

FREE FLIGHT news

CONTENTS

Future of Free Flight meeting	18	Coupe d'Hiver plans	22
Fabulous February, Reflections on Lost Hills 2016	19	F1H Euro Challenge	22
Kiwi Cup of New Zealand, Lost Hills, USA, February 6-8	20	F1H #19 BY BALAZS SELMECI	22
North American Cup, Lost Hills, USA, February 10	20	CIAM FF Proposals	24
Bob White Max Men International, Lost Hills, USA, February 11-15	21	Croydon & DMAC	24
F1E at Lost Hills	21	Southern Coupe League	24
BMFA 1st Area Meeting, February 14	22	UK Competition News	24

FFn DIARY

March 5-6 Vetrnik, Czech Rep.	5th: Winter Cup I, 6th: Winter Cup II. F1E. World Cup events. Contact: Vojtech Zima, tel: +420 604 58 9792, email: voziteam@seznam.cz http://modelarihranice.ic.cz	April 10 Area Venues	BMFA 3rd Area. Vint' G (Plugge), C/R (Gamage), F1C (Halfax/Plugge), F1Q, HLG-CLG (Plugge).
March 6 Area Venues	BMFA 2nd Area. F1H, P30 (Plugge), F1J (Plugge), BMFA 1/2A, CE (Plugge), HLG-CLG. Contact: Area Comp Secs.	April 11-14 Nalchik, Russia	Naloev Cup. F1A F1B F1C F1P. World Cup event. Contact: Naloev Nikolay, tel: +7 928 084 44 79, email: naloev@mail.ru
March 12 Gjovik, Norway	Holiday on Ice. F1A F1B F1C F1Q. World Cup event. Contact: Tor Bortne, tel: +47 920 95 329, email: tobortne@bbnett.no web: www.frifluktvegar.no	April 11-16 Slanic Prahova, Romania	FAI F1D World Championships for Free Flight Indoor Model Aircraft. F1D. Contact: Popa Cringu, tel: +40 752 183 590, email: cringupopa@gmail.com web: www.frmd.ro
March 17 Säkylän Pyhhäjärvi, Finland	Swedish Moose Cup. F1A F1B F1C F1Q. World Cup event. Contact: Per Findahl, tel: +46 22322 957, em: per.findahl@gmail.com web: http://norbergsfk.se/swedishcup	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: filnoels@bigpond.net.au
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: kim.henriksson@vahanen.com web: www.lennokkipojat.fi	April 16-17 West Wyalong, NSW, Australia	Southern Cross Cup. F1A F1B F1C. World Cup event. Contact: Roy Summersby, tel: +61 24 34 100 72, email: roydi132@optusnet.com.au
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	April 16 Lucenec-Bolkovice, Slovakia	Jumbo Cup. F1A F1B F1C F1H. World Cup event. Contact: Dana Domokova, tel: +421 90514 5107 em: gabika1988@hotmail.com dana.domokova@lucenec.sk
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: filnoels@bigpond.net.au	April 16-17 Förlberg, Germany	16th: Oberkotzau World Cup, 17th: Förlberg Cup. F1E. World Cup events. Contact: Peter Kuttler, tel: +49 9286 61 87, email: peter-kuttler@web.de
April 8-11 Nalchik, Russia	Euro & Asia Cup of Moldovia. F1A F1B F1C F1P. World Cup event. Contact: Naloev Nikolay, tel: +7 928 084 44 79, fax: +7 866 242 27 34, email: naloev@mail.ru	April 17 Near Melton Mowbray	BMFA 1st F1E (Team Selection). F1E. Contact: Ian Kaynes 01252 512538, m: 0794 185 2144
April 9-10 Deva , Romania <i>Note change of venue</i>	Harghita Cup. F1A F1B F1C F1H F1P F1Q. World Cup event. Contact: Kiss Istvan, tel: 0745 161 435 / 073 523 11 69, email: ktamara@netter.ro web: www.faiflabc.com	April 23 Ceminac, Croatia	Kup Slavonije i Baranje. F1A F1B F1C F1Q. World Cup event. Contact: Vinko Tomljanovic, tel: +385 31 208 262, email: vinko.tomljanovic@gmail.com web: www.ak-osijek.hr

7 Ashley Road, Farnborough, Hants, England GU14 7EZ ffn@btinternet.com

Web site address: www.freeflightnews.org.uk

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

FUTURE OF FREE FLIGHT MEETING

Held at Husbands Bosworth on January 31, report Ian Kaynes

The meeting was attended by 70 people, approximately double the attendance at the Free Flight Forum, so people must be more interested in the fundamentals than the technicalities (plus the better and free lunch!).

Chris Strachan's "History and context" opened proceedings with a review of the development of free flight from the Alphonse Penaud model, which did feature in contests with a 40 model mass launch and flights which could be 40m in 10 sec. The A-frame models were followed by modern layouts which were then enhanced by using balsa wood. In the thirties the Wakefield three unlimited flights was open to winning by long thermal flights, leading to specification changes and eventually the introduction of the maximum. Chris noted that the rule makers have always been on the back foot, continuing as models have advanced to the present day. In the early days models were flown in public parks including Wimbledon Common, manufacturer's airfields, and almost anywhere else. After the second world war there were plenty of disused airfields and we got used to flying from our cars. Finally, public perception has changed - we are no longer seen to be sensible (no radio control seems odd), life has become more regulated and risk-averse but we have not responded, and there is the concept of risk and risk-bearers.

David Phipps presented the BMFA perspective. A fundamental change in military attitude followed the Haddon-Cave report into the loss of an RAF Nimrod MR2 in 2006. The report criticised organisation and individuals involved and, when, published in 2009, it had an immediate impact on airworthiness and operations, including establishing the MAA (Military Aviation Authority) and introducing the concept of a risk-bearer to take responsibility. David first encountered this approach at the 2014 Nationals when the commandant of RAF Cranwell expressed concern that if anything happened he would shoulder the blame, despite the fact that the airfield was licenced to the BMFA. The consideration of risk is now a primary factor in any flying on military property. A particular risk attaches to flying out of the allowed field, such as landing on roads or other property.

