

# Free Flight News

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## FFn DIARY

March 11 Säkyän Pyhäjärvi, Finland	Swedish Moose Cup. F1A F1B F1C F1Q. World Cup event. Contact: Per Findahl, el +46709226276 <a href="mailto:per.findahl@gmail.com">per.findahl@gmail.com</a>	April 8-10 Salonta, Romania	Harghita Cup F1A,B,C,P,Q,H. F1A F1B F1C F1P F1Q World Cup event Contact: Istvan Kiss, tel: +400745161435, email: <a href="mailto:cc.cristur@gmail.com">cc.cristur@gmail.com</a> or <a href="mailto:kisstamaral82@gmail.com">kisstamaral82@gmail.com</a>
March 12 Säkylä, Pori, Finland	Bear Cup. F1A F1B F1C F1Q. World Cup event. Contact: Kim Henriksson, tel: +358 50460 6393, <a href="mailto:kim.henriksson@eerika.com">kim.henriksson@eerika.com</a>	April 9-10 Oberkotzau, Germany	2 F1E World Cup events. 9 <sup>th</sup> : Otto Kuttler Cup, 10 <sup>th</sup> : Fohrlberg Cup. Contact: Peter Kuttler, tel +491609451646 email: <a href="mailto:peter-kuttler@web.de">peter-kuttler@web.de</a>
March 19-20 Kietzr, Netherlands	2 World Cup events F1A F1B F1C F1Q 19 <sup>th</sup> : Kartel-Cup Pieter de Boer Memorial. 20 <sup>th</sup> : SPZG Cup, Antoon van Eldik Memorial. Contact: Allard van Wallene, t:+31613748459 <a href="mailto:avanwallene@ziggo.org">avanwallene@ziggo.org</a> or <a href="mailto:s-kubit@wp.pl">s-kubit@wp.pl</a>	April 10 Narrandera, NSW, Australia	Widgiewa Cup. F1A F1B F1C. World Cup event. Contact: Phil Mitchell, tel +61419414653 <a href="mailto:filnoels@bigpond.net.au">filnoels@bigpond.net.au</a>
March 26-27 Litoměřice, Czech Republic	2 F1E World Cup events. March 26 and March 27 Contact: Jiří Rudolf, tel: +420606645618 <a href="mailto:jiri.rudolf@gmail.com">jiri.rudolf@gmail.com</a> or <a href="mailto:technickyklub.cz@gmail.com">technickyklub.cz@gmail.com</a>	April 11-12 Narrandera, NSW, Australia	Australian Free Flight Championships. F1A F1B F1C. World Cup event. Contact: Phil Mitchell, details for Widgiewa Cup above.
March 26 Nova Topola, Bosnia-Herzegov.	4th RS Open International. F1A F1B F1C Contact: Miloš Budimčić, tel: +38765737027 <a href="mailto:misobudimcic1@gmail.com">misobudimcic1@gmail.com</a>	April 13-14 West Wyalong, NSW, Australia	Southern Cross Cup. F1A F1B F1C. World Cup event. Contact: Roy Summersby, tel +61243410072 <a href="mailto:roydil23@optusnet.com.au">roydil23@optusnet.com.au</a>
March 26-27 Padule di Bientina, Italy	Coppa Volo Libero. F1A F1B F1C F1Q. World Cup event. Contact: Fabrizio Ceccarini, tel +393474308840 email: <a href="mailto:f.ceccarini@tin.it">f.ceccarini@tin.it</a>	April 15 (Good Friday) Barkston Heath	BMFA Northern Gala. CG (CMA), CR (Caton), CP (Hamley), CE, F1H, 1/2A, SLOP (Falcons), Mini Vintage, P30, H/CLG, E30. Club Championships for CG, CR, CP, CE. Contact Phil Ball 07470177947 <a href="mailto:Phil.ball@ntlworld.com">Phil.ball@ntlworld.com</a>
March 27 Area Venues	BMFA 2nd Area - Spring Sorter. CR, CP (White), CE, F1A (SMAE), F1H, F1G (Plugge), E36 (Plugge), Mini Vintage (Plugge), H/CLG. Contact: Area Comp Secs.	April 18 (Easter Monday) <a href="mailto:Salisbury Plain">Salisbury Plain</a>	Croydon Wakefield Day. 4oz and 8oz Vintage Wake, F1B (in rounds), Marcus Vintage Lightweights, P30. Start 10am. Contact Ray Elliott Tel 07513 649734 <a href="mailto:ray.elliott8@btinternet.com">ray.elliott8@btinternet.com</a>
April 2-3 Tapolca, Hungary	31th Herend Cup. F1A F1B F1C F1P F1Q World Cup event Contact: Ferenc Kerner, +36205815349, <a href="mailto:ferenc.kerner@hotmail.com">ferenc.kerner@hotmail.com</a>	April 21 - 24 Peak District or Melton Mowbray	BMFA 1 <sup>st</sup> F1E. Flying on 1 or 2 days according to weather. Contact: Ian Kaynes 01252 512538 <a href="mailto:kaynes@btinternet.com">kaynes@btinternet.com</a>
April 3 TBC North Luffenham	Le Petit Classique do Brum. Pre-1970 Coupe, Classic A1, Comb E36+ ½A, Classic Glider (50m), Mini Vintage. 3 flights start 10.00 end 16.00. Contact Gavin Manion <a href="mailto:gavin.manion84@gmail.com">gavin.manion84@gmail.com</a> , <a href="mailto:suardarmonf1a@yahoo.com">suardarmonf1a@yahoo.com</a> , tel 01858 882057. Email Gavin before event for confirmation of weather and site availability	April 23 Ulez - Podlódow, Poland	Gonzo Cup. F1A F1B F1C F1Q World Cup event Contact: Norbert Suwala, tel: +48662952535, <a href="mailto:norbipolska@interia.pl">norbipolska@interia.pl</a> or <a href="mailto:gomario@interia.pl">gomario@interia.pl</a>
		April 24 Ulez - Podlódow, Poland	Crosno Cup. F1A F1B F1C F1Q World Cup event Contact: Henryk Krupa, tel: +48668185394, email: <a href="mailto:kruhen@poczta.fm">kruhen@poczta.fm</a>
		May 1 Area Venues	BMFA 3rd Area - Gamage Day. CG, CR (Gamage), CE, F1C (Halfax, Plugge), F1Q, Vintage G (Plugge), P30, H/CLG (Plugge), Tailless, 1/2A, E36, Mini Vintage.

