

FREE FLIGHT news



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FFn DIARY

June 10-12 Blagodatnoe, Kharkov, Ukraine	Free Flight Latvia Cup. F1A F1B F1C F1P F1Q. World Cup event. Contact: Sergey Molchanov, tel: +380 50 682 1806 email: sergey_f1b@mail.ru	June 30 Rinkaby, Sweden	Swedish Cup. F1A F1B F1C F1Q. World Cup event. Contact: Per Findahl, tel: +46 223 22 957, email: per.findahl@gmail.com www.norbergsfk.se/Alltomklubben/Arbetsrum/SwedishCup/
June 11-12 Port Meadow, Oxford	Oxford MFC Rally. See FFn 1601. June 11 Champagne flyoffs: start 18.30: F1G, F1H, HLG/Cat. June 12 start 10.00: 5 flts in rounds F1G, F1H, E30/P30/CO2 comb. 3 flts no rounds Vint+classic G, tailless R+G, Hi-start G. HLG/Cat 7 flt. No streamers on poles, thermistors, bubbles, i/c power. All flyers must be insured. Contact A Crisp, tel 01865 553800.	July 1 Rinkaby, Sweden	Danish Cup. F1A F1B F1C F1P F1Q F1S. World Cup event. Contact: Steffen Jensen, tel +45 6035 3568 web: see June 30, email: steffen.hjorth.jensen@gmail.com
June 11-12 Monti Lessini, Italy	June11: 11th Coppa Primavera, June 12: 6th Volare Lessini. F1E World Cup events. Contact: Maurizio Tomazzoni, tel:+39 335 565 09 70, email: mautom60@gmail.com web: www.asdvoli.it	July 2 Tottenham, Ontario, Canada	Huron Cup. F1A F1B F1C F1Q. World Cup event. Contact: Tony Mathews, tel: +1 905 840 2268, email: tmathews180@gmail.com
June 19 North Luffenham	Brumfly. F1H, F1S (E36), comb HLG/CLG, SLOP, Mini Vint rubber, Payload P30, Comb A2 glider. See FFn 1604. Round 1 9.00-12.00, then 3 2-hour rounds. Contact Stuart Darmon stuardarmonf1a@yahoo.com 01858 882057 or Gavin Manion gavin.manion84@gmail.com 01543 422509	July 3 Tottenham, Ontario, Canada	Canada Cup. F1A F1B F1C. World Cup event. Contact: Leslie Farkas, tel: +1 905 886 6959, email: aljolie@sympatico.ca
June 24-27 Nalchik, Russia	Elbrus Cup. F1A F1B F1C F1P. World Cup event. Contact: Nikolay Naloev, tel: +7 928 084 44 79, email: naloev@mail.ru	July 3-4 Rinkaby, Sweden	Norwegian Cup. F1A F1B F1C F1Q. World Cup event. Contact: Atle Klungrehaug, , tel: +47 22 68 02 02 / 906 73 478, email: aklark@online.no web see June 30
June 26 Area Venues	BMFA 5th Area. F1H (Plugge), F1G, F1J, E36, BMFA 1/2A Power (Plugge), CO2 (Plugge). Contact: Area Comp Secs.	July 8-9 Chernigiv, Ukraine	35th Antonov Cup. F1A F1B F1C F1P. World Cup event. Contact: Igor Zavgorodniy, tel: +38 050 24 20 757, email: zivdbox@bigmir.net web: www.FIU.org
June 27-30 Nalchik, Russia	Caucasus Cup of Moldova. F1ABCP. World Cup. Contact: Naloev, see June 24-27	July 8-10 Denver, USA	Centennial Cup and Tui Cup. F1A F1B F1C F1E F1P F1Q. 2 World Cup events. Entry fee: €32. Contact: Chuck Etherington, 33946 Goldfinch Dr, Elizabeth CO 80107, USA, tel: 00 1 720 201 6218 em: chuck.etherington@jeppesen.com web: www.themmmclub.com

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Web site address: www.freeflightnews.org.uk

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

NEWHAM BEAUMONT 1938-2016

By Andrew Crisp

It is with great sadness that we learn of the recent passing of Newham Beaumont. Born in Valetta, Malta, he grew up in Portsmouth. After Grammar School he studied languages at Leeds University, later teaching at Lille Faculté des Lettres in France. His linguistic skills stood him in good stead within the Civil Service at the Ministry of Defence. In time Newham married Harriett and they moved north to Yorkshire where he became active in local politics.

Newham cut his teeth in aeromodelling, as it were, in the Portsmouth and D MFC under the tutelage of Peter Michel and retained an interest in rubber-powered models throughout his active life. His move to the London area saw him join the Croydon club, linking up with many kindred spirits.

He was very creative in his humour, speech, writing, and certainly his models. George Perryman was his inspiration and, like the noted American, there was barely a straight line on any of Newham's Wakes or Coupes, for these class were his speciality.

Being a great Francophile he was a supporter of competitions at Marigny and Poitou. One year, I think, he won the F1B class at the latter. He also made the British Team for the Eurochamps in 1982 when they were held at Zulpich in Germany. His idiosyncratic approach to design certainly caused a lot of interest!