The Air Navigation order covers model flying in the UK. Among other things, it requires the operator to maintain direct unaided visual contact with the aircraft sufficient to monitor its flight path and for the purpose of avoiding collisions. The situation is now being influenced by the proliferation of drones, with some aspects sensationalised by the media. The European Aviation Safety Agency (EASA, responsible for civil airworthiness and operating procedures across Europe) produced draft regulations in summer 2015. EASA does not plan to make any exceptions for model flying, despite comments from BMFA and support from the UK CAA. Currently EASA has no power to regulate aircraft below 150kg and it would take some years to change this, during which time control would remain with the national bodies like CAA. The proposed includes a "harmless" category for any aircraft below 250g, a figure offered as a starting point.

Trevor Grey talked about future possibilities. Modifying free flight to fit the requirements was a possibility, such as fitting radio control. Or to stay on the field with current models could need small maxes, despite liking to fly large models, and to reduce performance with shorter lines, less rubber and shorter motor runs. One of the difficulties in the BMFA FF programme is the Area Centralised event, flown in different weather conditions and on sites of different size. RDT is not universally accepted but it may become compulsory on at least some sites. Trevor noted that reduced flying distances and easier retrieving is in the interest the geriatric nature of free fliers.

Phil Ball discussed current models and their adaptation, with a fundamental condition that current models should not be made

obsolete. Centralised events could still be flown with appropriate maxes if conditions allow. Area centralised events could benefit from reduced maxes. HLG and Catapult could continue unchanged. The mini classes could be flown to a 1.30 max. Glider line lengths could be reduced, for example in BMFA to 75m vintage, 50m classic, and 35m F1A when flown in BMFA (FAI models to full FAI rules when flown in FAI contests). Power run could be reduced: half runs in BMFA power, SLOP reduced from 9 to 7 sec, FAI $\frac{3}{4}$ run in BMFA events, and electric classes similarly reduced. Rubber models could use full motors when possible and otherwise half-motors with spacer of the same weight.

Ken Faux spoke about what he called the FAI paradox – that worldwide the FAI scene is healthier than in the UK, with numbers staying up and a healthy number of juniors involved in some countries. Flying sites are not a problem everywhere, particularly outside western Europe. There is a large excess of performance but, as shown by reaction to last year's decision to reduce the F1C motor run, there is a huge reluctance to accept any changes. In the UK Sculthorpe and Salisbury Plain are the only suitable fields for internationals and team selection. Maxes can be adjusted to keep on site and away from hazards.

John Carter talked about the alternatives to achieve similar effects through contest organisation. For example, flying early and late in the day, flying in rounds (much easier to change maxes) with a flying slot of 5 minutes, flying from a line or box. To resolve the result, we could use a knock-out system, or a limited flyoff period (e.g. 5 minutes) with timing of flight stopping at the end of the period – causing a decision between flying early in the round in marginal air, or later in good air but with only a short flight time left.

John Jacomb described the situation in space modelling and his experience of sponsorship. Space had addressed the problem of long flights and lost models by halving the allowed motor power. Space also had radio control glider within its classes and this is accepted and flown alongside the other uncontrolled classes. John has been active in encouraging space modelling in schools linked to STEM activities. Technology is attractive to today's youth and there is room for free flight to follow this path. Space has support from the aerospace industry, including support for the winning schools in different countries participating in international competitions at airshows.

Mike Woodhouse summarised the key points from the morning and after lunch there was open discussion.

Brian Lever described the Peterborough club's 25" max span rubber class which can be flown on a confined public space. It is flown with 5 flights to a max decided on the day (e.g. one minute) and scores are divided by the wing span. It attracts up to 150 entries for the various classes. Bill Dennis noted that they also fly bungee glider, with one bungee and a fixed stretch so everyone is on the same basis. Brian Baines said that we should maximise space by flying from very upwind positions on the field, possibly with timekeepers downwind if there is a hump in the middle of the field, prompting John Thompson to observe that we must not fly upwind of parked cars.

Brian Lumb asked about any contact with national bodies to help find fields. David Phipps replied that National Trust were amenable, contact through Royal Aero Club with other airports to use their sites when not in use, the National Farmers Union have been approached. One problem with the NFU is that a free flight area usually covers a number of farms instead of just contact with a single farmer. Jim Wright observed that some farms could be used between crops, but now there is less time between harvesting and seeding.

In final discussions, it was noted that RDT must be more widely adopted, or made compulsory. Events must be managed more actively, for example flying in rounds. One of the problems concerns the use of different sites around the country for area centralised and decentralised contests. Stuart Darmon

warned against reducing the number of area events, since this was needed to leave some events after some have been eliminated by unflyable weather on the day. Requirements for fields include that flights must land on the site, leave the site as found, minimise noise. Arrange access and parking, and provide toilets. David Phipps noted that there is a BMFA guide to flying sites, a version could be tailored for free flight.

FABULOUS FEBRUARY, REFLECTIONS ON LOST HILLS 2016

By Chris Edge

In a word, magnificent ! Probably the best set of contests at Lost Hills in the post 14-flight MaxMen era; why ? Well the flyers were treated to at least 10 days of perfect trimming and competition weather and when it did break on the final Mini day it simply got a bit breezy – and even that was as smooth as silk compared to GB conditions.

An enlarged British contingent made the trip this year to take in three World Cup FAI and two Mini events over two weekends. New for this year was the 4-second engine run in C and longer first round maxes in A. Whilst the format for World Cups states 5 rounds, only the Kiwi Cup followed this with the other two choosing to go for 7 rounds (6 rounds only completed at the North American Cup due to landing in the trees). The opinion of most (all ?) was that 5 rounds devalue the event and giving the CDs the option to increase is a good thing. Following this position, the view is that if World and European Champs have to fly only 5 rounds then this is a real negative – CIAM take note.

