

FREE FLIGHT news

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FFn DIARY

April 13-14 Oberkotzau, Germany	2 F1E World Cup events. 13 th : Otto Kuttler Cup, 14 th : Föhrberg Cup . F1E. World Cup event. Contact: Peter Kuttler, tel: +49 160 945 16 469, email: peter-kuttler@web.de	May 3-5 Narrandera NSW, Australia	Widgiewa Cup. F1A F1B F1C. World Cup event. Contact: Phil Mitchell, tel: +61 41 94 14 653, email: filnoels@bigpond.net.au
April 13-14 Deva, Romania	Harghita Cup. F1A F1B F1C F1P F1Q F1H. World Cup event. Contact: Istvan Kiss, tel: +40 74 51 61 435, email: cc.cristur@gmail.com web: http://frmd.ro	May 7-9 Narrandera NSW, Australia	Australian Free Flight Championships. F1A F1B F1C. World Cup event. Contact: Phil Mitchell, tel: +61 41 94 14 653, email: filnoels@bigpond.net.au
April 19 (Good Friday) Barkston Heath	BMFA Northern Gala. C/G (CMA), C/R (Caton), B/P (Hamley); C/E, SLOP (Falcons), F1H, P30, BMFA 1/2A, Mini Vintage, HLG/CLG. Contact: Colin Foster 01904 798253 katecol@mypostoffice.co.uk	May 11 Salonta, Romania	Salonta Cup. F1A F1B F1C F1Q F1H. World Cup event. Contact: Sándor Vincze, tel: +40 72 47 17 992: vinczesg@gmail.com web: http://www.faiflabc.com
April 20 Nova Topola, Bosnia and Herzegovina	3rd RS Cup. F1A F1B F1C. Contact: Milos Budimcic, Karadjordjeva 62, 78250 Laktasi, Bosnia and Herzegovina, tel: +387 65 737 027, email: d7mp4vfs@teol.net	May 12 Salonta, Romania	Szabó Miklós Memorial Contest. F1A F1B F1C F1Q F1H. World Cup event. Contact: József Guti, tel: +36 20 363 5573, email: gutijozsef74@gmail.com web: http://dobosistvanmk.lapunk.hu
April 21 Beaulieu	Croydon Wakefield Day. F1B in rounds, 4oz & 8oz vintage Wakefield, Marcus lightweights. Start 10.00. Beaulieu permits required. See FFn 1902. Contact: Ray Elliott, tel 0208 997 7745 ray.elliott8@btinternet.com	May 19 Peak District or near Melton Mowbray	BMFA 2nd F1E Team Selection. Contact Ian Kaynes 01252 512538. kaynes@btinternet.com
April 24-May 1 West Wyalong, Australia	Southern Cross Cup. F1A F1B F1C. Contact: Roy Summersby, tel: +61 24341 0072, email: royd@optusnet.com.au	May 24-26 Samara, Russian Federation	Almaty Cup. F1A F1B F1C F1P F1G F1H. World Cup event. Contact: Dzhamel Bekeyev, tel: +7 927 702 2071, email: old@mail.ru aviasergei@mail.ru web: http://www.aviasamara.ru/
April 27 Ulez - Podlodowo, Poland	Crosno Cup. F1A F1B F1C F1P F1Q F1H. World Cup event. Contact: Henryk Krupa, tel: +48 668 185 394, e: kruhen@poczta.fm web: http://www.freeflight-krosno.vxm.pl	May 25-27 Barkston Heath.	BMFA National Championships. May 25: B/G, B/R, B/P, B/E, Tailless, Women's BG/BR/BP, Junior BG/BR/BP, CLG, E30. May 26: F1A, F1B, F1C, F1QUK, Vintage R/P, SLOP, HLG, P30, Novice Glider & Rubber (J) (junior kit glider & junior kit rubber), Bowden. May 27: F1H, F1G, F1J, BMFA 1/2A, Mini Vintage, CO2, E36, Vintage Glider, Classic R/P, Classic Glider. Plus Junior and overall category champs. Contact: Mike Woodhouse, 01603 457754, e-mail: michaelwoodhouse1942@gmail.com SAM 35 non-championship events, contact for SAM Events John Ashmole 01406 370188 email: johnashmole@yahoo.co.uk
April 28 Ulez - Podlodowo, Poland	Poland Cup. F1A F1B F1C F1P F1Q F1H. World Cup event. Contact: Norbert Suwala tel: +48 662 952 535, email: norbipolska@interia.pl gomario@interia.pl web: http://www.freeflight-krosno.vxm.pl		
April 28 Peak District or near Melton Mowbray	BMFA 1st F1E Team Selection. Contact: Ian Kaynes 01252 512538. kaynes@btinternet.com		

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Compiled and produced by Ian Kaynes

CIAM PLENARY MEETING

By Ian Kaynes

The CIAM meetings held in Lausanne were Bureau meeting on April 4 followed by the Plenary meeting on April 5 and 6.