Newham made some good contributions to model flying organisation. He was instrumental with other Croydon members in setting up the much-missed series of Witchford meetings in the 80s and edited Free Flight Forum reports around that time. For excellent examples of Newham's philosophy and general humorous take on life, I recommend that you read his six part "Memoirs of a Free-Flying Man" which came with the 1990 Forum.

Our sympathies go to Harriett and the wider family. The likes of Newham will be sorely missed by the aeromodelling community

NEWS FROM BMFA FF TECH COMMITTEE

All correspondence re this news to the FFTC Secretary: Chris Strachan, E-mail: chris.strachan@btinternet.com

The FFTC met at the Leicester office on 27 April 2016.

Salisbury Plain Area 8

At the London Gala we became aware of a nesting programme for Bustards in some downwind areas. The FFTC have spoken to those responsible for the programme and have agreed that we will notify them of when we are flying and that we will try to avoid the area completely. As always, care must be taken to avoid disturbing any nesting birds.

Club Galas at Salisbury Plain

To comply with the Area 8 block license each competitor is charged on the licence at £5.90 for flying in any form of contest whether it is BMFA or Club run. For BMFA run events this is reduced to £5.00 with the BMFA paying the difference. Club Gala's, like this weekend's Croydon Gala, will require a site fee of £5.90 per competitor to be collected and sent to the office. Even if the competitor has a Salisbury permit they must also pay this fee to fly as a contest entrant. Permit holders can trim without paying the site fee provided they do not enter the competition.

Future of Free Flight

Following the Future of Free Flight conference at husbands Bosworth on 31 January we would like to thank all of you who have responded to our request for comments to date, all of which we have studied with interest. As you can imagine there are a vast array of suggestions and thoughts which will undoubtedly assist us in our future discussions. There is still time to write in with your constructive comments or ideas if you have not done so already. Please write to Chris Strachan at the address above by the 1 June 2016.

Contest Calendar

Please also note that ONLY Team Selection events are subject to postponement due to unsuitable weather

Model Rocketry

When model rockets are flown alongside other free flight events please keep a good distance to fly your models from where the rocket flyers are set up.

Stonehenge and Equinox Cups

The 2016 Stonehenge and Equinox Cup World Cup contests are being organised by Richard Jack and Peter Martin assisted. The entry form and other information is contained below. Thanks to Richard and the Peter for offering to take on the running of these contests.

World Cup Events

Saturday	Sept 24	Stonehenge Cup	F1A, B, C/P and Q
Sunday	Sept 25	Equinox Cup	F1A, B, C/P and Q

Flying Site

The site is situated to the south of the B390 between Shrewton and Chitterne and will be signposted from the B390.

The terrain is undulating rough grassland crossed by dirt roads and tracks. The land is a military training area, which is carefully managed to preserve the history and wildlife. Model retrieval is usually on foot.

The area must be kept clean and tidy at all times and rules to protect the site must be observed.

Please note-there are no catering facilities available - competitors must bring their own food and drink.

Programme

Events will start at 09.00. There will be 5 rounds plus fly-offs flown from a flight line. The max for round 1 will be 240 seconds. All other rounds will be 180 seconds max. These maximum times and program may vary according to circumstances. All competitors will receive a gift.

Rules

The relevant section of the FAI Sporting Code will be followed. All competitors must hold a valid FAI licence.

Trophies

These will be awarded down to 3rd place for each class.

Timekeepers

Timekeepers will not be provided by the organisers for the rounds. Competitors must find their own timekeepers. Timekeepers will be allocated by the organisers for Fly-offs.

Accommodation and Camping Information

Information is available on request from Peter Tribe:- petertribe46@talktalk.net

For further information please contact:-

Richard Jack or Peter Martin ffworldcupuk@gmail.com or Peter Tribe petertribe46@talktalk.net

Entry Procedure

Competitors from the UK who wish to compete in either or both events need to post their entry forms to:-

Peter Martin, 23 Woodland Court, Dyke Road Avenue, Hove, UK, BN3 6DP

complete with payment cheque made out to BMFA. (Except that entry fee is included in the UK Contest Season Ticket, so holders need to make no additional payment)

Competitors residing outside the UK should email their completed entry form(s) to ffworldcupUK@gmail.com. Overseas entry fees may be paid on the day in £, \$ or Euros.

Entry forms must be received by not later than Friday September 16.

STONEHENGE CUP + EQUINOX CUP ENTRY FORM

Full Name			
Address			
Town/City			
Country		Post/Zip Code	
Nationality		Senior/Junior	
Telephone No.		Mobile No.	
Email Address			
FAI License No.		BMFA No.	

