

FREE FLIGHT news

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FFn DIARY

August 4 St Jean de Sauves, France	Poitou Moncontour 2 min. F1G F1H F1J. Contact: Benoit Jacquemin t:+3360800278 0 benoit.jacquemin@vol-libre-moncontourais.fr	August 20 (Saturday) Salisbury Plain	BMFA Southern Gala. C/G (Pilcher), C/R (Flight), C/P (Short), B/E, F1H (Ripmax), F1G, F1J, BMFA1/2A, E30, HLG/CLG. Contact: Peter Tribe, tel 01225862748, petertribe46@talktalk.net
August 5-6 Noizé (Thouars), France	Poitou. F1A F1B F1C F1Q. World Cup. Contact Yves Bellet, tel+33 549 665 699 bellet.y@orange.fr http://poitou-aero.com	August 26-28 Zülpich, Germany	47th Eifelpokal. F1A F1B F1C F1Q. World Cup event. Contact: Bernd Hönig, tel: +49 2307 62 957, email: info@eifelpokal.de web: www.eifelpokal.de/index.html
August 6 Bosanski Petrovac, Bosnia and Herzegovina	34th Memorijal Izet Kurtalic 2016. F1A F1B F1C F1H. World Cup event. Contact: Sabrija Limo tel: +387 61 972 977 email: info@aeroklub-izet-kurtalic.ba web: www.aeroklub-izet-kurtalic.ba	August 26 Račibórz, Poland	17th Governor's Cup. F1E World Cup event. Contact: Marek Lysakowski, tel: +48 783 74 22 44 email: mlysakowski@poczta.onet.pl
August 12-13 Aradac - Zrenjanin, Serbia	49th Memorial Djordje Zigic. F1A F1B F1C. World Cup event. Contact: Nikola Borovac, tel: +38 111 32 85 107, email: nborovac@eunet.rs web: www.vss.rs	August 27 Gliwice, Poland	Friendship Cup of Ukraine. F1E World Cup event. Contact: Konrad Zurowski, tel: +48 72 19 42 500, konradinhoo96@gmail.com
August 13-20 Zrenjanin, Serbia	FAI European Championships F1A F1B F1C. www.vss.rs	August 28 Toszek, Poland	Toszek Cup. F1E World Cup event. Contact: Stanislaw Kubit, tel: +48 601 420 383, email: qbit@digip.pl
August 13 Tottenham, Ontario, Canada	Huron Cup. F1A F1B F1C F1Q. World Cup event. Contact: Tony Mathews, tel: +1 905 840 2268, email: tmathews180@gmail.com	September 1-3 Krbava, Croatia	Siscia Cup. F1A F1B F1C F1Q. World Cup event. Contact: Zoran Zechner, tel: +385 95 914 76 75, e: zoran.zechner@sk.t-com.hr web: www.aeromodelarstvo.hr
August 14 Tottenham, Ontario, Canada	Canada Cup. F1A F1B F1C. World Cup event. Contact: Leslie Farkas, tel: +1 905 886 6959, email: aljolie@sympatico.ca	September 3-4 Sculthorpe	BMFA 2nd Team Selection. F1A, F1B, F1C (pre-entry only). Plus on Sept 4 (Sun) Vint' Glider, Classic R/P, P30. Contact: Phil Ball tel 01332 665361 phil.ball@ntlworld.com
August 14 Near Sheffield, or, Near Melton Mowbray	BMFA 4th F1E (Team Selection). F1E. Contact: Ian Kaynes 01252 512538. m: 0794 185 2144	September 3 Kietrz, Poland	Kietrz Cup. F1A F1B F1C F1P F1Q. World Cup event. Contact: Piotr Szymanski t: +48 508 281 341 modelpiotrek@poczta.onet.pl
August 14 North Luffenham	Timperley FF Gala. 10am-5.30pm. Comb-Rubber, Comb-Glider, Comb-Power (no electric), Comb-HLG/CLG, Mini-Vint. All to BMFA rules.F/F Sport flyers welcome. Airfield charge. BMFA membership required. Contact: Gerry Ferer, 0161.928.4955, gferer@hotmail.com	September 4 Kietrz, Poland	3rd Raciborz Cup. F1A F1B F1C F1P F1Q. World Cup event. Contact: Marek Lysakowski, tel: +48 783 74 22 44, email: mlysakowski@poczta.onet.pl

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FREE FLIGHT COMPETITION RULES FOR THE FUTURE?

By Peter Buchwald

"180 is Max" is the name of a famous aeromodelling freeflight movie. It is now 45 years since this fine film was recorded at the World Championships in Sweden. And 180 seconds is still the basic flight-time to be performed at competitions!

The technical developments:

Particularly over the last 10 years, our models' performance has dramatically increased. The consequence of this development is that a huge number of contestants typically must continue in flyoff where the flight-time is gradually increased according to FAI rules. The many flyoff participants provide many challenges because the areas we have access to often are too small for the increased flight times. Some late evening or early morning flyoff periods are typically the only possible solution to the problem. This again gives the consequence that the contest cannot be finished at a fixed time with a joint celebration of the winners and socializing.