The Free Flight Technical Meeting (FFTM) was held on the first morning of the Plenary meeting and the results of that presented to the Plenary meeting on the second day when the national delegates vote on each proposal.

The FFTM was attended by

Jari Valo	Finland	Delegate
Hugo Desloges Bazice	France	Observer
Pierre Chaussebourg	France	SC member
Jean Paul Perret	France	Alternate delegate
Bernard Schwendemann	Germany	SC member
Andras Ree	Hungary	3 rd VP, delegate, SC
Ron Masnikov	Israel	Alternate delegate
Cesare Gianni	Italy	SC member
Ioana Dumitru	Romania	Delegate
Mihai Paul Marian	Romania	Alternate delegate
Per Findahl	Sweden	SC member
Christoph Bachmann	Switzerland	SC member
Jakub Drmla	Slovakia	Delegate
Ian Kaynes	UK	SC Chairman
Chuck Etherington	USA	SC member

I was re-elected as chairman of the FF Subcommittee.

The results of the discussions and conclusions will be described for each topic: Rule changes which were accepted will be effective from January 1 2020. The proposals were described in the January FFn

F1E Working time

The proposed change about queue etiquette was agreed unanimously both at FFTM and at Plenary

F1S RDT

The proposed change to allow Radio DT in F1S (E36) was agreed unanimously both at FFTM and at Plenary.

Flyoffs at Open Internationals

The proposal which had been made by a narrow majority of the FFSC was considered to be unpopular for all the usual questions about DT flyoffs – how to try to standardise “normal” DT or whether to allow the option of specialised slow descent DT models by trim or design. The FFTM repeated these concerns and so it was proposed to remove the DT flyoff part but retain the option of measuring altitude after a certain time when approved altimeters are available. This modification was agreed by the FFTM with the flight time changed to be at least 2 minutes (instead of at least 90 seconds in the original proposal). The intention was that this would give a future option for deciding results on those occasions when conditions prevented a regular long flyoff.

Altimeters are already in use in space models and the latest ones weigh about 1 gram and need only a tiny battery and give adequate recording time for free flight use. They normally use a start of flight detection for space models (when altitude has suddenly changed from a steady value) which would need an over-ride for F1A to allow the altimeter to start recording before towing. A specification of altimeters for free flight has been drafted and released (see later in this CIAM report).

The Plenary meeting approved the modified proposal is:

F1.1.4 Additional flights in Open Internationals

In the specification of each outdoor free flight class a procedure is defined for additional flights to decide the individual placings when there is a tie. The maximum flight

time is increased for each additional flights subject to conditions. This procedure must be followed at Championships and should be followed at Open Internationals.

At Open Internationals the organisers sometimes have a problem completing this regular procedure. For exceptional reasons of strong winds, poor visibility, inadequate field space, or unavailability of the field for continuation on the following day, Open Internationals may use a non-standard additional flight procedure for all outdoor F1 classes except F1E with the following conditions:

- a) A non-standard procedure must be used ONLY for these exceptional reasons of strong winds, poor visibility, inadequate field space, or unavailability of the field for continuation on the following day.
- b) An “altitude flyoff” may be specified when F1 altimeters have been approved by CIAM EDIC:
 - i. The procedures for a regular additional flight for the class are followed
 - ii. A maximum flight time is defined which should be at least two minutes
 - iii. The flight is timed up to the maximum time
 - iv. For all competitors attaining the maximum flight time, the altitude of the model at the maximum flight time is read from the altimeter and for scoring purposes this value is rounded to the nearest metre.
 - v. The individual placings are determined by the highest altitudes for all flights attaining the maximum, followed by time order.
 - vi. Equal altitudes are considered to be a tie, which may be resolved by another additional flight.

F1C Motor run timing

The USA had proposed to replace timing of motor runs in flight by demonstration of timer settings on the ground. Discussion in FFTM centred on how well a timer setting could be demonstrated and reproduced as far as the timekeepers could tell. This could be either telling the position of a mechanical timer or understanding a setting shown on an electronic timer. A following proposal was to force electronic timers to be used, which, in any case, is likely to result from the agreed change for 2020 requiring radio DT to include stopping the motor. Some doubts were expressed about prescribing a particular form of timer. The FFTM voted against both changes. One option developed after the FFTM was to change the ground run demonstration to be an option instead of flight timing rather than making it mandatory. However, the president did not accept a change which had not been considered by the FFTM. The original proposal was put to the Plenary vote and it was defeated 5 in favour, 20 against. The proposal for forcing electronic timers was then withdrawn.