	Stonehenge Cup				Equinox Cup			
Day	SAT 24th	SAT 24th	SAT 24th	SAT 24 th	SUN 25th	SUN 25th	SUN 25 th	SUN 25th
Class	F1A	F1B	F1C/P	F1Q	F1A	F1B	F1C/P	F1Q
Please tick								

Entry Fees

World Cup Event Single Class (Gentlemen)	€25/£20/\$30	
World Cup Event Single Class Ladies and Juniors (Junior aged 18 or under on 31 st Dec 2016).	FREE	
Additional World Cup classes (Gentlemen)	€12/£10/\$15	
Additional World Cup classes (Ladies and Junior)	Free	
	Total Paid*	

SALONTA CUP, SALONTA, ROMANIA, MAY 7**F1A 83 flew**

1	P Findahl	SWE	1311
2	J Nyhegn	DEN	1296
3	A Balassiano	ISR	1293
4	M Pitlanic	SVK	1268
5	S Szijarto	ROU	1266
6	L Biteznik	SLO	1231
7	E Galor	ISR	1223
8	S Issakov	ISR	1221
9	L Aringer (J)	AUT	1160
10	D Vlad	ROU	1136
11	S Jakutis	LTU	1127
12	I Maszkowsky	ROU	1119
13	G Bernard	FRA	1072
14	D Morar (J)	HUN	1062

F1A-Junior 9 flew

1	L Aringer	AUT	1160
2	D Morar	HUN	1062
3	S Lipcsei	HUN	689

F1B 48 flew

1	O Kulakovsky	UKR	1137
2	J Cihak	CZE	1092
3	A Rybchenkov	RUS	1083
4	G Hagay	ISR	1081
5	E Dag	NOR	1078
6	S Stefanchuk	UKR	1076
7	L Horak	CAN	1045
8	B Gostojic (J)	SRB	1036
9	E Gorban	UKR	1035
10	M Hartl	CZE	1033
11	V Rosonoks	LAT	1032

F1B-Junior 5 flew

1	B Gostojic	SRB	1036
2	S Jackel	GER	1014
3	D Lipski	POL	720

F1C 15 flew

1	F Gradi	ITA	1151
2	V Sychov	SLO	1118
3	A Banci	ITA	1063
4	A Drozdov	RUS	1022
5	E Burek	POL	1020
6	M Roman	POL	866
7	A Babenko	UKR	700

F1Q 6 flew

1	R Assmuss	GER	720
2	G Milak	HUN	716
3	J Szecsenyi	HUN	706

SZABÓ MIKLÓS MEMORIAL OF HUNGARY, SALONTA, ROMANIA, MAY 8

There were some problems with the Hungarian organisation of this competition. Most significantly the decision was made to have a 10 minute flyoff for F1A. After that, when some models had flown a long way, competitors asked the CD if there would be another flyoff and told that there would not be another one. When some got back from the long flights they were surprised to find that another flyoff had been held and the 4 competitors who had not returned were shown tied in 8th place.

Nobody protested at that time, but complaints were made after the event. The definition of a jury is that is dissolved after the results have been presented and the event closes, leaving no room to use the jury to reconsider the results. However a complaint was made against the inclusion in the World Cup. A panel of 3 members of the CIAM FF Subcommittee considered that if the second flyoff was discarded it would penalise competitors who had flown it, but if it was retained it penalised the ones who had no opportunity to fly in the second flyoff. The solution devised by the panel was to award the points for the places obtained by those who flew in the second flyoff and the points which would have been shared between all 11 flyers if not second flyoff had taken place. It is the fairest solution to a problem that has no clear answer, and is shown in the following table:

			points incl FO2	points for FO1 only	points awarded
1	J Nyhegn	DEN	58	32	58
2	P Findahl	SWE	43	32	43
2	F Aberlenc	FRA	43	32	43
4	K Huber	SWE	33	32	33
5	B Pouzet	FRA	28	32	32
6	V Bajorat	GER	27	32	32
7	E Ragot	FRA	26	32	32
8	B Trachez	FRA	23	32	32
8	A Notaros	HUN	23	32	32
8	D Vlad	ROU	23	32	32
8	J Valo	FIN	23	32	32

F1A 88 flew 37 full scores

1	J Nyhegn	DEN	960	+600	+518
2	P Findahl	SWE	960	+600	+318
2	F Aberlenc	FRA	960	+600	+318
4	K Huber	SWE	960	+600	+317
5	B Pouzet	FRA	960	+600	+274
6	V Bajorat	GER	960	+600	+249
7	E Ragot	FRA	960	+600	+164
8	B Trachez	FRA	960	+600	
8	A Notaros	HUN	960	+600	
8	D Vlad	ROU	960	+600	
8	J Valo	FIN	960	+600	
12	G Bernard	FRA	960	+498	
13	J Blazek	CZE	960	+488	
14	L Biteznik	SLO	960	+455	

F1A-Junior 10 flew

1	V Rossler	CZE	874
2	S Lipcsei	HUN	867
3	E Pavol	SVK	861

F1B 42 flew 25 full scores

1	O Kulakovsky	UKR	960	+600	+509
2	A Rybchenkov	RUS	960	+600	+427
3	H Ladi	CAN	960	+600	+386
4	B Silz	GER	960	+530	
5	J Cihak	CZE	960	+513	
6	M Seifert	GER	960	+495	
7	I Yurtseven	TUR	960	+483	
8	E Dag	NOR	960	+459	
9	S Stefanchuk	UKR	960	+458	
10	S Jackel (J)	GER	960	+456	
11	D Lipski (J)	POL	960	+443	
12	M Varadi	HUN	960	+440	

F1B-Junior 4 flew 3 full scores

1	S Jackel	GER	960	+456
2	D Lipski	POL	960	+443

F1C 18 flew

1	V Sychov	SLO	960	+425
2	L Patocs	HUN	960	+333
3	A Babenko	UKR	960	+323
4	F Ducassou	FRA	960	+309
5	E Burek	POL	960	+278
6	G Zsengeller	HUN	898	

F1Q 7 flew 4 full scores

1	J Szecsenyi	HUN	960	+584
2	R Assmuss	GER	960	+433
3	A Jancso	HUN	960	+429
4	A Milak	HUN	960	+232

OBERKOTZAU F1E, GERMANY, APRIL 17

Rain prevented flying on the Saturday, so both events were flown on Sunday April 17, with three rounds in each.