The field had a good coverage of vegetation compared to past years which reduced the dust considerably and made a more welcoming site. The almond trees are mature in places and models did land in there but the locals take their responsibilities seriously and so my one flight in to the trees was spotted down, I was told not to climb the tree, and was helped to get the model out (via poles) by Brain Van Nest – thanks to all. The new availability (on a regular basis) of Holloway Gypsum land to the north of the main flying area enabled the CDs to set up at least two alternative pole positions, very necessary for flyoffs at least. Yes, we now have to move more regularly but it was done smoothly and, other than for one Mini round as noted, only for flyoffs.

So what are the trends ? Taking B first, to be honest little change. New rubber batches seem consistent, climbs and glides are impressive, with overall performance not changed. The MaxMen had the most impressive flyoff (50 !) which was perfectly organised by CD Bill Booth. Rather than using the option to split the flyoff in two (almost universally disliked – note to CIAM) Bill stuck to his guns, got the timekeepers required and watched with the rest of us an intriguing flight. It was breezy and cold and those that were very quick got good air right at the start – Peers and Ghio from one end, Batiuk from the other. Most waited, the odd lull, er, lulled some to twitch, but most went in the last minute; only 4 made 6 minutes ! Later that evening the Brit entourage got liquid reward from a well-pleased, 3rd placed, BRP; hurrah !

In C there was a reduced entry as some had publicly decided not to fly to the reduced engine run. In the eventuality it of course made some difference but not to any significant amount. True, some As were now seen to be outclimbing some Cs (more later) but with limited trim changes most flyers seemed happy with the change. It was nice to see a lady, Larissa Savukhina (RUS) flying a Bebenko folder and very capably getting in to flyoffs – she almost won one event but sly Aussie Summersby took all three contests with final flyoffs around 7 minutes.

It was A that saw the biggest performance increase, via consistency in flyoff times, with many more examples of SBTs

(slinky black things) being flown. These do at least 6 ½ minutes (over 7 needed to place) and are flapped or non-flapped. Launches of 120m or more are common, yes common, and an error makes the difference between a good and poor flight. Both M&K were there, flying a true SBT (ie fully sheeted wing) and to good effect. Certainly the ability for many to fly them consistently and accurately is there albeit after much practice and adjustment. There was much discussion on the necessity to now limit F1A performance (CIAM please note) as they now glide from higher than a C's climb and for longer. Oh, and the cost for a current model has now reached \$4500 – not for the faint-hearted.

I can't comment on E but I will on Q and F1S (E-36). For all the enthusiasts in the US who state that F1Q is growing rapidly, the facts don't support the rhetoric. For the Mini class the entrants in the mass flyoff at the first weekend were numerous and show that the class will thrive, albeit that there were few entries for the MaxMen event – anyone know why ?

For the other Mini events, F1H was supplemented by a keen Israeli compliment that cleaned up with high launching LDAs but in sink they really do struggle (like the equivalent As). G is still well represented, but judging by the numbers flown at these contests J is dead and P is as well; someone really needs to review what the flyers want to save the classes (CIAM to note).

As well as all the FAI events there were a myriad, nay plethora of events from HLG, CLG, various old timer (SAM ?) events all happening on the first weekend – a joy to see so much flying. What was sad was the wreckage, left by a few who didn't get the trim right, just littering the field. We all know who you were; be a gentleman and take it home next time.

So the organisers did a great job and the weather was perfect. We even got a chuck wagon on the field via Gabby's, and Denny's solved their problems of last year to serve food quickly, not run out of beer and employ Ashley M. to keep the Brit., for the most part, on their toes. Bliss

Ian Kaynes on F1Q:

The entry in the 3 F1Q events consisted of a handful of US flyers plus Shmulik Sitton from Israel and myself. I had two completely new models which had been trimmed during the two calm days before the Kiwi Cup, when the superb weather continued. The 4 minute max in the first round was relatively easy, but Bernie Crow and Julie Parker dropped a few seconds. They were flying their traditional quite small power models with a fast climb but rather high sink speed. Three made the flyoff. With hindsight the time to fly was the start of the round, but Ivers, Sitton and Kaynes chose to wait and it rapidly cooled. Dick Ivers flew after about 6 minutes and showed nothing to encourage the others to fly. I flew with just over a minute left in the round, followed a little while after by Sitton. While Shmulik's model, similar to an F1B layout, has been hailed as technically advanced – with machined components and wings made to order in Hungary – my simpler-engineered model with larger wing area outglided him to win by half a minute. In discussions with Shmulik it was interesting to see his surprise when, after he asked how many models I had in my box, I told him I had five including two designed and built (larger area and higher aspect ratio) since the last contest at Bern in November. Obviously his supplier is not so amenable to rapid development.

North American Cup had a small entry of only four flyers. The first round was flown to a four minute max, made by Kaynes and Schlosberg. This time I was flying an older model, because of a timer problem in 163 which I had flown in the Kiwi Cup, and in round 3 it surprised me with a DT after about 8 sec of the climb, with the motor still running. A hasty RDT to stop the motor resulted in it coming down at 29 sec. Three rounds later this depth was to be exceeded by Schlosberg, when his Sitton-style wayward model went left and was brought down

for 26 sec. Meanwhile, after a small drop in the first round, Jack Murphy continued to max and took first place.

The Maxmen event expanded slightly to 6 entries, with Lee Hines and Ben Tarcher flying E36 models. Round 3 was again my bogey round, flying 163 again it went rather straight in the transition, and then stalled all the way down (traced to flexibility in the linkage giving an imprecise rudder setting, a teething problem since cured). Sitton maxed all the rounds to win and Jack Murphy came third having dropped more time than me in his third round flight.

The Maxmen prizes for the events resolved by Saturday night were presented to those prize-winners who attended the banquet that evening. This is the traditional America Cup award banquet which has previously been held near Wasco. This year it was much more local at the new recreation centre in Lost Hills, with new catering and generally a big improvement (aside from the acoustics). This hall and adjacent facilities, donated by pistachio company, had been used also for a catapult glider building session for local children earlier in the month.