Additionally some participant also may not be able to postpone the return journey to the next morning? An additional challenge is being able to physically observe the model in a 6 or 10 minute flyoff flight just before sunset. In my opinion a contest should NOT depend on having best binocular, best strobe light on the model, etc... - It's NOT fair or fun.

Two items are the root-cause of this existing condition:

- 1 Increased model aircraft performance.
- 2 (Old) competition rules.

Item 1: (models performance) is the subject of an ongoing continuous dialogue and various proposals to limit performance. Over the years FAI has adopted a number of rule changes to reduce model performance, e.g.: reduced rubber motor weight, shorter engine run etc.

Item 2: (competition rules) here is not introduced basic rule changes except the change from 5 to 7 starts and back to 5 starts, and the option of 4 minutes flight-time in the first and last start if the weather and field makes it possible.

Background

In SEN issue 1045, 31 October 2006 I published an article named "Obsolete rules on performing competition?" In this 10 year old article the idea/suggestion was to "re-think" whether there in the framework of present possibilities and limitations could establish modern fair competition rules. The goal is contemporary competition rules that result in the "best wins" in a fair, realistic, exciting and fun competition.

In the article from 2006 the Flight-registration was based on a flight-recorder technology. Wireless communication has since been matured and is affordable. My idea/proposal is therefore now updated to registration in a flight-reporter. The flight-reporter is programmed to measure time and altitude and wireless send all data (telemetry) to a common official ground-station during the competition-flight.

Idea/suggestion to up-to-date rules on performing competition for the classes F1-A, B, C and Q:

1. No changes in the model specifications.
2. Number of starts and flying time as of today, i.e. the decision is made by the contest director based on the weather conditions as well as the possibilities at the flying location.
- 3 "Timekeeping ". The suggested change is the following:

Today the performance is measured in seconds. Which in the reality most often will be a MAX for most of the participants?

I suggest the performance to be measured as altitude.

In practice this would be carried out in a way where the competition management at the registration hands out (loaning), an ID-marked calibrated Flight-reporter (measuring device) to each participant. This Flight-reporter is a little unit containing a wireless transmitter, altimeter and battery (probably with a weight of 10-15 gram).

The participant is responsible for mounting this device on/in the model and for operating it.

The unit is programmed to measure and send time and altitude for the flight automatically.

From release or launch (0 second) and time and altitude after 30 seconds, after 60 seconds, after 90 seconds, 120 seconds, ++.

Example

- a) The flight period is, for example, decided to take place between 10:15 a.m. and 10:45 a.m. and a "measuring time" of 3 minutes:

The flight is performed by the participant starting from a joint starting area for the class concerned.

The ground-station receives automatically real-time flight-data (ID, flight-time and altitude) every 30 seconds from all flying models.

The ground-station:

- checks automatically that the start has taken place during the time interval (between 10:15 a.m. and 10:45 a.m.)
- stores the altitude of the model at end of the measuring time (by this example after 3 minutes of flying time).

The results of the flight will for participant XX be an altitude-score of yyy meters for this flight.

- b) The result calculation for the flight/period:

The placing for each participant is calculated for each flight-period.

The participant with highest altitude recorded at the end of the "measuring time" will obtain 1st place. (= 1 point)

The participant with second highest altitude recorded at the end of the "measuring time" will obtain 2nd place (= 2 points) – etc.

Participants with no flights - or no approved flights - will obtain points as the last ones.

- c) The entire competition result

Competition results are calculated according to the "lowest point sum method".

This is made by the sum of points in all flights-periods.

Example: One participant has obtained the following points in the different flight-periods: 5,2,8,1,9,15,7,4 which means a sum of 51 points.

The participant with the lowest points-sum will be the winner).

The participant with the second lowest points-sum will be placed second, etc.

In case of identical points for 2 participants supplementary rules for settling such a situation are available too.

Gains

The competition has at the same start and finish time for all.

Different model-types – etc: a good “thermal-model” will also have a fair chance for a good score.

Flying-field size will be less problematic.

A “drop” in one start can be compensated by good flight in other flights (no reason for stopping after a “drop”)

Electronic score-registration - means no need for human timekeepers.

Fair and fun contest – etc: Placing and points can automatically be reported “live” during the contest.

PS

I have reused the rules and principles applied in connection with competitive sailing.

As a matter of fact, sailing also depends on the weather conditions.

Course lengths (according to measuring time) might also be settled based on local conditions, possibilities, etc.