F1E 31 flew Oberkotzau

1	A Winker	GER	300.00
2	F Wankerl	GER	279.58
3	S Puttner	GER	276.66
4	P Kuttler	GER	274.17
5	U Sondhass	GER	267.92
6	F Winker (J)	GER	264.17
7	M Straffellini	ITA	253.75
8	S Kubit	POL	252.50
9	F Steube	GER	252.08
10	W Dziuba	POL	242.92
11	M Sondhauss	GER	234.31

F1E-Junior 5 flew

1	F Winker	GER	264.17
2	N Finke	GER	213.62
3	E Drapeau	FRA	122.50

F1E 26 flew Föhrberg Cup

1	A Winker	GER	285.50
2	F Steube	GER	272.00
3	S Kubit	POL	263.00
4	F Winker (J)	GER	245.83
5	S Puttner	GER	228.33
6	J Blazek	CZE	221.25
7	M Fabro	ITA	217.34
8	M Tomazzoni	ITA	206.25
9	D Seren	GER	205.25
10	D Andrist	SUI	195.83
11	P Kuttler	GER	195.66
12	N Finke (J)	GER	190.34

F1E-Junior 4 flew

1	F Winker	GER	245.83
2	N Finke	GER	190.34

F1E LIPTOVSKY MIKULAS, Slovakia, May 6-8

The site used for championships was not available this year and the north facing hill which was used for the first two days had extremely turbulent conditions in the quite strong northerly wind. The wind changed to be a light easterly for the final day, and an east facing slope was used. This had been listed as a potential site for championships but this was the first time it had been used for an international. In the lighter wind and with a larger flat plain in front of the slope, the flying conditions were much more pleasant than the other days. If it had been windy you would need to avoid being blown back, on account of the large forest behind the access road.

F1E 60 flew Swiss Cup

1	M Popescu	ROU	487.22
2	A Winker	GER	456.97
3	F Draghici	ROU	454.53
4	P Chaussebourg	FRA	434.40
5	F Kanczok	POL	421.38
6	V Zima	CZE	399.44
7	W Moj	POL	398.80
8	D Bildea	ROU	390.14

F1E-Junior 10 flew

1	E Kozuchova	SVK	325.42
2	M Prodanel	ROU	288.32
3	O Holubec	CZE	277.46

Martin Cup, Liptovsky Mikulas, Slovakia, May 7

F1E 57 flew

1	O Holubec (J)	CZE	338.34
2	P Chaussebourg	FRA	324.58
3	F Mang	AUT	318.47
4	A Winker	GER	284.02
5	R Sifleet	USA	278.89
6	M Popescu	ROU	271.67
7	D Hariton (J)	ROU	270.14
8	H Bleuer	SUI	262.51

F1E-Junior 9 flew

1	O Holubec	CZE	338.34
2	D Hariton	ROU	270.14
3	F Winker	GER	249.17

Peter Nosko Mem, Liptovsky Mikulas, Slovakia, May 8

F1E 52 flew

1	I Treger	SVK	483.33
2	M Popescu	ROU	481.00
3	A Anca	ROU	479.66
4	R Sifleet	USA	454.67
5	I Kaynes	GBR	451.00
6	J Drapeau	FRA	450.42
7	A Andrist	SUI	448.00
8	E Ernst	SUI	446.75

F1E-Junior 10 flew

1	E Kozuchova	SVK	433.58
2	L Anca	ROU	390.67
3	L Kozuchova	SVK	373.83

BMFA 1st TEAM SELECTION, SALISBURY PLAIN, APRIL 30-MAY1

F1B

5 rounds completed @ 150

1	P Brown	750
1	P Martin	750
1	R Peers	750
1	M Woodhouse	750
1	M Woolner	750
6	M Evatt	591

F1C

5 rounds completed @ 150

1	S Dixon	750
1	K Faux	750
1	A Jack	750
4	M Lester	740

F1A

6 rounds completed @ 150

1	J Carter	900
2	C Edge	900
3	J Williams	810
4	P Williams	775
5	M Gibbs	771
6	R Jack	745
7	P Tribe	739
8	P Ball	689
9	S Darmon	410