Women in championship teams

France and Finland had submitted proposals to increase championships teams with the optional addition of a fourth team member so long as there was at least one woman in the team. This had already been done in the drone World Championship held in China at the end of last year, and the change was strongly advocated by the FAI Secretary General Susanne Schodel, who was a glider flyer and quoted the not entirely relevant comparison that gliding had completely separate championships specifically for women.

Many in free flight had expressed the view that selection of a team should not be discriminatory, including some of our lady

flyers saying that they would only want to be selected for a team on ability.

The proposal from France was suitable for application to free flight teams which are always 3 people as standard. However, some other categories, which do not have separate junior championships, already have an option fourth member if they are a junior. The proposal from Finland forced this solution by including both an extra person if junior and another if a woman. There would be awards for juniors and for women according to their positions in their subdivision as well as counting in the overall classification. This could lead to having a junior champion from a “senior” championship and next year having another junior champion from the regular junior championship. This confusion of the Finnish proposal came to be significant because France withdrew their well-worded proposal in favour of that from Finland! With a promise that it should include differences for junior championship events, their proposal was passed by 18 votes in favour 12 against.

The Plenary then moved on to the proposals for awards for women. Discussion included asking whether woman was the right term when this carries an implication of maturity but was being also applied for junior events. It was asked if the proposal was appropriate in awarding a gold medal even if there was only one woman competing. Then the question was asked about whether trans-gender should also be added. At this point it was decided to refer the wording and the awards to the Bureau for consideration. It appears that implementation of the basic change of team constitution will be delayed until after the awards have been sorted out.

A proposal from France was to add a subdivision result for women in open international results when at least three women participate in an event. This was passed by the Plenary, and is comparable to the current way in which a junior sub-listing is produced.

Voting on Continental Championships

The UK had proposed that only countries in the same continent should vote when deciding the venue for a continental championships. The FFTM recommended that the general principle of only voting on matters which concerned the country be re-introduced, including not voting on proposals for classes not flown in that country. This was not adopted and the UK proposal was rejected by Plenary vote.

Model Identification

Traditionally models were marked with large letters on the wing showing the 3-letter code identifying the country and their national identification number. The number became Sporting Licence number and then 3 years ago, to accommodate those countries which change Licence number each year, the alternative of the unique FAI identification number was introduced.

The Bureau proposed to this meeting that the alternatives be dropped and the only option for the number would be the FAI Identification number to be effective from 2021.

The FFTM considered that a longer time should be allowed before this became mandatory and the Plenary accepted the proposal with the date amended to 2022.

As well as giving more time for marking models, I hope that the “unique” FAI Identification number will have become more unique by then. Every year there has been a number of people allocated a new number when their NAC have entered them as new licences without giving the previously allocated number. I was told that the system is being improved to reduce

these problems, but I have seen no evidence of any improvement in the licence renewals during 2019, with a typical proportion of these having been given new numbers.

Always give your FAI ID number to your NAC when renewing your FAI licence and if they renew it with a new number request them to correct it.

Provisional Rules

Traditionally rules which were not intended ever to have Championship status have stayed as “provisional rules” and the move to “Official” was only made when it was aimed to be able to have championships in the class. The CIAM President has said that provisional implies temporary and this category will be used only for new rules which are being developed. The existing provisional rules should move to official if they are in use including CIAM competitions and other less used rules be classified as unofficial. The unofficial rules will appear in an Annex of the technical volume of the Sporting Code and would be administered by the Subcommittee without reference to Plenary.

Most of the free flight classes, such as F1G and F1H, will move to official with some lesser used ones such as F1K (CO2) might become unofficial.

Electronic Devices in Competition (EDIC)

The EDIC committee was established by CIAM to define the requirements for electronic devices used in competition. Most applications have been for F5 (Electric model) categories covering various energy and altitude limiting devices. They have also covered altimeters used in space models.