NORWEGIAN CUP, RINKABY, SWEDEN, JULY 3-4

F1A 42 flew

1	J Svenungsson	SWE	690	+407
2	A Van Wallene	NED	690	+390
3	P Kuikka	FIN	690	+318
4	S Reuss	GER	690	+301
5	J Valo	FIN	690	+293
6	P Findahl	SWE	690	+288
7	H Blos	GER	690	+265
8	P Rasmussen	DEN	690	+262
9	R Hellgren	SWE	690	+243
10	R Assmuss	GER	690	+214
11	K Huber	SWE	690	+204
12	D Klink	GER	690	+202
13	T Strobel	GER	690	+65
14	E Richter	GER	690	
15	K Van De Ven	NED	687	
16	V Berzins	LAT	680	
17	M Kosonozhkin	RUS	676	
18	A Persson	SWE	675	
19	D Halbmeier	GER	668	

F1A-Junior 1 flew

1	S Richter	GER	585
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F1B 23 flew

1	W Ghio	USA	690	+402
2	V Rosonoks	LAT	690	+378
3	B Silz	GER	690	+345
4	V Dreiers (J)	LAT	690	+316
5	T Bortne	NOR	690	+239
6	D Chevenard	FRA	690	+166
7	B Eimar	SWE	690	+149
8	J Kristensen	DEN	690	+135
9	O Grigals	LAT	685	
10	V Nereng	NOR	683	
11	T Matsuo	JPN	682	

F1B-Junior 3 flew

1	V Dreiers	LAT	690	+316
2	S Jackel	GER	641	

F1C 2 flew 1 full scores

1	J Roots	EST	690
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F1Q 13 flew

1	T Oxager	DEN	690	+480	+208
2	K Haase	GER	690	+480	+202
3	M Amthor	GER	690	+399	
4	W Mohr	GER	690	+183	
5	M Amtor	GER	684		
6	P Grunnet	DEN	663		

52ND MOSTAR KUP, MOSTAR, BOSNIA-HERZEGOVINA, JULY 9

F1A 19 flew

1	Z Maric	BIH	1020	+190
2	E Sahinovic	BIH	1020	+187
3	D Vranjes	BIH	1020	+2
4	U Terlep (J)	SLO	977	
5	S Budimcic (J)	BIH	931	
6	R Blagojevic	SRB	892	

F1A-Junior 4 flew

1	U Terlep	SLO	977
2	S Budimcic	BIH	931

F1B 5 flew

1	I Yurtseven	TUR	1004
2	M Cabaravdic	BIH	970
3	R Blagojevic	SRB	967

F1C 1 flew

1	Z Grepl	CRO	1020
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F1Q 3 flew

1	Z Grepl	CRO	1020
2	O Sabo	BIH	453

BUDAPEST CUP, SZENTES, HUNGARY, JULY 23-24

F1A 45 flew

1	A Barron	USA	1020	+360	+480	+284
2	I Bezak	SVK	1020	+360	+480	+236
3	B Jambor (J)	HUN	1020	+360	+480	+161
4	D Morar (J)	HUN	1020	+360	+480	+123
5	F Kerner	HUN	1020	+360	+444	
6	P Findahl	SWE	1020	+360	+438	
7	A Notaros	HUN	1020	+360	+181	
8	C Bachman	SUI	1020	+360	+169	
9	J Blazek	CZE	1020	+360	+132	
10	T Horvath	HUN	1020	+355		
11	B Viktor	HUN	1020	+182		
12	S Zachara (J)	SVK	1020	+149		
13	C Nagy	HUN	1010			

F1A-Junior 8 flew

1	B Jambor	HUN	1020	+360	+480	+161
2	D Morar	HUN	1020	+360	+480	+123
3	S Zachara	SVK	1020	+149		

F1B 29 flew

1	O Kulakovsky	UKR	900	+360	+354
2	V Ivancikas	LTU	900	+360	+291
3	R Mackus	LTU	900	+360	+274
4	S Stefanchuk	UKR	900	+360	+192
5	V Urban	CZE	900	+360	+131
6	B Silz	GER	900	+360	
7	M Hartl	CZE	900	+354	
8	B Suranyi	ROU	900	+338	
9	K Istvan	HUN	900	+328	
10	T Lipski	POL	900	+324	
11	V Tomljanovic	CRO	900	+313	

F1B-Junior 2 flew

1	D Lipski	POL	883
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F1C 3 flew

1	S Sychova	UKR	900	+80
2	V Sychov	SLO	900	

F1Q 7 flew 3 full scores

1	G Milak	HUN	900	+360	+556
2	G Kertesz	HUN	900	+360	+470
3	J Szecsenyi	HUN	900	+360	+431

CENTENNIAL CUP AND TUI CUP, DENVER, USA, JULY 7-10

These events started with F1E for the Centennial Cup on July 7 and for Tui Cup on July 8, which also doubled as the selection events for the USA team for the 2017 F1E World Championships. On Thursday 7th the wind was between 2 and 6 m/sec and some rounds were flown to a 180 max. On Friday the winds were 9 m/sec gusting to 15 m/sec for most of the day and, although wind dropped after 4pm, "it was decided that flying just one round at the end of the day for World Cup points would lead to an unsporting result so no flights were made." Thus the team was selected on the Centennial Cup results: Peter Brocks, Bob Sifleet, Tom Ioerger and Rick Pagnell as alternate.

On the following day the flat field part of the Centennial Cup had light winds of 1 to 4 m/sec. This continued on Sunday with the Tui Cup starting with winds of 1 to 2 m/sec but this increased to 6 to 8 m/sec in the afternoon, although staying below the 9 m/sec FAI limit. It was noted that max flights were approaching the limit of visibility.