LONDON GALA, Salisbury Plain, April 23-24

Saturday April 23

Combined Glider 8 flew

1	D Cox	7.30 +3.19
2	G Stringer	7.30 +2.03
3	P Williams	7.03

Combined Rubber 4 flew

1	P Ball	7.30
2	T Tyson	7.00
3	M Marshall	4.26

CO2 1 flew

1	T Grey	1.02
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Combined Electric 4 flew

1	T Grey	7.30
2	R Elliott	4.40
3	P Watson	2.30

Combined Power 3 flew

1	A Jack	7.30+3.30
2	R Vaughan	7.30+1.14
3	T Payne	7.30 O/R

Sunday April 24

All Fly Offs a 1:30 DT, then timed to the ground

CLG/HLG 3 flew

1	P Ball	6.50
2	B Kimball	5.29
3	M Peters	3.18

E30 4 flew

1	A Shepherd	4.30+2.12
2	T Grey	4.30+2.06
3	M Peters	4.30+1.52

F1G (Coupe) 7 flew

1	G Manion	7.10
2	S Willis	7.02
3	A Moorhouse	7.00

F1H (A1) 7 flew, 4 F/O

1	G Madelin	7.30 1.58
2	B Lavis	7.30 1.53
3	R Jack	7.30 1.48

F1J 5 flew 4 FO

1	P Watson	7.30 +2.12
2	S Dixon	7.30 +2.03
3	R Vaughn	7.30 +1.59

Mini-Vintage 2 flew

1	P Ball	4.30
2	S Willis	1.27

BMFA F1E, BURROUGH HILL, MAY 14

1	P Fynn	293.62%	4 flew
2	I Kaynes	274.17%	
3	D Bartle	268.07%	

FREE FLIGHT BRITISH CHAMPIONSHIP

	Ar.1	Ar.2	NG	Ar.3	LG1	LG2	Total
1	P Ball	9	18	5	5	5	42
2	P Watson	4	9	6	6	2	33
3	C Foster	9	2.5	13	4.5		29
4	D Cox	5	1	2	10	9	27
5	C Redrup	9	4	9		1	23
5	S Willis	1		6	9		7
7	J Cooper		9	9		2	20
8	J Carter	9		9			18
8	I Clarke		3	6	9		18
8	A Jack			6	9	3	18
11	S Dixon		3	4	6		4
11	G Madelin			8		9	17
11	C Strachan	2	4	9	2		17
14	R Vaughn	9			2	2	3
15	P Woodhouse			3	12.5		15.5
16	T Grey		6		1	5	3
17	G Hart	6		6	2		14
17	R Jack			8		2	4
19	S Barnes		2.5	11			13.5

MIDLANDS FREE FLIGHT CLUB - LUFFENHAM

From Alan Jack

Following excellent work by Brian Spooner and with the help of Dave Phipps of the BMFA, the Midlands Free Flight Club (Midlands) now have permission to use Luffenham for Free Flight Trimming. The allowed times are weekends, public holiday and Wednesday and Friday evenings after 5pm.

Use of the field is restricted to Club Members only. Accordingly Midlands will now accept applications for membership from current BMFA members. The Club has to fund the Licence fee for this trimming use and to do this a fee of £50 per member has been set for 2016 use.

Clearly Luffenham is a very valuable asset which we need to protect and therefore we have a protocol for its use which we

must strictly adhere too. The Club will not hesitate to take action to deny access to members who do not follow the protocol.

The field can only be used by members whose name has been added to the list of members held in the Guardroom at Luffenham and who are in possession of a Club Membership Card.

The application procedure is as follows:

1. Apply for membership of Midlands to the Treasurer:

Alan Jack, Helmdon House, 3A The Woodlands, Market Harborough, Leics LE16 7BW

The application needs to include your full name and address, your home and mobile telephone number, your Email Address and your BMFA number. Payment via cheque made payable to Alan Jack.

Your details can be provided via Email to alan.jack@ncl.ac.uk

2. Once Membership has been accepted and payment is secured you will be sent the protocol and a membership card and your name will be added to the list in the Guardroom, it is only then that you will be able to use the field.

The Club may also be able to use the field on Wednesday and Friday afternoons subject to availability but we need to develop a method to disseminate this. In addition I am sure we are all aware that Service use will have absolute priority and thence we cannot guarantee that we will have access for all of our agreed times. At this time we are thinking that Email will be the easiest way to communicate go/no go availability as best we know it.

It is not necessary that Midlands members affiliate to the BMFA though the Club (though Club Members MUST be current BMFA Members) though off course we welcome affiliation through the Club.

CROYDON WAKEFIELD DAY, SALISBURY PLAIN, MAY 8

Report by Ray Elliott

Rain on the A303 on the way down to Salisbury Plain did not augur well for a good day's flying. However it was not the rain that was the problem (that cleared away before the contest) but the stiff south easterly breeze (15-17 mph in the afternoon) which developed soon after the contest started and remained with us all day. This had been forecast and resulted in a low turnout with even fewer hardy souls actually flying. Salisbury Plain can be hard work for ageing limbs in these conditions. At least it was warm, though, which was generally welcomed.

8 oz Wake was the most popular event with 4 entries. Peter Jackson was the winner flying his Lim Joon with a score of 5.13, being the only one to make all 3 flights. Robin Kimber was second with 2 maxes; he didn't make his third flight as he was unable to find his model. Peter Michel was third having made one flight but decided that the conditions were too exhausting so retired. It was that sort of day.

4 oz Wake had only 2 entries; Peter Hall won with 2 maxes after Jim Paton's Lanzo Duplex crashed on launch on his second flight and without a spare he had to abandon. It should be noted that Peter's model actually failed to DT on his second flight, luckily coming down after 5 minutes or so. On retrieving the model Peter realised that he had failed to pull out the timer start pin. The moral of this story would seem to be switch to a toggle type DT release.