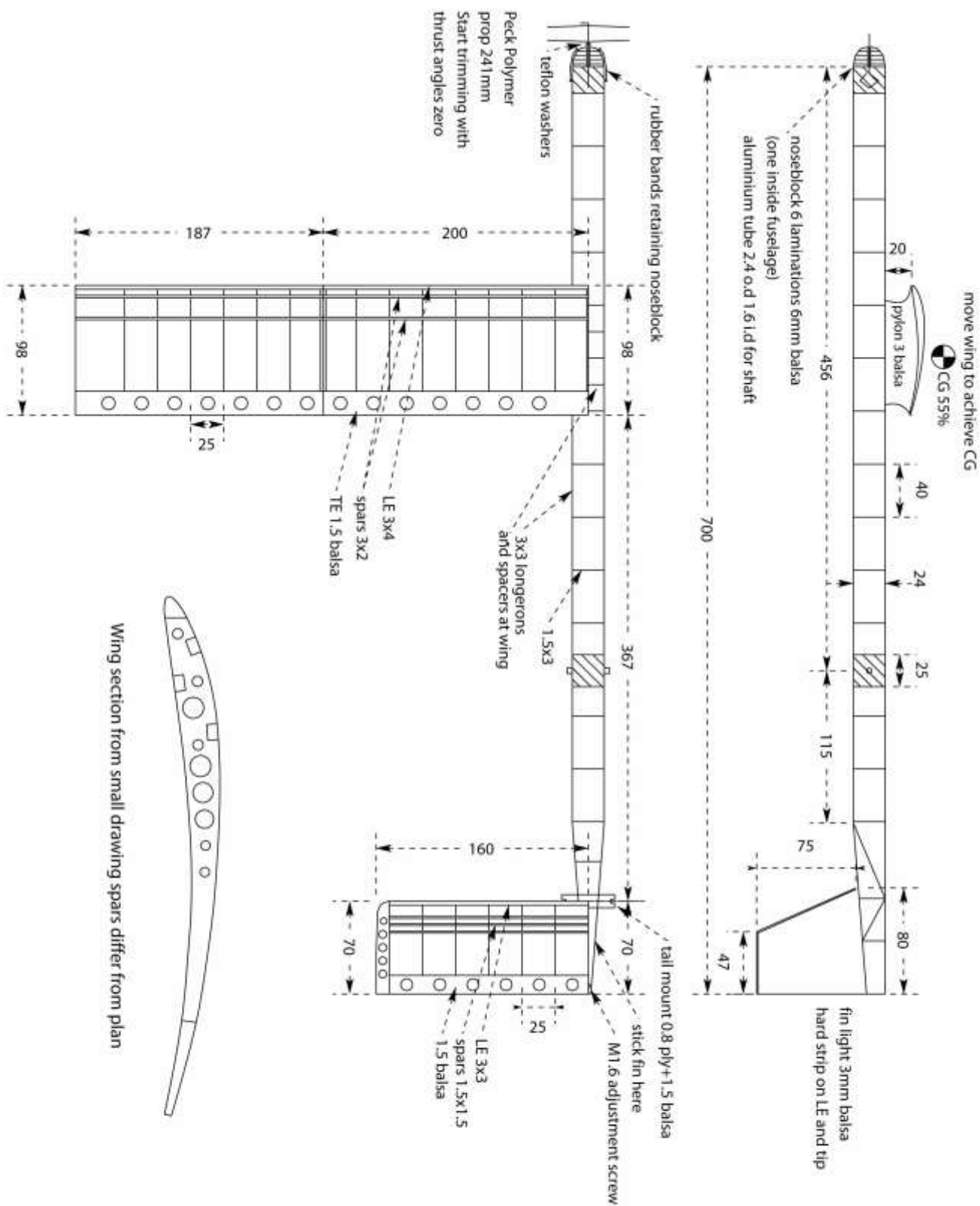
When the rule allowing altimeters to provide evidence of flight time in flyoffs was passed by CIAM the instruction was given to have the devices approved by EDIC. I have worked with the F1SC and with Paul Newell, who was chairman of EDIC until recently, to develop requirements for the altimeters and also expanded to cover F1Q energy limiters and a consideration of future systems for automated timing of flights.

The initial document “EDIC in Free Flight” has been released and is available on the CIAM website. It can be found under Documents at the bottom of the free flight page www.fai.org/page/ciam-f1-free-flight

It is split into three sections. EF1 covers altimeters, the requirements for which have been expanded to include the accuracy of altitude measurement. This was not needed for the initial application to flyoff timing, but is required for any future use which has altitude as a measure of performance such as the new altitude flyoff.

EF2 covers the energy limiters for F1Q. This has been through various iterations with questions about architecture and the involvement of the timers. The present version reflects the current rules on architecture. There has been questions about also covering a static energy tester (SET) which is included in the rules for checking energy limiters. Ideally, accuracy of approved energy limiters would remove the need for such testing, but until that is reached a SET can be used as a comparative device and would be the same for each competitor in a competition.

The final section of the document (EF3) is of rather different character. It is a speculative consideration of the issues which will be involved in a flight time recording system, for which a lot of future work will be needed before a definition is reached.



Saturno P-30

by Alexandra Filgueiras Cruz

All dimensions mm Scale 1:4 From Volny Let
<http://volarlibrementerubber.blogspot.com>

Championships

The venues of Championships are decided two years in advance, so this Plenary meeting awarded the events for 2021.

There were bids from France, Mongolia and Romania for the 2021 F1ABC World Championships. The bid from France was unusual in that it was conditional on also being awarded the Junior European Championships which would be run in conjunction with the senior championship. The intention was to give the juniors exposure to a major competition. There was some doubt about how this combination would work. The proposal put forward was for two extra flying days – one for F1A junior and the other for F1B+F1P Junior – and by cutting down on preparation and reserve days the overall duration was only a little longer than usual. The publicity of this feature of the French bid obviously helped their cause and this was further aided by the presentation by Myriam Morandini. Mongolia's case was not helped by having nobody to present it in person and was probably weakened by the fact that it would be another event outside of Europe following this year's event in USA. Romania withdrew their bid and the voting gave 31 to France and 7 to Mongolia, so a very clear win for France. Mongolia have agreed to resubmit their bid for 2023.