Centennial Cup July 9**F1A 6 flew**

1	E Pecenkovic	BIH	1186
2	S Rosenzweig	USA	1160
3	P Mcquade	USA	1156

F1B 4 flew

1	R Morrell	NZL	1260
2	J Pivonka (J)	USA	1220

F1B-Junior 1 flew

1	J Pivonka	USA	1220
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F1C 1 flew

1	C Etherington	USA	666
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F1Q 1 flew

1	J Murphy	USA	1116
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Tui Cup, July 10**F1A 3 flew**

1	S Rosenzweig	USA	900
2	B Van Nest	USA	840

F1B 4 flew

1	B Jensen	USA	849
2	R Morrell	NZL	720

F1B-Junior 1 flew

1	J Pivonka	USA	540
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F1C 1 flew

1	C Etherington	USA	458
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F1Q 1 flew

1	J Murphy	USA	894
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Centennial Cup F1E, July 7**F1E 4 flew**

1	P Brocks	USA	457.48
2	B Sifleet	USA	437.30

FAI EUROPEAN CHAMPIONSHIP F1E**Held at Turda, Romania from July 18 to 24**

Report by Ian Kaynes.

After Romania had been awarded this championship 2 years ago, there was some doubt about whether the regular site at Turda would be available. Indeed an alternative site at Rupea was tried for the Romanian World Cup events in 2015. By comparison with Turda, Rupea had a number of problems including there not being tracks on to the hill, the intricate geometry of the hills, and the quality of the local roads. Thus there was general pleasure that Turda could be used for these championships. Since it is a military range we were asked to provide passport and car details for access. While these were provided, no actual military presence was seen.

Paul Fynn and I constituted the 2-man team from the UK. We travelled out via flight to Bucharest and drive to Turda on the Saturday before the event. It was raining heavily for the last hours of the drive and the following day was similar. That, combined with no confirmation that the site was available, precluded our planned test flying. The next day it was ruled out by very strong wind. Driving past the site entrance showed a new feature – a motorway was being built and it went across the access track to the Tankodrome flying area. There was a detour track which went under a bridge of the motorway and so it added only a little inconvenience. In the valley below the hills the motorway route sweeps right but stays just far enough from the hill not to be a future problem for flying. However, there are signs of new roads for expanding the industrial estate to be on the near side of the motorway, which could well limit flying space when it is developed.

Registration was at the Stjeris Hotel, which is close to the flying site but is right beside the noisy main road. The motorway which is being built passes just behind the hotel, which will be an alternative noise. When the motorway opens the main road will be quieter but that will also remove most of the hotel's trade as an overnight or meal stop for trucks and cars. Paul and I stayed at the Sungarden which was used by the organisers at the previous championships in Turda. The organisers and jury were disappointed to hear that, because they had been told the Sungarden was fully booked and so had to stay at Stjeris.

The strong wind continued on Tuesday 19th for the Memorial Popa Cringu World Cup event. A number of people chose not to risk their models before the Championships. I flew my reserve windy weather model and despite 450g ballast on the heavy (650g) model it still drifted slowly backwards in a 3 minute max on the first flight. On the next two flights it demonstrated why it was my less preferred windy model when it was soaring away steadily and then either turned down wind or spiralled down, problems later traced to a warp. By the end of the third round there were just six full scores by the 51 flyers. Despite this reduction, Aurel Popa increased the max to four minutes for the last two rounds. This reduced the full scores to just two, Stanislav Kubit (POL) and Frantisek Doupovec (CZE). In the final round Stanislav dropped badly (97 sec) to leave Frantisek to win by maxing again.

Wednesday activity was centred on the field with practice, lunch, model processing and the opening ceremony all held there. The wind was much reduced compared to Tuesday and forecast to keep dropping during the week. Model processing was held to a timetable for countries which had not been distributed to the teams, which was only discovered when we turned up near the start to then find out that as UK we were alphabetically last. After expressing my dissatisfaction we went back to our base and within a few minutes Marian Popescu came along to process our models there. They were doing it strictly according to the Sporting Code which requires taking the model certificates and marking the model in one place on the FAI sticker. The team formalities were thus

completed in less than five minutes. Traditionally the opening ceremony for Turda events has been held outside the town hall, but this could not be agreed this year following change of mayor in recent local elections. The alternative ceremony on the hill was a very simple and adequate alternative, not requiring driving in to town and allowing flying right up to that time. The day concluded with the team managers meeting, a commendably short formality. The only discussion point was the instruction that all helpers and team managers should stay behind the line behind the timekeepers. This left the flyer alone in the flying area, which for F1E is completely practical, and particularly leaves the junior to fly on his own launch decision without close instruction. The prime reason for minimising people in the flying area is the obstruction of the timekeepers view since they are directly behind the flyers.