In F1B Ted Tyson and Geoff Stringer, the only entries, decided they'd had enough after 1 max each and agreed to share the spoils.

In the Norman Marcus Challenge Pete Jellis was encouraged / persuaded to have a go with his RAFF V and it actually got

away nicely in the wind. Unfortunately after 30 seconds or so it dived in. On collecting the damaged model it was found that the rear motor peg had come out. No comment.

In conclusion a tough day with the stiff breeze on an undulating site. One thing you can say about Salisbury Plain; Middle Wallop it ain't! Let's hope we get better weather for Coupe Europa in October. Croydon & DMAC would like to thank the London Area of the BMFA for their support in running this event.

8 oz Wake 4 flew

1	P Jackson	5.13	Lim Joon
2	R Kimber	4.00	NRG
3	P Michel	1.53	Hereward

4 oz Wake 2 flew

1	P Hall	4.00	Lanzo Duplex
2	J Paton	2.00	Lanzo Duplex

F1B 2 flew

1	G Stringer	2.00
1	E Tyson	2.00

Marcus Challenge 1 flew

1	P Jellis	0.33	RAFF V
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CHOBHAM COMMON

John Thompson reports on a meeting with the Senior Ranger at Chobham Nature Reserve.

The funding of the nature reserve is in the hands of the Rural Payments Agency, a part of DEFRA. Natural England is one of the arms of the intertwined Agencies. In recent years this latter organisation has taken a very active role in protecting the countryside including protection of wild birds. It is a well known fact that Chobham, a Site of Special Interest, has many birds that ground nest or nest very close to the ground. These birds are given special protection from disturbance during the nesting season. Free flight modellers by the very nature of their activities have to walk through the heather and gorse, albeit along rain paths etc. This is sufficient grounds for prohibiting the activity during the nesting season. Whilst it is most unlikely that anyone would be prosecuted for such activity, it would draw attention to the situation, with the possible result that (the easiest solution) the county council, just banning all model flying. RC flying does not interfere with the nesting and it would be unfair for them to be banned also. Wardens from Natural England are more common now, as Chris Redrup reported to us last week, who pointed out to him that the activity could disturb the birds.

The Rangers find themselves in a very difficult position, in that if the activity continues, negative funding consequences could occur, with something which at the final cut would be banned anyway. So we have been asked to not fly during the period 1st March to 31 August. This at least still gives us the other 6 months of the year, and permits the RC flyers to continue at all times.

Some of us have flown at Chobham for 60 years or more, but times have moved on (as we all know from Middle Wallop and other sites) and certain activities are being curtailed for one reason or the other, over which we have no control. Notices will be put up within a few days at the various car parks, stating the banned period March to August inclusive.

E36/F1S EUROCHALLENGE

From Peter Tolhurst

The revised rules E36 class (allowing brushless motors & 2S lipo) travelled across the Atlantic and the first competition in Britain was held in 2013 at Middle Wallop. Since then it has gone from strength to strength with many other European countries adopting the class; this has been aided by the introduction of F1S by the FAI using the same airframe/power train parameters, but a different flight regime.

Over the past decade, a number of Euro leagues have sprung up for the FAI mini classes – F1G, F1H and F1J – thanks to the efforts of the likes of Alessandro Manoni, Ansgar Nuettgens and Simon Dixon. These have proved to be successful and hotly contested, especially by the continental gadabouts! Consequently in late 2015, Didier Chevenard of the VLB club in France proposed a league for E36/F1S, and after some e-mail exchanges, the basis for an E36/F1S league was established.

The qualifying competitions for 2016 – running through to the end of September as per F1G – are shown below. It was hoped to have more competitions in the UK, but with the demise of Middle Wallop for FF, the opportunities for club run competitions have reduced. Unfortunately, there are also a number of competition date clashes which may detract from cross Europe participation, but at least there is a reasonable spread around the countries:

June 4	Jutland Heath Cup	Denmark
June 19	Brumfly	North Luffenham UK
July 10-11	VO LI Cup	Capannori Italy
July 23-24	Arbigny Cup	Arbigny France
July 30-31	Azay-le-Brule Int	Beauvoir sur Niort France
August 4	Moncontour 2 min	St Jean de Sauves France
Sept 3-4	Delle Roche Cup	Rocca di Mezzo Italy
Sept 3-4	National Champs	Manching Germany
Sept 3-4	Coupe de Caen	Fresney France
Sept 17-18	Coupe de Saintes	Saintes France
Sept 17-18	Italia Due Cup	Capannori Italy
Sept 18	Crookham Gala	Salisbury Plain UK

Didier has asked some of us to act as national contact points, and these are:

Denmark	Peter Buchwald
Germany	Marcel Amthor
Italy	Cesare Gianni
France	Didier Chevenard didier.chevenard@numericable.com
UK	Peter Tolhurst peter.tolhurst@ntlworld.com

If you need any more information don't hesitate to ask, and I look forward to seeing the UK E36 stalwarts at Brumfly.