There was only one bid for the F1E World Championships and for the F1D European Championships. These were both from Romania and were accepted.

Mongolia was awarded the 2020 Asian-Oceanic Championships, as the only bidder for this event, which had not been allocated last year.

The available details of the Championships follow.

2021 F1ABC World Championships and F1ABP Junior Championships

The event will be at Moncontour on the farm fields near St Jean de Sauves, like the 2013 World Championships. Timekeeping will be by students of an engineering college, with the promise that they will be trained before the championships.

The preliminary schedule is

Sat Aug 14 Arrival, registration opening ceremony

Sun Aug 15 Practice and model processing

Mon Aug 16 F1A competition

Tue Aug 17 F1A Junior competition

Wed Aug 18 F1B competition

Thu Aug 19 F1B+ F1P Junior competition

Fri Aug 20 F1C competition

Sat Aug 21 reserve day, awards and closing ceremony, banquet

Sub Aug 22 Departure

There may be World Cup events adjacent to the Championships but these are not yet defined.

Entry fees are €300 for senior competitors and team manager, €260 for junior competitors and team managers of juniors, €50 helpers, €15 supporters.

2021 F1E World Championships

This will be at Turda, Romania, from August 25 to 28.

Entry fees are €300 for seniors, €250 for juniors, and €50 for helpers.

2021 F1D European Championships

These will be in the Slanic salt mine from March 16 to 20.

Entry fees are €350 for seniors, €250 for juniors, and €60 for helpers.

2020 F1ABC Asian-Oceanic Continental Championships

These will be at the usual Mongolian flying site from July 22 to 26.

28TH HEREND CUP, TAPOLCA, HUNGARY, MARCH 16

FAI Licences not yet checked

F1A 34 flew

1	S Horvath	HUN	1140	+344
2	M Hrast	SLO	1140	+306
3	R Lesko	CRO	1140	+276
4	C Nagy	HUN	1140	+227
5	V Rossler (J)	CZE	1140	+135
6	F Adametz	GER	1136	
7	M Bierbauer	AUT	1132	
8	R Holzleitner	AUT	1119	
9	I Bombek	CRO	1110	
10	F Klobusicky (J)	SVK	1108	
11	A Barron	USA	1099	
12	S Reuss	GER	1091	

F1A-Junior 9 flew

1	V Rossler	CZE	1140	+135
2	F Klobusicky	SVK	1108	
3	D Skwarek	POL	1008	
4	L Halasz Szabo	HUN	967	

F1B 12 flew

1	A Krawiec	POL	1138	+320
2	M Varadi	HUN	1138	+258
3	D Piber	AUT	1088	
4	B Schwendemann	GER	1085	
5	I Kocsis	HUN	1080	

F1C 1 flew

1	M Gasiorowski	POL	296	
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F1Q 4 flew

1	A Jancso	HUN	1140	
2	G Kertesz	HUN	1127	

KARTEL CUP, PIETER DE BOER MEMORIAL, KIETRZ, POLAND, MARCH 23

All FAI licences were valid

F1A 62 flew

1	D Halbmeier	GER	960	+435
2	G Aringer	AUT	960	+392
3	V Rossler (J)	CZE	960	+375
4	M Pitlanic	SVK	960	+371
5	J Carter	GBR	960	+340
6	H Krupa	POL	960	+333
7	A Barron	USA	960	+332
8	F Klobusicky (J)	SVK	960	+314
9	D Sauter	GER	960	+312
10	M Latvenas	LTU	960	+302
11	R Assmuss	GER	960	+291
12	D Stezalski	POL	960	+291
13	L Aringer	AUT	960	+283
14	S Pietzko (J)	GER	960	+261
15	B Muller	GER	960	+240
16	R Oporowski	POL	960	+233
17	G Kosior	POL	960	+181
18	H Urban	POL	960	+158
19	C Ziober	POL	960	+26
20	B Honig	GER	950	

F1A-Junior 11 flew

1	V Rossler	CZE	960	+375
2	F Klobusicky	SVK	960	+314
3	S Pietzko	GER	960	+261
4	J Kasperski	POL	913	

F1B 31 flew 15 full scores

1	A Krawiec	POL	960	+446
2	M Hartl	CZE	960	+431
3	S Skibicki	POL	960	+389
4	J Cihak	CZE	960	+386
5	D Larsen	NOR	960	+377
6	B Silz	GER	960	+375
7	E Gorban	UKR	960	+347
8	O Iskcharenko	UKR	960	+340
9	M Woolner	GBR	960	+339
10	P Pietrzak	GBR	960	+338
11	A Poczobut	POL	960	+308
12	G Willemssen	NED	960	+280
13	Z Zdancewicz (J)	POL	960	+238
14	P Monninghoff	GER	960	+185
15	H Pietzko	GER	960	+161