KIWI CUP OF NEW ZEALAND, LOST HILLS, USA, FEBRUARY 6-8

F1A 57 flew 30 full scores

1	J Danier	CAN	1020	+420	+501
2	P Findahl	SWE	1020	+420	+465
3	R Koglot	SLO	1020	+420	+461
4	S Makarov	RUS	1020	+420	+460
5	R Limberger	USA	1020	+420	+458
6	A Balassiano	ISR	1020	+420	+452
7	I Bezak	SVK	1020	+420	+439
8	B Bardarov	BUL	1020	+420	+434
9	N Shitrit	ISR	1020	+420	+408
10	A Studnik	ISR	1020	+420	+402
11	A Koerbin	NZL	1020	+420	+394
12	J Nyhegn	DEN	1020	+420	+392
13	B Van Nest	USA	1020	+420	+391
14	A Persson	SWE	1020	+420	+388
15	S Sitton	ISR	1020	+420	+385
16	J Parker	USA	1020	+420	+384
17	S Rumpp	GER	1020	+420	+370
18	M Kochkarev	RUS	1020	+420	+368
19	K Bauer	USA	1020	+420	+359
20	R Lesko	CRO	1020	+420	+335
21	P Brun	USA	1020	+420	+266

F1A-Junior 1 flew

1	A Stalick	USA	973
---	-----------	-----	-----

F1B 48 flew 30 full scores

1	A Andriukov	USA	1020	+420	+441
2	T Mathews	CAN	1020	+420	+399
3	M Schroedter	USA	1020	+420	+385
4	W Ghio	USA	1020	+420	+359
5	C Jones	USA	1020	+420	+352
6	I Vivchar	UKR	1020	+420	+342
7	P Crowley	USA	1020	+420	+328
8	O Sirkis	ISR	1020	+420	+311
9	S Stefanchuk	UKR	1020	+389	
10	C Ackerley	CAN	1020	+370	
11	T Bortne	NOR	1020	+345	
12	C Hemsworth	AUS	1020	+344	
13	V Morgan	AUS	1020	+334	
14	B Booth	USA	1020	+329	
15	B Jensen	USA	1020	+315	
16	L Horak	CAN	1020	+311	
17	R Felix	USA	1020	+293	
18	A Rybchenkov	RUS	1020	+275	
19	D Larsen	NOR	1020	+273	
20	O Kulakovsky	UKR	1020	+268	

F1B-Junior 1 flew

1	S Malkhasyan	USA	1020	+193
---	--------------	-----	------	------

F1C 15 flew 9 full scores

1	R Summersby	AUS	1020	+420	+440
2	A Babenko	UKR	1020	+420	+421
3	L Savukhina	RUS	1020	+420	+404
4	R Mathis	USA	1020	+420	+371
5	K Faux	GBR	1020	+420	
5	A Jack	GBR	1020	+420	
7	R Mcburnett	USA	1020	+247	

F1Q 7 flew

1	I Kaynes	GBR	1020	+223
2	S Sitton	ISR	1020	+188
3	D Ivers	USA	1020	+147
4	J Murphy	USA	979	

F1P-Junior 1 flew

1	S Malkhasyan	USA	780
---	--------------	-----	-----

F1G 16 flew

initial flight to ground as part of flyoff, 5x120, then 2 flyoffs

			initial	5x120	F/O 1	F/O 2	total
1	T O'Dell	USA	275	600	+180	+240	1295
2	K Brocks	USA	274	600	+180	+240	1294
2	S Stefanchuk	UKR	274	600	+180	+240	1294
4	B Jensen	USA	270	600	+180	+240	1290
5	G Jones	USA	218	600	+180	+240	1238
6	O Sirkis	ISR	210	600	+180	+240	1230
7	M Richardson	USA	227	600	+180	+221	1228
8	L Horak	CAN	198	600	+180	+240	1218

F1H 18 flew

1	S Issakov	ISR	271	600	+240	+360	1471
2	A Studnik	ISR	211	600	+240	+360	1411
3	B Van Nest	USA	205	600	+240	+360	1405
4	P Findahl	SWE	203	600	+240	+360	1403
5	K Bauer	USA	191	600	+240	+360	1391
6	M McKeever	USA	212	600	+240	+251	1091
7	B Jensen	USA	174	600	+240	+146	986
8	P Mitchell	AUS	266	600	+240	+53	893
9	C Edge	GBR	190	600	+221		821

F1J 2 flew

1	F Parker	USA	466	600			600
---	----------	-----	-----	-----	--	--	-----

F1S 10 flew

1	D Ivers	USA	182	600	+120		720
2	C Brooks	USA	207	600	+107		707
3	L Hines	USA	180	600	+104		704
4	R Ralph	USA	141	600	+76		676
5	D DeLoach	USA	135	587			587

NORTH AMERICAN CUP, LOST HILLS, USA, FEBRUARY 10

F1A 55 flew 28 full scores

1	I Bezak	SVK	1140	+493	
2	R Koglot	SLO	1140	+405	
3	S Makarov	RUS	1140	+402	+466
4	A Studnick	ISR	1140	+402	+464
5	N Shitrit	ISR	1140	+395	
6	P Findahl	SWE	1140	+374	
7	B Bardarov	BUL	1140	+360	
8	M Kochkarov	RUS	1140	+359	
9	P Mitchell	AUS	1140	+358	
10	A Persson	SWE	1140	+354	
11	K Bauer	USA	1140	+341	
12	M Chekotin	RUS	1140	+337	
13	R Lesko	CRO	1140	+333	
14	J Parker	USA	1140	+332	
14	B Van Nest	USA	1140	+332	
16	J Nyhegn	DEN	1140	+331	
17	S Issakov	ISR	1140	+329	
18	E Pecenkovic	BIH	1140	+321	
19	J Abad	ESP	1140	+317	
20	S Sitton	ISR	1140	+305	
21	R Limberger	USA	1140	+292	
22	C Edge	GBR	1140	+279	
23	F Aberlenc	FRA	1140	+277	