CORRESPONDENCE

Organisation of flyoffs. By Roy Vaughn

It looks as if the days of the unlimited flyoff are numbered and that it will have to be supplemented or replaced by other methods of deciding the outcome if competition free flight is to continue in the UK. Reducing model performance alone will not solve the problem, nor will RDT. At the moment the rule book does not specify the nature of the so-called "additional flight". Occasional use of, or attempts to use, alternative formats has often been controversial and disputed. In view of the growing - if not quite yet overriding - need to keep models on the field it would be appropriate and helpful to CDs if the rule book contained official guidance. Also, in the event of a DT flyoff being necessary, some rules/guidelines on procedure need to be defined. I suggest the following:

1. CD should be free to select the most appropriate method of deciding the competition's outcome in the event of a tie during rounds, taking account of the constraints of the venue and effect of the weather.
2. Methods include, but not restricted to, unlimited flyoff (in benign conditions), limited flyoff (with possibility of addition rounds if still tied), DT flyoff, etc.
3. DT flyoffs to be conducted as follows:
 - CD to nominate DT time

- Timekeeper to record DT time and time to ground
- Score is time to ground minus twice any delay in DT beyond the specified DT time
- Models to be DTed by raising wing and/or tail LE/TE by a minimum angle of 45 degrees wrt fuselage longitudinal centreline (CD to carry 45 deg template for checking) with no movement allowed after initial movement.

This covers centralised meetings but what can be done about area events is less clear. The simplest course would be to mandate DT flyoffs for all circumstances. More flexibly, the area CDs could consult amongst themselves the day before and agree a flyoff format which is predicted to be acceptable across all venues in the forecast weather conditions. Prior arrangement should be quite practical in this day and age; it might even prove possible to arrange things on the day, directly from the fields of battle, no doubt using an app!

Having to limit flyoffs in this way is a shame and changes the nature of the competition in some classes. Nevertheless, needs must, and I think you will find a growing cohort who not only understand the need but many who welcome not having to throw a model into the blue yonder at the end of a tiring day!

None of this can apply to FAI classes run to FAI rules of course. These events can only rely on light winds (Ed: or at least use progressive max flyoffs).

Added comment from John Thompson:

As we are all aware the basic formula has been utilised at MW and Odiham for a number of years, to try to ensure no exiting the field. So far except for a couple of scoundrels who suggested lowering the angle of DT on the tail but did not, which is covered by Roy's plan, I think I can say no one went out of the field. However if special rules are implemented people will try to find a way to better their results. This might result in models going out of the field. Tabu!

BRUMFLY 2016; SOME CLARIFICATIONS AND COMMENT

By Stuart Darmon:

I've received quite a lot of feedback-nearly all positive, I'm happy to say- following the announcement in the last FFN of the upcoming Brumfly. It's clear that a little more explanation of some of the more novel elements is required, along with a bit of the rationale behind them. I should make it clear that despite the name, the gala is organised by Gavin & Me, so the following does not necessarily reflect the views of the whole Birmingham club.

Like many who attended the Future of Free Flight conference, we agree up to a point that FF would benefit from a more flexible approach which would enable contests to continue on as many sites as possible despite rapid changes in land use. We are very concerned, however, about potential over- reaction which would have serious effect on participation and cause grave damage for no gain. There has in fact been no change in requirements- the only field we were ever expressly forbidden to outfly (Middle Wallop) has now been lost -despite total compliance for many years. As for the ANO and unaided visual contact, the BMFA is happy to organise and publicise FPV racing, where pilots fly RC multirotors via virtual reality goggles with no visual contact at all. We need to separate the few genuine safety issues from the neuroses, apply common sense, lose our hair shirt mentality and stand up for our sport. Of course, it's very easy to be negative about other's ideas, but history shows that this is usually self-defeating; instead we decided to try and demonstrate that a FF contest could be flown with rules that had minimal impact on the gravitas or

enjoyment of the event and without castrating the models, yet which offered the potential, should it be needed, to minimise incursions into specific problem areas like crops, roads or bird pens. This would enable us at every stage, including flyoffs, to truthfully state that every flight had been undertaken responsibly and without unreasonable risk.

I understand that rounds are not very popular in the UK, probably more because of the perceived 'taint' of FAI than any practical objection. However, by dividing the day into four periods (a compromise to simplify running 3 & 5 flight classes in parallel), we greatly increase the chance of keeping the max proportionate to the conditions without placing flyers under any time pressure. The first period is three hours, so no dawn starts for the laid-back, while the more energetic can make a start in several classes. There will of course be no 'holds'. Admittedly, it does mean those flying multiple classes must do so simultaneously which is not perfect, but not a deterrent at Andy's do or Coupe Europa.

Putting 10g of ballast in P30 has raised some eyebrows. Surely 20 or even 30 would be needed to keep them on the field, and why not just specify AUW? We're not trying to keep them on the field, remember? We're trying to find the *smallest* handicap that will make them *tend* to climb less high and DT a little more positively. Nobody enjoys seeing a lame model struggling about at 50ft. As a prototype for a potential rule, specifying ballast means that the extra weight can't go into stiffer spars for harder launches, d-boxes for more efficient wings, fairings, whatever, that claw back lost performance and then some. Look what happened when they decided that A1's were two-minute aeroplanes and decided to increase the weight...