F1B-Junior 3 flew

1	Z Zdancewicz	POL	960	+238
2	F Rudzinski	POL	958	

F1C 10 flew 5 full scores

1	M Gasiorowski	POL	960	+430
2	V Sychov	SLO	960	+408
3	U Sondhauss	GER	960	+309
4	V Pecheritsa	UKR	960	+202
5	J Wlodarczyk	POL	960	+191

F1PJ 1 flew

1	M Krezel	POL	741	
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F1Q 12 flew

1	G Milak	HUN	960	+447
2	O Maksimov	UKR	960	+435
3	A Jancso	HUN	960	+430
4	D Sauter	GER	960	+358
5	S Bolko	POL	960	+280
6	A Lindner	GER	887	

SPZG - CUP, ANTOON VAN ELDIK MEMORIAL, KIETRZ, POLAND, MARCH 24

All FAI licences were valid

F1A 56 flew 25 full scores

1	I Bezak	SVK	1020	+600	+273
2	M Bierbauer	AUT	1020	+600	+235
3	M Rossen	NED	1020	+512	
4	B Duijghuisen	NED	1020	+420	
5	G Aringer	AUT	1020	+384	
6	H Krupa	POL	1020	+382	
7	K Halicki	POL	1020	+370	
8	B Honig	GER	1020	+359	
9	D Halbmeier	GER	1020	+357	
10	M Wachtler	GER	1020	+329	
11	A Stepien	POL	1020	+324	
12	M Latvenas	LTU	1020	+306	
13	V Bajorat	GER	1020	+293	
14	V Rossler (J)	CZE	1020	+272	
15	D Sauter	GER	1020	+254	
16	D Dradra	POL	1020	+241	
17	D Stezalski	POL	1020	+234	
18	F Wultz	AUT	1020	+234	
19	M Pitlanic	SVK	1020	+228	
20	R Assmuss	GER	1020	+225	
21	L Halicki	POL	1020	+175	
22	V Hladil	CZE	1020	+140	
23	J Carter	GBR	1020	+67	

F1A-Junior 11 flew

1	V Rossler	CZE	1020	+272
2	S Pietzko	GER	960	
3	D Maderek	POL	940	
4	F Klobusicky	SVK	927	

F1B 30 flew

1	A Krawiec	POL	1020	+368
2	S Skibicki	POL	1020	+350
3	S Stefanchuk	UKR	1020	+317
4	H Pietzko	GER	1020	+283
5	L Drobisz	CZE	1020	+280
6	P Ball	GBR	1020	+267
7	D Larsen	NOR	1020	+257
8	G Buisson	FRA	1020	+257
9	V Urban	CZE	1020	+255
10	B Silz	GER	1020	+218
11	Z Zdancewicz (J)	POL	1020	+218
12	V Starostenko	UKR	1012	
13	J Cihak	CZE	1011	
14	G Brinks	NED	991	

F1B-Junior 3 flew

1	Z Zdancewicz	POL	1020	+218
2	F Rudzinski	POL	952	

F1C 8 flew 5 full scores

1	M Sondhauss	GER	1020	+218	
2	V Pecheritsa	UKR	1020	+214	
3	M Gasiorowski	POL	1020	+200	+204
4	U Sondhauss	GER	1020	+200	+197

F1PJ 1 flew

1	M Krezel	POL	795	
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F1Q 12 flew 7 full scores

1	A Jancso	HUN	1020	+353
2	D Sauter	GER	1020	+306
3	A Lindner	GER	1020	+305
4	O Maksimov	UKR	1020	+269
5	G Kertesz	HUN	1020	+263
6	S Bolko	POL	1020	+229

WORLD CUP F1E EVENTS, RANÁ, CZECH REPUBLIC, MARCH 23-24

Varied weather – a gentle South East breeze on first day, then the second day a northerly dropping to variable. The final round flown from bottom of hill and Marian Popescu won with the only 5 minute max in that round, well ahead of the next best time.

