Mike Woodhouse - Summary and thank you.

Note that the timings are not absolute and we may need to flex as circumstances dictate. We will ensure that we cover all aspects and give all a chance to input their thoughts and ideas.

## Drones

There has been considerable discussion over recent days regarding the effect on model flying of recent EASA proposals for the regulation of 'drones'. From the BMFA perspective, the situation as it stands is that the European Aviation Safety Agency (EASA) issued some draft regulations for consultation in August which outlined their thoughts on the regulation of unmanned aircraft. The requirement for this had clearly arisen due to the surge in the use of multi-rotor aircraft (drones) by both leisure and commercial users. A meeting was called by Europe Air Sports (EAS) to discuss the draft EASA regulations and this took place in Cologne in early September. BMFA CEO Dave Phipps attended this meeting both as 'Aeromodelling Adviser' to EAS, but also as the UK representative.

A response to the draft was submitted on behalf of all model flyers within Europe, essentially arguing that model flying should not be subject to any additional regulation and should instead be left to each European Member State to regulate (as per the current situation). The UK Civil Aviation Authority (CAA) also submitted a response to the draft EASA regulations which was also very supportive of the existing arrangements for model flyers. Dave Phipps also submitted a response directly from the BMFA to re-state the case. In total, the consultation received 3400 comments from 250 different contributors.

The EASA Technical Opinion on the results of the consultation was issued just before Christmas and has taken into consideration the long and excellent safety record established by model flying throughout Europe with a clearly stated intention to 'develop rules which will not affect model aircraft flying'. In addition, model flyers operating under the umbrella of model flying associations will benefit from 'grandfather rights' for their existing arrangements. It is also proposed that the regulation of model flying will remain within the Member States, so in our case it will remain with the CAA who are supportive of model flying. As such, we don't envisage any major changes as a result of the EASA proposals which are unlikely to be implemented until 2017/18 regardless.

We understand that the UK Government will be conducting its own public consultation on 'drone' operations later this year. We will again take steps to ensure that BMFA Members are well represented, but depending on what transpires, we may at that point call for the direct input of members. This issue will be covered in greater detail in the next issue of the BMFA NEWS which will be posted out to members at the beginning of February. However, in the interim please be assured that the BMFA is very much involved in on-going discussions and we are doing all that we can to preserve the established rights of model flyers in the UK with the support of the CAA.

## Contest Calendar

The current calendar is V2a. It supersedes all previous versions. There are only minor changes from V2; these being typographical errors. See BMFA web site for the current calendar.

## Northern Area Venue

In Newsletter 77 it was stated that there was a new flying site in the Northern Area that had some restrictions for numbers attending and that Joe Northrop had to be contacted in advance of attending any event at the site. It has subsequently been established that the site does not meet the requirements set out in the rule book for an Area Centralised meeting. Joe has requested that he is not contacted on this matter.

## INDOOR WORLD RECORDS

FAI has ratified the following Indoor World record.

Record 125-a F1D Duration (ceiling less than 8 m): A time of 22 min 50 sec by Yuan Kang Lee (USA) at Dunwoody, Georgia, USA on August 15 2015. This supersedes the record of 20 min 35 sec set by Akihiro Danjo (Japan) which had been set at Ota-ku, Tokyo, less than a month before this record, on July 24 2015.

## CORRESPONDENCE

From John O'Donnell **Archive Offer**

Many enthusiasts would find an archive and library covering the development and history of model aeroplanes attractive. Are you one of them?

To be useful it would be a working facility with its contents accessible to interested parties. To set up and operate such an archive would need a knowledgeable individual or group with vision, premises, resources, capability and long term commitment.

It might be thought that this project would appeal to our governing body, the BMFA. Unfortunately the idea has become associated with that of acquiring a National Flying Ground. This has led to a notable change of priority with a consequent lack of any real chance of having an archive in the foreseeable future.

Delay could lead to the loss of potential reference material and exhibits, so some speedy action would seem required. A private archive is an obvious suggestion. There are plenty of collectors who have their own specialities but co-ordination is lacking. Is some integration possible or desirable?