Thursday was the day for the Junior Championships. There were seven full teams plus a single flyer from Hungary. With a very light breeze from the north the first round max was set as an easy three minutes. The lesson of not discouraging juniors with an excessive first round max has been well remembered from Germany eight years ago. The second round saw a long period of nobody flying but over the whole round the number of maxes scored were similar to the first round. One bad drop in the round was Nathan Laura of France with a double failed launch, to Alain Roux's disbelief. The third round was more difficult still. For the first 25 minutes nobody flew because the light wind was down the slope. Aurel Popa was close to stopping the round, which would have been easy before anyone had flown, but then the wind disappeared and a number of flyers launched. By the end of this round there were 5 of the 22 flyers with full scores. The lunch break expanded from the scheduled half-hour to one hour after it took some time to distribute lunch to those who had ordered it plus the timekeepers. The lunch consisted of a soup and a container of meat with vegetables, a more than adequate amount.

Round 4 was very difficult with what wind there was mainly directed down the slope. Punctuated by long waiting periods, the round finished with just two maxes recorded. Both of these flyers had previously dropped flights and so there were now no full scores. For the final round the forecast afternoon northerly wind finally arrived and the event finished with an easy round. The results gave victory to little Laura Kozuchova from Slovakia followed by Nils Finke of Germany. They had both scored four maxes and dropped time in round 4, with Laura scoring 191 and Nils just one second behind with 190. Third place went to Polish flyer Jakub Wisniewski, also with four maxes but in his case he had dropped round 3 with a flight of 181. The team prize went to Slovakia, followed very closely by Italy and with Poland in third place.

The weather for Friday, the senior championships day, was similar to the Junior champs with light variable winds followed by a northerly wind but the northerly was forecast to be later in the afternoon. Initial testing was on the north slope, the one used for the Junior Champs, but when it became apparent that the drift was mainly from the south, the line on the south slope was used for the first round. This slope has a valley running to its left with a bend about 1km down the valley. With a wind from the south the best soaring is achieved on the left hand side of the valley, while steering to far right means you land on the hills on the right hand side of the valley. But today the wind was not a steady southerly, it was varying in strength and direction.

A four minute max was set for the first round, and indeed the same time would be retained for all flights. There were only eight maxes in the first round, 25% of the 32 flyers. For GB, I dropped 5 seconds landing at the foot of the right hills and then Paul maxed with very little spare height. When retrieving my flight I met Konrad Zurowski retrieving his model from some distance beyond mine and complaining that he had been given

only 3 min 24 instead of a max. His position beyond my model made his claim highly likely but the timekeeper was firm. One of the very few cases of questions about timekeeping, not helped by the other timekeeper having a watch problem and not participating at the end of the flight. The difficulty of the round was shown by Romanian expert Marian Popescu recording only two and a half minutes.

Round 2 was easier in general, but that didn't apply in the British team. I flew further left and it soared the ridge for a while but then the wind must have dropped and it glided down on the extreme edge of the last hill. Paul suffered a similar fate, landing in the bottom of the valley. Only half of the full score flyers had maxed so there were just four left now.

Round 3 was similar, except that both GB flyers over-compensated and flew across the valley to land on the right hand slope, I had lift at first but then came down while Paul had no help at all and the usually-floating new model he was flying could find no help at all. Jaromir Orel was now the only person with a full score after the morning flight.

The round after lunch had periods with the wind more northerly and I maxed soaring the hills on the south side of the valley. Paul also maxed down the middle, making this the best round for GB. This took our hypothetical full team (multiplying our times by 1.5 to get equivalent score for a full 3 man team) into third place. By contrast, Jaromir Orel dropped this round so the contest would not be won by a full score. The final round had Paul drop a few seconds in the bottom of the valley, while I dropped more time having soared the left ridge with a following wind but too far left and it then dropped behind the final hill. A disappointing day for us but there were plenty of other unhappy flyers:- the defending champion Maurizio Tomazzoni, the French team finishing fifth with two flyers at places 21 and 22, and the Romania team fourth. Romania's trouble were compounded in the final round when Florian Draghici had an attempt from a failed bunt launch that landed immediately. There was discussion about launching it gently into the glide for the second attempt, but he gave it a full bunt with the same result as the first attempt – up and down into the ground and a flight time of 6 seconds. A 2.32 flight would have given them the team silver medals.

The final winner was Franciszek Kanczok of Poland followed by Heinz Bluer of Switzerland then Jaromir Orel. The team prize went to Poland, followed by Slovakia and Czech Republic.

Having completed both championships on the allocated days, Saturday was free during the day. Several people visited the air show at the local military airfield. Just two miles for the hills we had been flying on, we had seen lots of practice flying during the week. There was a contrast of visiting USAF F-15 making high speed low passes along the runway but the Romanian Mig 21s keeping at a very safe altitude over the field. As well as the fast jets, there was a commendable continuous flying display of aerobatics and formation flying.

The evening prize giving and banquet were at a new hotel in Turda. There was adequate space in the function room, but the PA failed when neither radio mike would work. This was not good for announcing the prizes or speeches, but there were other mistakes. The Czech anthem was played for the Slovakian individual winner - it was noticeable how much happier she was when the correct one was played for the team win. Neither the FAI trophies, for individual winners in Junior and Senior, were presented as part of the regular presentation and the winners were called back later for an after-thought extra presentation. None of the flags were displayed unfurled, just raising flagpoles with the flags wrapped round the poles, but some didn't get displayed even in that form, like the Italian flag for junior team.