FAI Licences not yet checked

Rana 1, March 23 F1E 30 flew

1	J Orel	CZE	500.00
2	S Jurocko (J)	CZE	489.17
3	V Kamenicky (J)	CZE	488.34
4	M Vysoka	CZE	487.08
5	V Levy	CZE	477.50
6	J Blazek	CZE	476.25
7	N Jurocko (J)	CZE	473.75
8	I Blazkova	CZE	464.16
9	J Drapeau	FRA	457.92
10	W Dziuba	POL	440.42
11	M Popescu	ROU	440.41
12	V Zima	CZE	430.83
13	A Dinu (J)	ROU	428.48
14	M Fiser	CZE	414.17
15	M Pour (J)	CZE	412.92

F1E-Junior 11 flew

1	S Jurocko	CZE	489.17
2	V Kamenicky	CZE	488.34
3	N Jurocko	CZE	473.75
4	A Dinu	ROU	428.48
5	M Pour	CZE	412.92

Rana 2, March 24 F1E 27 flew

1	M Popescu	ROU	500.00	
2	J Drapeau	FRA	456.00	+216
3	D Bildea	ROU	456.00	+129
4	M Prodanel (J)	ROU	448.67	
4	F Doupovec	CZE	448.67	
6	M Pour (J)	CZE	440.00	
6	J Orel	CZE	440.00	
8	J Pour (J)	CZE	438.25	
9	A Frieser	GER	436.59	
10	I Blazkova	CZE	434.61	
11	M Vysoka	CZE	415.67	
12	W Dziuba	POL	412.17	
13	E Slomka	POL	408.75	
14	O Holubec (J)	CZE	407.11	

F1E-Junior 9 flew

1	M Prodanel	ROU	448.67
2	M Pour	CZE	440.00
3	J Pour	CZE	438.25
4	O Holubec	CZE	407.11
5	V Kamenicky	CZE	396.67

NEWS FROM BMFA FF TECH COMMITTEE

All correspondence re this news to the FFTC Secretary: John Cuthbert, 14 Pinetree Close, Broughton, Brigg, North Lincolnshire, DN20 0EU. E-mail: johnf1c.cuthbert@btopenworld.com

The FFTC met at BMFA Office Leicester on the 6 March 2019.

Contest Rules

The FFTC are not proposing any rule changes for 2020.

Buckminster

A reminder that Buckminster is available for Free Flight trim and test flying on all days that there is not an official event

taking place. Free Flight is given a preference on Mondays, though there may be others using the site at the same time. If you are interested in making use of the site the details are contained on the BMFA web site

<https://nationalcentre.bmfa.org/>

Team Trials for 2020 Free Flight European Championships

The 2020 European Championships for Classes F1/A/B/C for seniors will be held at Prilip, Macedonia in August 2020.

Entry Fees: Season ticket or one fee of £30 enters all three classes for both selection Events. Juniors free. Please make cheques payable to BMFA.

Closing date for pre-entries 30th April 2019.

Entry form available from and send completed entry form accompanied by payment to: Phil Ball 17 Heronswood Drive, Spondon, Derby, DE21 7AX.

Free Flight National Championships

The Nationals will take place once again at RAF Barkston Heath, Lincolnshire over the late May Bank Holiday weekend 25, 26 and 27th May. The entry form is now available on the BMFA website at <http://bmfa-nats.org/event/free-flight-space-british-national-championships> The instructions for completing it are on the form and the closing date for pre entries is 13th May. Late and field entries will incur a 50% surcharge per class.

BMFA 1ST AREA MEETING, FEBRUARY 10

Scotland

Northern Light winds increasing to 10 to 15 mph

Midland Light rain 10 to 15 mph

East Anglia Increasing wind and rain

South East cold damp 15 mph

Southern 15 mph turbulent

South West

Mini Vintage 12 flew

1	C Foster	Morley	6.00	1.33
2	D Taylor	Grantham	5.50	
3	S Willis	Croydon	5.49	
4	G Beal	Morley	5.43	
5	D Cox	Crookham	5.32	
6	J Arnott	Scotia	5.22	

F1G 6 flew

1	P Woodhouse	Morley	8.38
2	G Warburton	Morley	6.40
3	C Foster	Morley	5.42

E36 5 flew

1	P Watson	MFFG	6.00	1.06
2	T Payne	Biggles	6.00	
3	C Redrup	Crookham	5.29	

HLC/CAT 6 flew

1	G Percival	Grantham	5.25
2	I Clarke	CM	4.22
3	J Arnott	Scotia	4.18

F1A 3 flew

1	J Williams	Birmingham	12.27
2	G Oulds	Crawley	4.28

Combined Power 1 flew

1	S Barnes	Morley	2.30
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Combined Glider 2 flew

1	G Peck		5.56
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BMFA 2ND AREA MEETING, MARCH 3

Scotland
 Northern Strong winds early heavy rain later
 Midland Light winds with drizzle till lunch heavy rain pm
 East Anglia Light winds am Heavy rain pm
 South East 22 mph heavy rain
 Southern
 South West