F1B 51 flew 41 full scores

1	O Kulakovsky	UKR	1140	+529
2	R Felix	USA	1140	+524
3	W Ghio	USA	1140	+487
4	A Rybchenkov	RUS	1140	+474
5	M Seifert	GER	1140	+430
6	R Peers	GBR	1140	+427
7	A Schlosberg	USA	1140	+405
8	O Sirkis	ISR	1140	+403
9	T Ioerger	USA	1140	+399
10	H Lu	CHN	1140	+392
11	B Jensen	USA	1140	+390
12	D Larsen	NOR	1140	+383
13	A Andriukov	USA	1140	+380
14	T Matsuo	JPN	1140	+376
15	S Stefanchuk	UKR	1140	+371
16	E Gorban	UKR	1140	+366
17	J Bodin	FRA	1140	+361
18	T Bortne	NOR	1140	+354
19	H Broberg	SWE	1140	+347
19	M Schroedter	USA	1140	+347

F1C 15 flew 11 full scores

1	R Summersby	AUS	1140	+540	+384
2	A Babenko	UKR	1140	+540	+233
3	R Truppe	AUT	1140	+540	+130
4	A Jack	GBR	1140	+468	
5	F Parker	USA	1140	+334	
6	L Savukhina	RUS	1140	+325	
7	K Faux	GBR	1140	+317	

F1Q 4 flew

1	J Murphy	USA	1123
2	I Kaynes	GBR	989

**BOB WHITE MAX MEN INTERNATIONAL,
LOST HILLS, USA, FEBRUARY 11-15****F1A 59 flew 36 full scores**

1	R Koglot,	SLO	1320	+360	+389
2	S Makarov,	RUS	1320	+360	+377
3	C Andrist,	SUI	1320	+360	+367
4	F Aberlenc,	FRA	1320	+360	+362
5	M Kochkarev,	RUS	1320	+360	+346
6	K Bauer,	USA	1320	+360	+332
7	I Bezak,	SVK	1320	+360	+326
8	B Van Nest,	USA	1320	+360	+313
9	S Rump,	GER	1320	+360	+292
10	B Trachez,	NOR	1320	+360	+268
11	E Pecenkovic,	BIH	1320	+343	
12	J Danier,	CAN	1320	+336	
13	J Nyhegn,	DEN	1320	+328	
14	A Barron,	USA	1320	+306	
14	A Studnik,	CAN	1320	+306	
16	V Bezchasny,	UKR	1320	+304	
17	A Persson,	SWE	1320	+300	
18	S Issakov,	ISR	1320	+299	
19	P Mitchell,	AUS	1320	+294	
20	J Abad,	ESP	1320	+289	
21	P Findahl,	SWE	1320	+286	

F1A-Junior 1 flew

1	Z Liu,	CHN	1214
---	--------	-----	------

F1B-Junior 2 flew 1 full scores

1	T Davis,	USA	1320	+200
---	----------	-----	------	------

F1C 18 flew

1	R Summersby,	AUS	1320	+360	+448
2	A Babenko,	UKR	1320	+360	+410
3	F Parker,	USA	1320	+355	
4	L Savukhina,	RUS	1320	+246	
5	G Briere,	FRA	1320	+180	
5	M Roberts,	USA	1320	+180	
7	R Mathis,	USA	1316		
8	D Chesson,	USA	1315		
9	M Lester,	GBR	1304		

F1B 56 flew 39 full scores

1	W Ghio,	USA	1320	+360	+352
2	H Lu,	CHN	1320	+360	+324
3	R Peers,	GBR	1320	+360	+318
4	G Batiuk,	GER	1320	+360	+304
5	S Stefanchuk,	UKR	1320	+353	
6	I Vivchar,	UKR	1320	+349	
7	A Andruikov,	USA	1320	+319	
8	M Woolner,	GBR	1320	+316	
9	A Schlosberg,	USA	1320	+315	
10	E Dag	NOR	1320	+313	
11	M Schroedter,	USA	1320	+310	
12	R Morrell,	NZL	1320	+296	
13	M Nakata,	JPN	1320	+293	
14	V Nereng,	NOR	1320	+289	
15	T Mathews,	CAN	1320	+281	
16	E Gorban,	UKR	1320	+280	
17	C Hemsworth,	AUS	1320	+279	
18	T Bortne,	NOR	1320	+278	
19	L Jean	FRA	1320	+273	
20	O Sirkis,	ISR	1320	+268	

F1Q 6 flew

1	S Sitton,	ISR	1260
2	I Kaynes,	GBR	1215
3	J Murphy,	USA	1185

F1P-Junior 1 flew

1	S Malkhasyan,	USA	780
---	---------------	-----	-----

F1G 15 flew

1	C Allen	USA	600	+285
2	P Brocks	USA	600	+264
3	B Jensen	USA	600	+225
4	E Gorban	UKR	600	+220
5	M Richardson	USA	600	+176
6	A Baruch	ISR	600	+112
7	T O'Dell	USA	600	+4
8	D Chevenard	FRA	600	+3

F1H 19 flew

1	A Belassiano	ISR	600	+300	+276
2	S Sitton	ISR	600	+300	+202
3	P Findah	SWE	600	+300	+83
4	G Madelin	GBR	600	+296	
5	C Edge	GBR	600	+207	
6	S Issakov	ISR	600	+180	
7	B Lavis	GBR	600	+30	
8	B Jensen	USA	600	+0	

F1J 4 flew

1	F Parker	USA	600
2	M Lester	GBR	514

F1S 5 flew

1	J Parker	USA	600
2	L Hines	USA	582
3	S Malkhasyan	USA	492

F1E AT LOST HILLS

By Ian Kaynes

There were 11 flyers in both the F1E events, more than any other event except the first event in 2006 when there were also 11 flyers. International participation this year included a return visit by the Andrist flyers from Switzerland. Like the rest of the Fab February period both events were generally calm and sunny, so there was little slope lift and the thermals in the pit were generally quite weak.