Final event of the Championships week was the second World Cup event, the Turda Cup. The weather was similar. The first round was flown on the north slope, then action was moved to the south slope for three rounds which were as difficult as they had been for the championships, and back to north slope for the final round. Jacek Zurowski and Jaromir Orel had the only full

scores and made a 7 minute flyoff from some way down the hill. Both maxed and only Jacek recorded a time in the next flyoff (circumstances unknown as I had left by that time).

The 2017 World Championships will also be held in Romania and the next European Championships (2018) will be in Slovakia.

Individual results

Maximum in each round:-			240	240	240	240	240	% total
1	Franciszek Kanczok	POL	203	240	240	230	240	480.41
2	Heinz Bleuer	SUI	232	191	240	240	240	476.25
3	Jaromir Orel	CZE	240	240	240	175	240	472.92
4	Miroslav Drmla	SVK	240	240	232	240	179	471.25
5	Konrad Zurowski	POL	204	240	240	240	200	468.33
6	Stanislaw Kubit	POL	221	240	240	207	215	467.91
7	Alain Roux	FRA	240	183	240	215	240	465.83
8	Daniel Bildea	ROU	240	240	153	240	240	463.75
9	Marian Popescu	ROU	152	240	240	240	240	463.33
10	Reinhard Wolf	AUT	231	187	240	240	205	459.59
11	Miroslav Polonec	SVK	233	240	240	140	240	455.41
12	Vojtech Zima	CZE	133	240	240	240	210	442.92
13	Paul Fynn	GBR	240	202	150	240	224	440.00
14	Frantisek Doupovec	CZE	240	240	237	180	133	429.17
15	Giuseppe Berto	ITA	207	240	240	206	137	429.16
16	Ian Kaynes	GBR	235	182	225	240	147	428.75
17	Ivan Treger	SVK	150	240	240	155	232	423.75
18	Alfred Andrist	SUI	240	214	237	114	205	420.84
19	Uwe Sondhauss	GER	180	240	170	239	177	419.16
20	Remigio Lucchini	ITA	127	240	189	237	207	416.67
21	Jean-Luc Drapeau	FRA	150	240	240	200	128	399.16
22	Andre Trachez	FRA	133	240	240	99	240	396.67
23	Peter Kuttler	GER	170	240	240	171	117	390.83
24	Werner Ackermann	GER	180	169	240	104	239	388.33
25	Romeo Sartori	ITA	234	133	194	231	113	377.08
26	Reinhard Mang	AUT	155	141	240	122	224	367.49
27	Florian Draghici	ROU	240	144	240	240	6	362.50
28	Andreas Tschanz	SUI	31	110	240	185	135	292.08
29	Maurizio Tomazzoni	E/C	192	143	135	97	132	291.25
30	Sandor Litomiczky	HUN	73	146	185	188	22	255.83
31	Geza Kiss	HUN	61	69	81	158	111	200.00
32	Norbert Heiss	AUT	50	125	51	146	70	184.16
Number of maximum in each round			8	17	19	10	8	
Number of full scores up to each round			8	4	1			

Junior Individual results

Maximum in each round:-			180	240	240	240	240	% total
1	Laura Kozuchova	SVK	180	240	240	191	240	479.58
2	Nils Finke	GER	180	240	240	190	240	479.17
3	Jakub Wisniewski	POL	180	240	181	240	240	475.42
4	Fabio Costalunga	ITA	180	240	240	180	240	475.00
5	Mateusz Wertyporoch	POL	180	240	240	178	240	474.17
6	Elisa Vanzo	ITA	180	240	214	199	240	472.09
7	Viktoria Drmlova	SVK	156	240	173	236	240	457.08
8	Ondrej Holubec	CZE	180	167	240	197	240	451.66
9	Ema Kozuchova	SVK	180	132	240	230	240	450.83
10	Angelo Sartori	ITA	180	167	223	183	240	438.75
11	Antonin Ricou	FRA	180	232	116	145	240	405.42
12	Dawid Karpowicz	POL	177	240	180	240	54	395.83
13	Nick Finke	GER	75	150	230	221	240	392.08
14	Nathan Laura	FRA	180	4	240	145	240	362.09
15	Hariton Dorobantu	ROU	95	240	177	125	195	359.86
16	Jaroslav Pour	CZE	180	240	240	59	45	343.33
17	Laurentiu Anca	ROU	140	233	179	23	194	339.85
18	Jiri Blazek	CZE	180	74	135	235	95	324.58
19	Clarisse Trachez	FRA	180	100	240	123	35	307.50
20	Marius Joerges	GER	153	50	205	69	208	306.67
21	Teodor Ionica	ROU	153	240	85	59	100	286.67
22	Balazs Kelecsenyi	HUN	48	162	152	50	42	195.83
Number of maximum in each round			14	11	9	2	13	
Number of full scores up to each round			14	7	5			