To inspire possible custodians who have the abilities but not the wherewithal can I offer a starting package? This is my own extensive collection of British and American magazines, newsletters, books and the like. I am not looking for money but rather the proverbial 'good home'. My family and any future executors will not want to sort out my effects. I will however require convincing by any applicant before 'the deal is done'. I do not want requests for odd rarities from individual collectors.

This email is to help spread word of this situation and make it known to those who do not take the commercial magazines. They could be unaware that my offer is spelt out in a full and detailed article in the just published February issue of 'Aeromodeller'.

To discuss or ask questions please feel free to contact me by phone or email:

[john@odonnell3737.co.uk](mailto:john@odonnell3737.co.uk)

01942 211742

## FAI FREE FLIGHT WORLD CUP

The 2015 Free Flight World Cup was completed with the Hanukkah Open competition in Israel during December and the final positions were given in FFn last month.

The total number of participants was 4974, a small increase over the previous record number last year. There have been two competitions cancelled this year, the Krka Cup in Slovenia because the field was too wet and the Trofeo Capannori in Italy because the flying field was ploughed. This is fewer cancelled events than last year and the total number of competitions was two or three higher than last year.

The winner in F1A is Roland Koglot of Slovenia with four victories in events this year and 20 bonus points. These results included a particularly good weekend in Poland during August, when he won both of the well-supported events. He is followed by Per Findahl also with four wins but 6 fewer bonus points. In third place is Jama Danier of Canada, the winner last year, with three wins and a second place. Mikhail Kosonozhkin moved close to the top three with a victory at the final event, the Hanukkah Open, but his greater number of bonus points from his three wins and a third place was not enough to overtake Jama Danier.

The F1A-Junior top three all have at least 4 victories each and the winner is Luca Aringer (Austria) with 9 bonus points, then comes Amit Kidron (Israel) with 4 bonus points and Bojan Dimeski (Macedonia) with a single bonus point.

The F1B World Cup winner is Alexander Andriukov (USA) with 4 victories ahead of the Bernd Silz (Germany) and Adam Krawiec (Poland) each with three wins and a second place. Andriukov and Silz are both many time winners of the F1B World Cup.

The victor in F1B Junior is Bojan Gostojic (Serbia) on the same number of points as Pavel Lomov (Russia). Both had four wins and the final placing decided on their fifth event, which was another win for Gostojic and a second place for Lomov. Behind them in third place is last year's winner Dawid Lipski (Poland) with his scores including five victories but no bonus points.

The winner of F1C is Alexander Vyazov (Russia) with 6 wins during the year, followed by Vladimir Sychoy (Slovenia) with 9 wins but fewer bonus points. Reinhard Truppe (Austria) was third, also with four wins generating his score but with fewer bonus points than Sychoy.

The F1P Junior winner is Elizaveta Kilmakova (Russia) with four wins, followed by Daniel Bogomaz (Poland) with three wins. Third place was taken by Vladislav Lipov (Russia) with two wins but his other places (a second and third) do not count in his score because all the events were flown in Russia..

The winner of the F1Q World Cup is Gabor Milak (Hungary) with four wins, followed by Ian Kaynes (United Kingdom) with one win, two second places and a third place, followed by Andras Jansco (Hungary) with two wins, a third and a fifth place.

Stanslav Kubit (Poland) is the clear winner of F1E with three victories and a fourth places. In second place is Peter Brocks (USA) with three firsts, and a second place which does not count because, like the victories, it was also in the USA. Third place went to Jiri Blazek (Czech Republic) with two wins and a sixth and eighth places.

The winner of F1E Junior was also from Poland, Jan Kabacinski having four wins for his score, with second and third places taken by Laurentiu Anca (Romania) and Viktoria Drmla (Slovakia).

## Organisation

There was a question during the year about the status of an FAI Licence. The F1A flyer Rudolf Holzleitner had requested his NAC not to enter his details on the FAI database and he protested to the FAI about the requirement. This was effectively upheld when the FAI restricted access of everybody to the database. A complaint about the status of that licence

was made to the World Cup Coordinator and a jury of three members of the F1 Subcommittee ruled that all his events should be counted in the World Cup.