HLG/CAT 3 flew

1	P Ball	Grantham	4.28
2	G Percival	Grantham	4.00

Combined Electric 4 flew

1	G Warburton	Morley	6.22
2	G Williamson	Peterborough	5.29
3	T Payne	Biggles	5.12

F1H 2 flew

1	J Williams	Birmingham	9.06
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P30 10 flew

1	S Willis	Croydon	5.24
2	C Strachan	Biggles	5.19
3	G Beal	Morley	5.14
4	P Woodhouse	Morley	5.06
5	D Taylor	Grantham	4.55

Combined Glider 2 flew

1	G Peck	Grantham	6.06
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Combined Rubber 2 flew

1	S Willis	Croydon	4.53
2	M Marshal	Impington	4.36

F1J 2 flew

1	S Barnes	Morley	8.38
2	C Foster	Morley	6.40

Plugge after Area 1 & 2

	1st Area				2nd Area			Total
	MV	E36	F1G	P30	CE	F1J		
1 Morley	175	20	183	150	125	150		803
2 Croydon	83		50	100				233
3 Biggles		80		90	50			220
4 Grantham	142			60				202
5 Crookham	100	60	17					177
6 Peterborough				50	75			125
7 Midland FFC		100						100
8 Scotia	58							58
9 Birmingham		40						40
10 Bristol & West	33							33

BMFA 3RD AREA MEETING, MARCH 24

Vintage Glider 13 flew

1	D Cox	Crookham	7.30	+2.05
2	D Etherton	Crookham	7.30	+1.33
3	C Foster	Morley	7.30	+1.14
4	C Strachan	Biggles	6.39	
5	P Woodhouse	Morley	5.43	
6	P Tribe	Bristol & West	5.19	
7	R Marking	CVA	5.18	

Combined Rubber Gamage Cup 11 flew

1	S Willis	Croydon	7.16
2	W Hodgkinson	Grantham	6.56
3	M Stagg	Bristol & West	5.00
4	A Morehouse	Vikings	4.34
5	M Marshall	Impington	4.30
6	T Bailey	Grantham	3.35

Combined Glider 9 flew

1	P Williams	Richmond	7.30	+2.02
2	S Bowles	Vikings	7.30	
3	R Jack	MFFC	6.56	
4	D Etherton		6.36	
5	G Peck	C/M	6.31	

Combined Power 7 flew

1	P Martin	Tynemouth	7.30	+1.50
2	T Payne	Biggles	7.30	
2	B Aslett	Bristol & West	7.30	
4	D Ginns	MHMAC	6.18	

Combined Electric 3 flew

1	T Payne	Biggles	7.30	+4.52
2	G Williamson	Peterborough	6.09	

F1C 4 flew

1	A Jack	MFFC	12.16
2	J Hook	Crookham	8.34

F1Q UK 2 flew

1	T Grey	Crookham	12.30	+3.17
2	P Watson	MFFC	10.03	

HLG/CAT 21 flew

1	I Clark	C/M	5.40
2	K Taylor	East Grinstead	4.23
3	C Redrup	Crookham	4.21
4	P Woodhouse	Morley	4.11
5	Powes	CVA	3.59
6	M Peters	Crookham	3.23
7	M Cook	Crawley	2.52
8	R Taylor	East Grinstead	2.13
9	S Willis	Croydon	2.03
10	E Challis	Crookham	2.01
10	G Smith	Crookham	2.01
10	D Thompson	Croydon	2.01

Plugge after Area 3

3rd Area events					
	Vint G	F1C	HLG	Total	
1 Morley	154		110	1067	
2 Crookham	192		166	535	
3 Croydon		118	119	470	
4 Grantham		127		329	
5 Biggles	77			297	
6 CVA	100		124	224	
7 Bristol & West	62	82	24	201	
8 East Grinstead			167	167	
9 Crawley		81	81	162	
10 Peterborough				125	
11 Vikings		73		106	
12 Midland FFC				100	

NOTICEBOARD

Peter Martin: "I've been trying to get a good 2nd hand F1J airframe to go with a Fora 1cc engine I bought on the spur of the moment!" Please contact Peter at peter_m7uk@yahoo.co.uk

DILLY JAP IS BACK. After a bit of a gap since the final 5 yards came off my last bulk roll of Japanese tissue several people have asked if it will be available again, so I've just received my sixth roll. Doing the sums, that means that there's now just under a mile of Dilly Jap covering models all over the world.

Anyhow, since the last roll came in 2015, the price is slightly higher (maybe as a result of you-know-what ...xit and its effect on sterling), but it's still only £13 for a five yard roll a yard wide.

To re-cap on the details, it's 12 gm/M² and has a strong unidirectional grain. It's white and low absorbency, so remains very light when doped. For those of you old enough to remember, it's identical to the Harry York tissue sold at his South London model shop in the 1950s. I normally sell it in rolls at contests, as it's a shame to fold it for mailing, but can do that if you prefer. I'm on 0208-7775533 or e-mail: martindilly20@gmail.com