The Kiwi Cup started with a 150 second max and, despite only 5 maxes in the first round, this was then increased to 180 for the remaining rounds. Bob Sifleet and the Andrist brothers maxed the first two rounds, then Bob and Christian dropped, leaving Dominik Andrist in the lead until the last round. In this round the three leaders all dropped time, but Bob less than Dominik so he overtook to win.

Brian and Jenna Van Nest ran the Californian Cup superbly. There was a 150 second max for all the seven rounds, but there was less lift than for the Kiwi Cup and fewer maxes. This resulted in close times and positions changing each round. It was particularly dead at the start of round 6, but then a light wind developed. The trouble was that it was blowing down the slope. Several people demonstrating how poor a time this could give, with 7 people scoring less than 100 seconds. I waited until close to the end of the round when the wind shifted to have a small component on to the north edge of the hill. A launch almost into wind gave a good climbing turn in this small area of lift, which was enough to stay up for the only max of the round and a big benefit to my score. Like F1Q, I was flying a new F1E in these events –seldom do they come good so quickly. Second score in the round was posted by Bob Sifleet who had made a bold downwind launch to get into a thermal he identified in the pit.

The times were higher in the final round and the only max was by Christian Andrist but the only change that produced was that he overtook Peter Brocks for fourth place. I took the trophy – to break Peter Brocks' remarkable hold on it, the only other winner of it was Ken Bauer in the first event in 2006. Dominik Andrist was second and Bob Sifleet third.

Kiwi Cup of New Zealand, February 8, 11 flew

1	B Sifleet	USA	472.22
2	D Andrist	SUI	471.11
3	C Andrist	SUI	463.89
4	P Brocks	USA	445.33
5	I Kaynes	GBR	429.45
6	M Richardson	USA	413.33

California Cup, February 11, 11 flew

1	I Kaynes	GBR	627.99
2	D Andrist	SUI	609.90
3	B Sifleet	USA	593.99
4	C Andrist	SUI	581.44
5	P Brocks	USA	561.52
6	E Gorban	UKR	530.91

BMFA 1ST AREA MEETING, FEBRUARY 14

Area	Weather
Midland	Cold 15 to 28
Western	Overcast Windy
South East	Cold 15 to 20
Southern	Cold 12 to 20
East Anglia	15 to 20 Turbulent

F1A SMAE CUP 7 flew

1	J Carter	Grantham	12.09
2	G Hart	Vikings	7.45
3	G Oulds	Crawley	6.55
4	G Peck		4.56

F1G 10 flew

1	R Vaughan	Crookham	10.00	2.39
2	A Brocklehurst	Bristol & West	9.13	
3	G Mannion	Birmingham	8.41	
4	T Bailey	Grantham	7.03	
5	P Tolhurst	Crookham	6.10	

Combined Power White Cup 4 flew

1	D Cox	Crookham	7.30	4.15
2	N Allen	East Grinstead	7.07	
3	T Payne	Biggles	5.00	

Mini Vintage 6 flew

1	C Foster	Morley	6.00	2.21
2	T Tyson	Crookham	5.51	
3	E Challis	Crookham	5.47	
4	C Redrup	Crookham	5.23	
5	P Tribe*	Bristol & West	5.20	
6	B Aslett	Bristol & West	5.13	

E36 5 flew

1	C Redrup	Crookham	5.36
2	P Watson	Birmingham	4.59
3	M Cook	Crawley	4.54

Plugge

	1st Area:-	F1G	MV	E36	Total
1	Crookham	160	175	120	455
2	Bristol & West	90	125		215
3	Birmingham	80		80	160
4	Morley		100		100
5	Grantham	70	17		87
6	Croydon	50	25		75
7	Crawley			60	60
8	Vikings	50			50
9	Chichester		42		42
10	Biggles			40	40
11	East Grinstead		33		33
12	Impington	30			30
13	Timperley	20			20

COUPE D'HIVER PLANS

Ed. Bennett regrets that he is no longer able to supply hard copies of Coupe D'Hiver model plans. These plans are to be digitized for download as data to purchasers' computers. Further information will be advised in due course.