The Euro-Fly event in Switzerland gave notice that it would apply the 2016 group flyoff rules if required to aid the running of the flyoffs. This was done for F1B and F1C and it ran smoothly. However, there was some confusion about creating the classification. The F1 Subcommittee has submitted a proposal to the 2016 Plenary meeting for a clarification of the intended application of the system.

The top three places in each event have been displayed on the FAI web site and updated frequently throughout the year at the address:

<http://www.fai.org/ciam-events/world-cups/101-ciam/35330-f1-free-flight-world-cup-rankings>

The detailed results have been uploaded to the coordinator's web site and are available as links from the FAI web site summary or may be accessed directly at

[www.freeflightnews.org.uk/wcup/WC15/WCP15F1.HTM](http://www.freeflightnews.org.uk/wcup/WC15/WCP15F1.HTM)

and there are links to this from the FAI web page for both the results of each class or the overall summary.

## Statistics

The individual events F1A, F1A-Junior, etc show the numbers relevant to that event. The column headed ALL is the total of number of competitors in the full events (F1A B C E Q) which takes account of the fact that juniors have also been included in the results of the full event.

	F1	A	AJ	B	BJ	C	Q	PJ	E	EJ
No. competitions	59	50	61	49	55	27	16	20	17	
Total number of entries	1907	326	1257	145	477	131	41	641	117	
No. competitors scoring points:										
in 1 event	142	46	97	21	43	17	6	42	8	
in 2 events	84	18	48	4	30	10	3	27	7	
in 3 events	51	8	39	7	13	6	1	20	3	
in 4 events	34	3	13	3	6	2	1	8	2	
in 5 events	10	4	14	1	6	1	0	7	1	
in 6 events	16	4	7	0	2	1	0	5	0	
in 7 events	7	0	5	1	1	0	1	2	2	
in 8 events	4	1	4	2	1	0	0	4	0	
in 9 events	1	1	2	0	1	0	0	1	1	
in 10 events	1	0	2	0	0	0	0	1	0	
in 11 events	0	0	3	0	1	0	0	0	0	
in 12 events	2	0	0	0	1	0	0	0	0	
in 13 events	0	0	0	0	0	0	0	0	0	
in 14 events	1	0	0	0	0	0	0	0	0	
in 15 events	0	0	0	0	0	0	0	0	0	
in 16 events	0	0	1	0	0	0	0	0	0	
Total number of competitors scoring World Cup points	353	85	235	39	105	37	12	117	24	

Number of competitors per country, only those scoring points in 2 or more events:

F1A		F1A Junior		F1B		F1B Junior		F1C		F1Q		F1P Junior		F1E		F1E Junior		All	
RUS	27	HUN	5	RUS	25	RUS	5	RUS	15	GER	5	RUS	4	FRA	13	FRA	4	RUS	76
GER	14	RUS	5	FRA	14	POL	4	UKR	9	HUN	5	POL	1	POL	11	SVK	3	FRA	40
ISR	14	ISR	4	USA	14	EST	2	GER	6	DEN	2	USA	1	ROU	11	GER	2	GER	39
FRA	11	MGL	4	UKR	12	FRA	2	HUN	4	GBR	2			ITA	9	POL	2	UKR	33
CZE	10	SVK	3	POL	7	USA	2	MGL	4	POL	2			CZE	8	ROU	2	POL	29
HUN	10	BUL	2	CZE	6	BUL	1	GBR	3	CRO	1			SVK	7	CZE	1	USA	29
SVK	9	CZE	2	GER	6	LAT	1	ISR	3	FIN	1			GER	6	ITA	1	CZE	25
SLO	9	FRA	2	ISR	6	SRB	1	USA	3	ISR	1			AUT	4	UKR	1	ISR	24
USA	9	AUT	1	GBR	5			BUL	2	USA	1			SUI	2			HUN	23
FIN	8	BIH	1	AUS	3			POL	2					UKR	2			ROU	17
UKR	8	CRO	1	CAN	3			SLO	2					GBR	1			SVK	17
DEN	7	EST	1	FIN	3			AUS	1					USA	1			GBR	16
NED	7	FIN	1	NOR	3			AUT	1									MGL	13
SWE	6	MKD	1	SWE	3			BLR	1									SLO	13
SUI	6	POL	1	SRB	3			CAN	1									FIN	12
AUT	5	ROU	1	BIH	2			CHN	1									ITA	11
BIH	5	SLO	1	CRO	2			CRO	1									AUT	10
BUL	5	SWE	1	HUN	2			EST	1									BUL	10
GBR	5	UKR	1	JPN	2			ITA	1									NED	10
ROU	5	SRB	1	MGL	2			NED	1									DEN	9
TUR	4			NED	2													SWE	9
SRB	4			SLO	2													BIH	8
CRO	3			TUR	2													SUI	8
MGL	3			BUL	1													CRO	7
MKD	3			CHN	1													SRB	7
POL	3			EST	1													AUS	6
AUS	2			ITA	1													CAN	6
CAN	2			LAT	1													TUR	6
ARG	1			LTU	1													EST	4
EST	1			MKD	1													MKD	4
JPN	1			NZL	1													JPN	3
KAZ	1			MNE	1													LAT	3
LAT	1																	NOR	3
NZL	1																	CHN	2
ESP	1																	NZL	2
																		ARG	1
																		BLR	1
																		KAZ	1
																		LTU	1
																		ESP	1
																		MNE	1

## NFFS SYMPOSIUM REPORT 2016

### Call for Articles for the 2016 National Free Flight Society Symposium

Every year Free Flight modellers receive an invitation to participate in the writing of that year's Sympo. Their response has been excellent, and this high degree of cooperation has continued through the nearly five decades of existence of the Sympo. Free Flyers realize the importance of this volume, a volume that continues to define progress in the corner of aeromodeling that we have made our own.

Our time is a most exciting one, in positive and negative senses. Great technical developments abound, many new and superlative materials have been introduced, the flow of information has never been easier, yet youth participation is low and the confrontation with law and regulatory committees makes our flying more difficult every day.

We would like to reflect this mixed reality in the areas of interest and topics for articles that we suggest below. Throughout its history the Sympo has been a unique tribune for technically minded authors, as it can offer more space, and a larger audience than any other alternative outlet. We encourage contributions in this area.

- 1) Technical articles
  - Electronics, flight logging, energy or altitude limiters, timers, thermal detection, etc
  - Aerodynamics, Propellers, Airfoils, Turbulators, Flight Simulation, etc
  - Aerolastic problems ( wing flutter)
  - Combining theory and flight testing
- 2) Electric Power
  - Everything, from the ground up ....
- 3) Materials, Structures and Construction:



New and Novel versus Tried and True

4) Promoting Participation

Social aspects: flying alone, flying buddies, local clubs, special interest groups, national and international organizations

Impact of rules and regulations

Pro Am format participation in contests

Flying fields: fields large and small - where are existing field and how to develop new ones

Synergy: joint efforts with schools, national STEM programs, civic groups, etc

5) History, book and article excerpts

Discussing historic references of value

6) Scale Models

7) Short and Long Range goals for NFFS

As defined by the President's Message at end of volume

In addition to this list, we would like to offer to interested authors a longer list of possible subjects for articles. The list with these themes can be downloaded from the National Free Flight Society website ([freeflight.org/](http://freeflight.org/)), or Free Flight Quarterly's website ([freeflightquarterly.com/wordpress](http://freeflightquarterly.com/wordpress)).

You can contact any of the members of the 2016 Sympo Editorial Team (e-mail addresses below) for further information and support. The preferred medium of the article is electronic, text in .doc format and separate images in .jpg or .png formats. The Editorial Team is also requesting high resolution photographs of quality to supplement the articles, this is an appeal to the many keen photographers among us. Authors should send a summary of the article before January 30, with a final deadline for articles and photographic contributions in April 15, 2016.