F1E team results

	Country	Abbrev	Total	Round by round team places					Team member places		
1	Poland	POL	1416.65	2	1	1	1	1	1	5	6
2	Slovakia	SVK	1350.41	3	2	2	4	2	4	11	17
3	Czech Republic	CZE	1345.01	4	3	3	2	3	3	12	14
4	Romania	ROU	1289.58	1	4	5	3	4	8	9	27
5	France	FRA	1261.66	7	5	4	6	5	7	21	22
6	Italy	ITA	1222.91	5	6	7	5	6	15	20	25
7	Germany	GER	1198.32	6	7	6	7	7	19	23	24
8	Switzerland	SUI	1189.17	8	8	8	8	8	2	18	28
9	Austria	AUT	1011.24	10	9	9	9	9	10	26	32
10	United Kingdom	GBR	868.75	9	10	10	10	10	13	16	
11	Hungary	HUN	455.83	11	11	11	11	11	30	31	

F1E Junior team results

	Country	Abbrev	Total	Round by round team places					Team member places		
1	Slovakia	SVK	1387.49	5	3	3	2	1	1	7	9
2	Italy	ITA	1385.84	1	2	1	3	2	4	6	10
3	Poland	POL	1345.42	4	1	2	1	3	3	5	12
4	Germany	GER	1177.92	6	7	6	5	4	2	13	20
5	Czech Republic	CZE	1119.57	1	5	4	4	5	8	16	18
6	France	FRA	1075.01	1	6	7	6	6	11	14	19
7	Romania	ROU	986.38	7	4	5	7	7	15	17	21
8	Hungary	HUN	195.83	8	8	8	8	8	22		

MEMORIAL POPA CRINGU, TURDA, ROMANIA, JULY 19

F1E 51 flew

1	F Doupovec	CZE	500.00
2	F Draghici	ROU	487.50
3	I Sava	ROU	481.52
4	U Sondhass	GER	478.33
5	V Zima	CZE	476.67
5	M Straffelini	ITA	476.67
7	A Anca	ROU	474.03
8	F Kanczok	POL	452.50
9	A Popa	ROU	449.44
10	H Bleuer	SUI	442.36
11	M Popescu	ROU	440.83
12	S Kubit	POL	440.42
13	E Pop	ROU	436.67
14	T Dumitru	ROU	429.30
15	J Drapeau	FRA	428.33
16	G Berto	ITA	415.69
17	D Andrist	SUI	411.52
18	A Tschanz	SUI	409.31
19	A Trachez	FRA	406.39
20	R Lucchini	ITA	405.83

F1E-Junior 14 flew

1	H Dorobantu	ROU	396.38
2	L Anca	ROU	379.86
3	T Ionica	ROU	313.47
4	F Buliga	ROU	309.16
5	O Holubec	CZE	258.06
6	M Prodanel	ROU	232.09
7	C Trachez	FRA	230.14

TURDA CUP, TURDA, ROMANIA, JULY 24

F1E-Junior 16 flew

1	H Dorobantu	ROU	436.67
2	C Trachez	FRA	407.50
2	H Desloges	FRA	407.50
4	M Joerges	GER	400.56
5	A Ricou	FRA	394.58
6	C Neumann	GER	379.58
7	T Ionica	ROU	376.25

F1E 58 flew

1	J Zurowski	POL	500.00	+420	+70
2	J Orel	CZE	500.00	+420	
3	M Popescu	ROU	467.92		
4	A Popa	ROU	460.42		
5	R Wolf	AUT	460.00		
6	V Ciucu	ROU	455.83		
7	R Mang	AUT	455.42		
8	F Buliga	ROU	450.42		
9	E Pop	ROU	449.67		
10	A Prodanel	ROU	440.83		
11	C Ziober	POL	440.00		
12	F Draghici	ROU	437.08		
13	H Dorobantu (J)	ROU	436.67		
14	N Heiss	AUT	424.59		
15	P Chaussebourg	FRA	424.17		
16	A Roux	FRA	420.00		
17	K Zurowski	POL	419.59		
18	D Bildea	ROU	417.50		
19	R Lucchini	ITA	411.25		
20	W Ackerman	GER	410.42		

CORRESPONDENCE

From Ivan Taylor

What a good idea! (see FF News July 2016 – news from Tech Committee)

I can't wait to give my 50g model a really good "wind up", using all the muscle my frail body will give (yes, I must contact JC "Keeping in trim for FF duration flyers" – this may have been the title of his Forum delivery – I just can't remember any more.) Yes, a well prepared motor with the best lube, tweak the old thermistor, let the motor run down and wham launch! What a concept.

I can take the tracker bug out to save weight and shout "Heads!" immediately after launch, to save, hopefully, damage to the crowds of competitors and spectators. What a spectacle they are in for. The flight will soon terminate and plenty of time will be left before the sun goes down for a gentle stroll with family and friends across the fields to that lovely spot I remembered from the old days.

OK, this duration game is a bit expensive on rubber, but think on, with this system we won't be letting the suppliers down – we will still be needing steady supplies for those big wind-ups! Don't forget you still need to trash those motors: you have so few turns /energy left after a 20 second run down.