F1H EURO CHALLENGE

By Gary Madelin

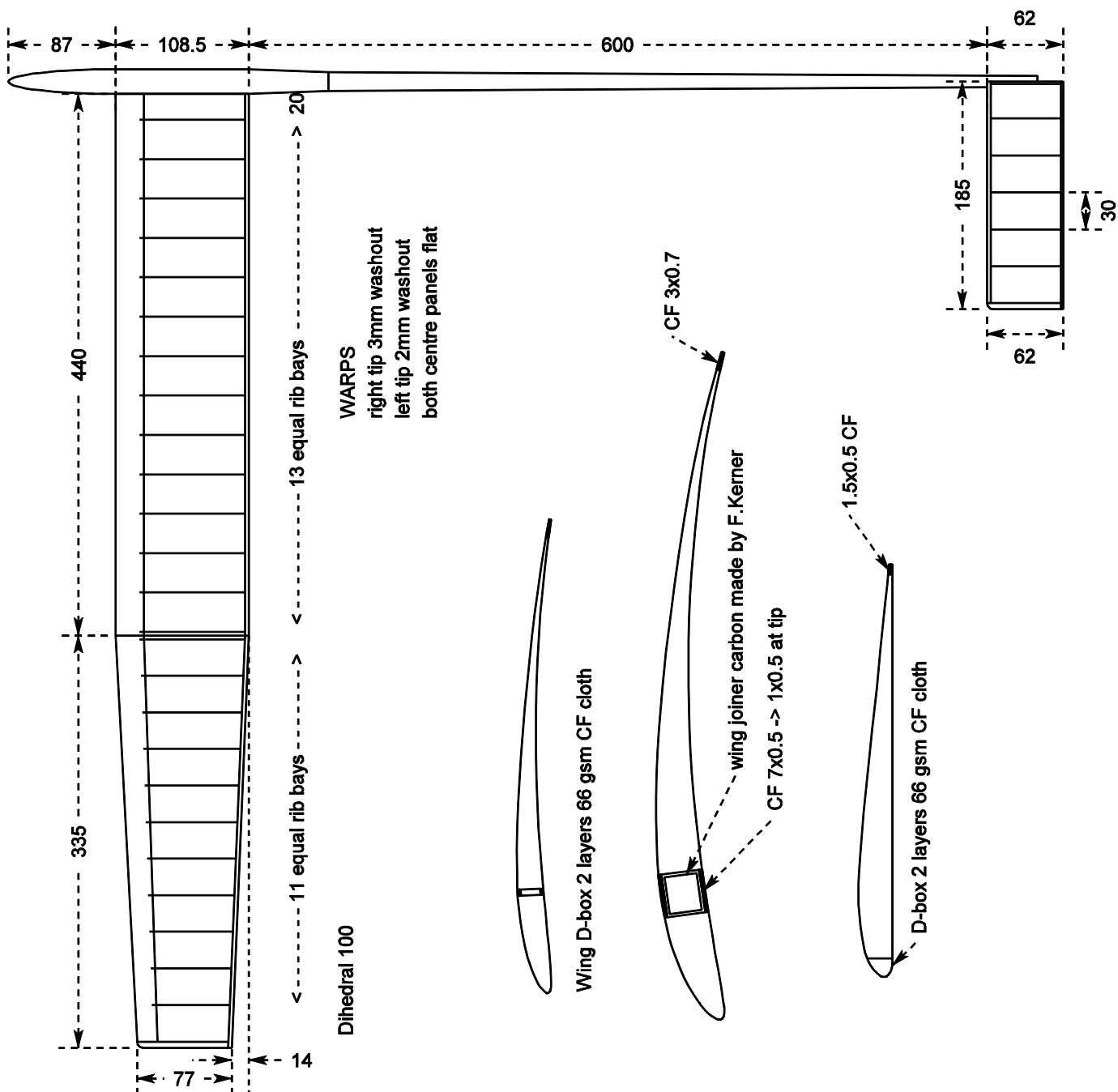
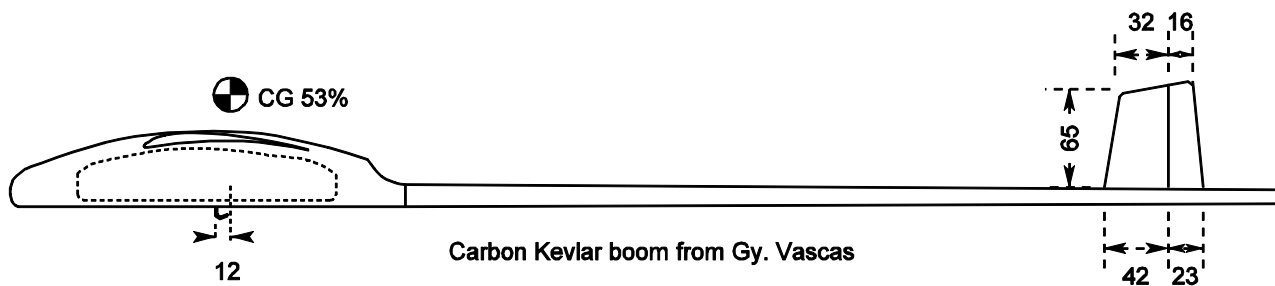
The European League series [HEC] for F1H gliders continues to consolidate interest with 46 events planned across Europe during 2016 with more countries [eighteen] than ever participating. I have circulated the 2016 Schedule to as many GBR flyers of the Class who I have contact details for, but for all those others interested, the full list of events and associated information can be found on the usual [link: www.creasus.de/ikarus](http://www.creasus.de/ikarus)

When this League started some five or six years ago, we had high hopes that it would be as successful as was the European F1G league at the time, but the popularity has grown exponentially. For those glider flyers who do not fly F1H, why not give the class a try? Far from being harder to fly than F1A, as was often mooted, I find the exact opposite, and since giving up F1A in the 1990's and have only flown this small class, my enjoyment of the hobby has definitely increased. The models are small, light, easy to fly and perform well, and with a shorter max than the bigger classes are ideal for smaller fields, and even D/T fly-offs can be fun. Richard Jack did extremely well last season with a very simple circle tow zoom model, and these can still be very competitive. So, all you ageing F1A flyers, why not come and join the ranks?

For stimulation, the plan attached from Hungarian flyer, Balazs Selmei, is his model that won the HEC Finale fly-off in Switzerland last October, and very impressive it was too.

F1H #19 BY BALAZS SELMEI

This was a puzzling plan to prepare. The original supplied by Gary appeared to have been produced in my normal plotting format, so I thought it was an update of a plan FFn had published earlier. But there had been no previous plan of a Selmei model. I traced it to the original plot having been Chris Edge's F1H #18 in FFn for May 2012. By comparison with that model, the wing tips have been enlarged and the tailplane reduced. The tail and root sections remain the same as Chris's but the section has been scaled down at the tip – to approximately 82% thickness and 63% camber.



WEIGHTS

wing	90g
tailplane	5g
wing joiner	4g
Total	232g

F1H #19 by Balazs Selmei
2015 Hungary

Scale 1:5 All dimensions mm

CIAM FF PROPOSALS

The agenda for the CIAM Plenary meeting on April 8 and 9 has been published at:

www.fai.org/ciam-about-us/ciam-meetings

Go to 2016 - Plenary meeting - and there the agenda and annexes are available for download.