Louis Joyner [joyner28@comcast.net](mailto:joyner28@comcast.net)

Dave Lacey [adlacey@earthlink.net](mailto:adlacey@earthlink.net)

David Mills [davidmillsatl@gmail.com](mailto:davidmillsatl@gmail.com)

Sergio Montes [jmontes-ffq@bigpond.com](mailto:jmontes-ffq@bigpond.com)

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## INTERNATIONAL COMPETITION NEWS



The ICEMAN Championship links three competitions in March, all are World Cup events for Classes: F1A, F1B, F1C, F1Q:-

HOLIDAY ON ICE will be on March 11 to 13 on frozen lake at Gjovik in Norway. The contest will be start at 9.00 on Saturday March 12 and if the weather or retrieving conditions

become difficult it will be run over the two days including March 13. Headquarters and accommodation is at the Hovdetun Youth Hostel in Gjovik. Entry fee is €35 for seniors, €20 for juniors.

For full details and entry information see [www.frifluktvegar.no](http://www.frifluktvegar.no)  
Return the entry form before March 3.to Tor Bortne, Jernbanev 28, 2840 Reinsvoll, Norway, e-mail: [tobortne@bbnett.no](mailto:tobortne@bbnett.no)

MOOSE CUP arrival day is Wednesday March 16, the competition will be flown on Thursday March 17, with Friday March 18 as reserve date. See <http://www4.idrottonline.se/NorbergsFK-Flygsport/Alltomklubben/Arbetsrum/SwedishMooseCup/> If you intend to participate please send an e-mail to: [hellgren.robert@telia.com](mailto:hellgren.robert@telia.com) with name, FAI-license number, discipline(s) and country. Robert Hellgren, Kung Eriks Väg 2, 656 38 Karlstad, Sweden, Tel. +46 733 39 46 30. Contest director will be Per Findahl, [per.findahl@telia.com](mailto:per.findahl@telia.com)

BEAR CUP will have arrival and registration on Friday March 18, the contest will be flown on Saturday March 19, with reserve day Sunday March 20 in case of bad weather. Entry fee (per class) is €35 senior, €10 junior. Contacts are: Jari Valo, +358 50 505 5852, [jari.valo@ncc.fi](mailto:jari.valo@ncc.fi) or Timo Forss, +358 400 415 651, [tforss@nettilinja.fi](mailto:tforss@nettilinja.fi)

Both Moose Cup and Bear Cup will be held on Lake Pyhäjärvi, Säkyläntie 275, 27800 Säkylä, Finland. See <http://www.lennokkipojat.fi/>. Accommodation and restaurant for Moose Cup and Bear Cup is at [www.kristalliranta.fi](http://www.kristalliranta.fi) and is within 10m of the lake (telephone +358 45 801 3554, email [info@kristalliranta.fi](mailto:info@kristalliranta.fi)). Moose Cup and Bear Cup organisers caution that the contest field is natural ice and their safety directions must be followed. No cars allowed on the ice. The organisers will take no responsibility for the safety of competitors or their equipment.

The date has been changed for the Herend Cup at Tapolca, Hungary. This event, which is not a World Cup event, will now be October 15-16, which is one week earlier than originally announced. This avoids a clash with the Krka Cup which is being held in Slovenia as scheduled on October 21-23.

## UK SUPPORTERS AT EUROPEAN CHAMPIONSHIPS

The 2016 European Championships for F1A, F1B, F1C will be held at Zrenjanin, Serbia, from August 13 to 20. It will be preceded by a World Cup event, the 49th Memorial Djordje Zigic, at the same site on August 12 and 13.

Mike Woodhouse, team manager for the UK team, asks any people interested in attending as supporters with the British team to contact him as soon as possible: [mike@freeflightsupplies.co.uk](mailto:mike@freeflightsupplies.co.uk) or 01603 457754.

## FFn

Thank you to everyone who has renewed their subscription to FFn for this year..

My apologies that this issue is rather smaller than usual, partly as a quiet time of the year, but also as a result of hurrying so that I could get the issue out early before the end of the month. Your contributions are always welcome!