My initial response was to “engineer” a VP prop or simple damping mechanism to run off minimal turns prior to launch – what a silly way of thinking - duration is not the way to go (we are where we are) and this sort of thinking is against the spirit of future competition. But wait- I could fly my Kit scale KK Auster in this event and maybe have even more time for a walk or even take my paints and a canvas across that lovely ploughed field I have in mind. An ex-duration friend of mine paints a mean landscape – he may join me. He lost interest in duration some years ago. I think it may have had something to do with the BOM rule, but I'm not sure any more. However, he has remained an aeromodeller and is doing great things with electric ducted fan and other scale models. He and others may be encouraged to take up duration again if the exciting new ideas come to fruition.

I must go and lie down now. My head is spinning and my non-aeromodelling friend wants me to go rabbiting and has promised to let me have use of his new air rifle.

This humour does nothing to resolve any of the problems we may have. However, the proposals are jumping the gun. The high performance classes must not be treated like this. If and when we can no longer fly them properly then scrap the classes completely. It is easy to specify models to stay on the field but they would not be duration models in the spirit I have known. Even P30 will not stay in the field. I doubt that they would interest me.

BMFA 5TH AREA MEETING, JUNE 26

Area	Weather
Scotland	dry till 2 pm then heavy rain
North West	no return
Northern	Dry wind increasing
Midland	Dry 10 to 15 mph
London	12 to light rain
East Anglia	Light wind, sunny
Western	5 to 8 inc to 10 to 12
South East	Cold 10/15mph
Southern	10 to 15
South	West 12 to 15 steady rain from 11:30

F1H 23 flew

1	G Madelin	C/M	9.44
2	J Cooper	Biggles	9.39
3	G Olds	Crawley	9.25
4	D Cox	Crookham	9.13
5	R Jack	Midland	9.11
6	P Tribe	Bristol & West	8.53
7	M Gibbs	Bristol & West	8.28
8	C Parry	Biggles	8.14
9	P Rovensky	Bristol & West	7.44
10	A Gibbs	Bristol & West	7.42
11	J Gibbs (J)	Bristol & West	7.01
12	D Etherton	Chichester	5.37

F1G 15 flew

1	A Brocklehurst	Bristol & West	9.58
2	G Ferer	Timperley	9.48
3	E Tyson	Crookham	9.29
4	A Moorhouse	Vikings	9.13
5	M Marshall	IVCMAC	8.53
6	S Willis	Croydon	8.52
7	K Taylor	East Grinstead	8.10
8	D Taylor	Grantham	7.59

F1J 3 flew

1	P Watson	Midland	10.00
2	S Dixon	Birmingham	7.17

1/2A Power 11 flew

1	F Rushby	CLEEMAC	6.00	3.16
2	C Foster	Morley	6.00	1.27
3	F Chilton	Crookham	5.55	
4	S White	Bristol & West	4.36	
5	A Jack	Midland	4.11	
6	B Aslett	Bristol & West	3.57	

CO2 7 flew

1	T Grey	Crookham	6.00	2.06
2	J Northrop	Morley	5.42	
3	Gibbons	Peterborough	5.23	
4	S Philpott	Birmingham	5.06	

E36 13 flew

1	C Redrup	Crookham	6.00	1.08
2	J Patton	Crookham	6.00	1.02
3	P Hall	Crookham	6.00	
4	R Elliott	Croydon	5.44	
5	T Grey	Crookham	5.25	
6	S Dixon	Birmingham	5.22	
7	P Watson	Midland	5.16	

BMFA 4TH AREA MEETING, MAY15

Following the results of the 4th Area event which were published in FFN last month, the South West area results which were received late have been incorporated with the agreement of the FFTC. The only changes to the subset of results published in FFN are: Mini Vintage 14 flew, E30 10 flew, and in Vintage Rubber Power 19 flew and A Winter placed 6th with a time of 7.14, pushing P Tolhurst down to 7th place. Consequential changes to Plugge scores are included together with the 5th Area results in the following Plugge table.

Plugge

	5 th Area:	F1H	CO2	1/2A	Total
1	Crookham	87	129	127	2140
2	Morley	70	129	118	1094
3	Bristol & West	152		128	882
4	Vikings				588
5	Midland FFG			64	537
6	Biggles	166			514
7	Croydon	43	14		375
8	Birmingham		57		353
9	Crawley	121			340
10	Grantham				335
11	Peterborough		71		256
12	CVA	48		9	251
13	CLEEMAC			100	184
14	Scotia				144
15	Chichester	52			132
16	East Grinstead	22			84

NOTICEBOARD

OS 15 MAX III MOTOR FOR SALE. FF,CL version. Boxed, papers, silencer, extra venture. Not much running £40. Contact Andrew Crisp, 4 Grove St, Oxford OX2 7JT, tel 01865 553800.

POLYTHENE TUBING WING BAGS I have some spare polythene tubing that I've used to make A2 wing bags and hence I can offer to other flyers if interested. The material is Grade 500, 6" (not 150mm) wide and I can heat seal at one end if required. Please contact Chris Edge for further details via :- chris.edge@jordonlaw.com