The agenda confirms the items which had been listed in the January and February FFn. Additional items to note are that a new format of the general section (ABR) is proposed for 2017, Germany have proposals about the interruption of a contest (B.15) and South Africa propose a woman's category be included in championships results

CROYDON & DMAC

"Crowd on & risk it" is the title Martin Dilly has applied to the story of one of Britain's oldest and most successful model flying clubs, Croydon & District MAC, from 1936 onwards. The club contributed much to aviation, both model and full-size, and the late Keith Miller compiled its history till around 1960. Now, this up-dated 73 page version of the club's history, copiously illustrated with many previously unpublished photos, takes the Croydon saga up to the present. Contributions by past and present members vividly capture the atmosphere of the heyday of free-flight, with almost weekly contests at Chobham or Basingbourn.

53 designs by Croydon members have been published in the model press and 24 of its members have represented Great Britain in World and European Championship teams. Several have gone on to notable careers in aerospace. Crowd On & Risk It covers all this and more. Contact Martin Dilly (martindilly20@gmail.com), phone/fax 020 8777 5533 or write to 20, Links Road, West Wickham, Kent BR4 0QW for your copy. Just £8 by PayPal or cheque.

SOUTHERN COUPE LEAGUE

February 14th. Round 2: BMFA First Area at Ashdown Forest, Beaulieu, North Luffenham, Merryfield, Salisbury Plain and Sculthorpe. By Peter Hall

It is Sunday the 7th of February, one week before the competition season begins with the first area meetings. The BBC weather site, usually the most optimistic, predicts 17mph and rain. Today, storm Imogen is approaching and I fear for our roof. 2016, which I predicted would be a golden year of peace and contentment, is already turning nasty. Swarms of under-regulated drones and over-regulating lawyers are threatening our innocuous sport. The NHS is about to collapse, and by the end of the year, the UK will have left the EU and disintegrated, and the channel tunnel will have been filled in. Abroad, Aleppo is about to fall and North Korea has tested a missile. If D Trump makes the White House we'll have two narcissistic megalomaniacs with strange haircuts and their fingers on the button. I'm abandoning my unilateralist stance and planning a bunker.

Where was I? Oh yes, the First Area. Crookham, piqued at being pipped at the post last year by Bristol and West, is determined to win the Plugge Cup. We are in training and expected to fly at least two if not three classes on the day. Five rounds and a fly-off with Coupe at 17 mph is at least seven miles of retrieving. Performance restrictions now being considered would at least provide some relief here. In anticipation, I have produced and flown a 30 gram BMFA rubber model (still too much performance) and I'm going to try a 5 gram Coupe. Those paying attention will have noticed that this will be round two of the Southern Coupe League. Round one was the Grande Coupe de Birmingham before Christmas. Those hanging on our every word will notice that Sculthorpe now joins us as a venue for the Area event.

It is Monday the 15th of February. The results are coming in from the venues. The average windspeed was very close to the forecast with gusts up to 25 mph cold, but no rain: an uncomfortable day. Only Merryfield reported better than expected weather but new security pass requirements prevented all but four from attending: not, I hasten to add, that Merryfield flyers are in any way insecure, it seems the new system didn't deliver in time. Only Alan Brocklehurst flew coupe, scoring the second best time overall but with only two maxes. Gavin Manion at North Luffenham dropped his first flight badly but went on to get four maxes and so takes more league points than Alan. Gerry Ferer flew away on his second and spent the rest of the day retrieving. No-one flew at Ashdown Forest and Salisbury Plain was considered too difficult to access. Mike Marshall at Sculthorpe reports that four flew, 'a hard slog all day.....hostile elements.....everyone suffered damage to their models'. At Beaulieu Lake by some miracle, no-one landed in the flood. Only two flew coupe, Roy Vaughn demonstrating that all you have to do is fly a proven model with no mistakes and perfect air-picking to take five perfect maxes and an effortless fly-off to win regardless of the conditions. Why can't we all do that? Peter Tolhurst, spent the morning hunting Plugge points with his E36 and then flew five rounds with his Etienne. This was out of trim with a fin repair which upset the climbs. Never mind, he is awarded the Crookham Medal for effort.

As for the league, Vaughn and Manion are clearly on form. The third round is the London Gala on Salisbury Plain Sunday 24th April. I am making no more predictions, not even that we will be flying a 90 second max. and a D.T. fly -off.

Postscript; Mr. Vaughn informs me that his performance was not as perfect as I have reported above. He had a hub explode and a DT failure (not RDT) He flew two Coupes both wing-wiggler only. This system allowed him to place the model gently at a shallow angle into the wind; safer in the gusty conditions, than a vertical VIT throw.

		Maxes	score
1	R Vaughn	5	17
2	A Brocklehurst	2	11
3	G Manion	4	12
4	T Bailey	1	8
5	P Tolhurst	1	7

League

			CdeB	A1	Total
1	R Vaughn	Crookham	12	17	29
2	G Manion	Birmingham	16	12	28
3	P Tolhurst	Crookham	10	7	17
4	A Moorhouse	Vikings	10	5	15
5	A Brocklehurst	Bristol & West		11	11
6	T Bailey	Coventry	2	8	10
7	P Ball	Grantham	8		8
7	M Marshall	Vikings	5	3	8

UK COMPETITION NEWS

CROYDON WAKEFIELD DAY will be at Salisbury Plain Area 8 on May 8. Events will be F1B for the Thurston Trophy, 4oz Vintage Wakefield for the Fairlop Cup, 8oz Vintage Wakefields for the Ted Evans Trophy. SAM eligible models allowed., Marcus Lightweight Challenge for the four Norman Marcus designed lightweights; RAFFV, Supa Dupa, Dinah Mite and Bazooka. Contest starts 10am. F1B will be in rounds. Contact: Ray Elliott tel 0208 997 7745, ray.elliott8@btinternet.com

COUPE EUROPA will be at Salisbury Plain Area 8 on October 2. Events will be F1G and Vintage Coupe D'Hiver. Flitehook Trophy for F1G teams. Contest starts 10am. F1G will be in rounds. Contact Ray Elliott ray.elliott8@btinternet.com Tel +44 (0) 20 8997 7745