Combined A2 is effectively three contests in one, meaning the reduced tech models can be flown in their own class, but with the added 'spice' of potentially beating the higher spec aeroplanes too. Following a request, we decided to allow individuals up to three entries in this contest provided a different sub-category of model was used for each. Note that this is a 'local' rule and not part of the 'reduced tech FAI' rule proposal I submitted last year and which the FFTC has promised to trial.

There is no denying the romance of unlimited flyoffs- the excitement of the really big flight and the satisfaction of the first faint signal as the light is fading. I would hate to see them consigned to history altogether. However, the fact is that if a flight is unlimited, it logically follows that there is no way of knowing where it will end. Frankly most of our classes are too light to be dangerous even in 'the nightmare scenario', but some are not, so sometimes we need to at least intend to predict the potential flight envelope, and that means a max. Nothing about *genuine* risk management dictates the model should land on the field, or even within a mile of the field, just that we be reasonably satisfied it won't go anywhere dangerous or anywhere we've been told to avoid. Even if you believe DT flyoffs work now on an occasional basis, if they became the norm then even defining what a DT is would be practically impossible.

In a nutshell, keep calm and carry on *sensibly*.

At any rate, this comp is a genuine attempt to make a positive- and we hope enjoyable- contribution to the discussion, so we hope that as many people as possible will come and support us. There's a pretty good chance of a free drink, and the now sadly irreplaceable Brumfly bricks to be won as well as wine and other goodies.

Finally, could I ask anyone who still has a Brumfly trophy from several years ago to return it to a member of Birmingham MAC, if possible at the Nationals, and even more finally apologise to Bill Dennis for omitting from the original details that there will also be FF scale at the Brumfly, details from billdennis747@aol.com.

FAI FREE FLIGHT RANKING

Ranking for May 1.

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

		country	pt	place change	pts change	recent results
F1A						
1	P Findahl	SWE	284	0	-3	HL16=52 SW16=0-7
2	M Kosonozhkin	RUS	283	+3	+55	EA16=57 SW16=52 HL16=42
3	J Danier	CAN	273	-1	-6	
4	R Koglot	SLO	250	-1	-3	KS16=5-7
5	R Holzleitner	AUT	224	+1	0	
6	Y Titov	RUS	218	-2	-17	EA16=0-9
7	M van Dijk	NED	212	0	-10	
8	P Mitchell	AUS	204	+69	+113	DA16=50 AC16=50 SC16=50
9	S Szijjarto	ROU	183	+2	+16	HG16=42
10	J Nyhegn	DEN	181	-2	-8	
F1B						
1	A Andriukov	USA	306	0	-6	AC16=51 SC16=51
2	O Kulakovsky	UKR	283	0	+3	
3	A Krawiec	POL	263	+2	+17	KS16=51
4	B Gostojic	SRB	262	-1	-1	
5	A Ribchenkov	RUS	257	-1	+10	EA16=45 NL16=45
6	D E Larsen	NOR	244	+6	+39	HL16=51 HG16=36
7	B Eimar	SWE	222	+4	+16	HL16=41 SW16=30
7	S Stefanchuk	UKR	222	+10	+37	HG16=51+1
9	S Gostojic	SRB	214	-3	-2	HG16=26
10	B Silz	GER	213	-3	-2	
F1C						
1	A Vyazov	RUS	307	0	-3	EA16=48
2	V Sychov	SLO	300	0	0	
3	R Summersby	AUS	288	0	+4	AC16=41 DA16=40
4	J Roots	EST	277	+3	+36	SW16=50
5	R Truppe	AUT	260	-1	-9	
6	A Babenko	UKR	254	-1	+9	EA16=33
7	A Kaitchuk	RUS	242	+7	+69	EA16=58+1 NL16=16-3
8	V Aleksandrov	UKR	227	-2	-18	
9	L Patocs	HUN	219	-1	-6	KS16=0-1
10	D Jermol	CRO	218	-1	-5	KS16=20-1
F1E						
1	S Kubit	POL	206	+3	+28	HA16=51 FB16=32
2	I Kaynes	GBR	201	+5	+37	HB16=51 HA16=31
3	M Popescu	ROU	194	-1	+14	
4	P Brocks	USA	193	-3	-14	
5	M Drmla	SVK	186	-2	+6	HA16=21-1
6	A Winker	GER	168	+39	+90	OB16=53+3 FB16=52+2
7	A Draghici	ROU	164	-1	-7	
8	J Zurowski	POL	159	-4	-19	
9	A Roux	FRA	157	0	+3	
10	F Kanczok	POL	154	0	+8	HA16=41+1 HB16=0-4

FREE FLIGHT FORUM

Key information was left out of the item about the Free Flight Forum Report. To order your copy you can contact Martin Dilly by email address at (martindilly20@gmail.com) or by phone/fax number +44 (0)20 87775533.

UK COMPETITION NEWS

TIMPERLEY FREE FLIGHT GALA. Sunday August 14 at MOD North Luffenham. 10am-5.30pm. Contests for Comb-Rubber, Comb-Glider, Comb-Power (no electric), Comb-HLG/CLG, Mini-Vintage. All to BMFA rules. F/F Sport flyers welcome. Airfield charge. BMFA membership required. Contact:- Gerry Ferer, 0161.928.4955, gferer@hotmail.com