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**Compiled and produced by Ian Kaynes**

## 2022 CHAMPIONSHIPS NEWS

The 2019 Plenary meeting passed the proposal from Finland for adding extra team members if they were female. This applies to all Championships and, with the lack of championships in the last two years, this year will see the first application of this rule: "Maximum of 3 competitors or 4 if at least one is female". The approach being taken for outdoor championships taken is to extend the round time slightly, such as 55 minutes to 65 minutes, to make some allowance for 4-person teams but without too much of a making too much easier than at present for the 3 person teams. For all these events the final date for decision to go ahead with the championships or cancellation is 60 days before the start of the event.

*F1A F1B F1P Junior World Championships* will be held at Valchitran, Pordim, Bulgaria in July. This site has been used for some World Cup events but not previously for Championships. It is described as 25km south east of the city of Pleven, with an area of 2x0.8km with open space around for 2km. Entry fees are €275 for competitors and team managers, or €200 for female competitors and team managers, and €50 for supporters, with a surcharge on these fees if paid after May 31. The banquet costs €30 per person. The schedule is:

July 24	Arrival
July 25	Registration, processing, practice, opening ceremony
July 26	F1A contest
July 27	F1B contest
July 28	F1P contest
July 29	Reserve day, tour
July 30	Tour, awards and closing ceremony, banquet
July 31	Departure

Note that there will be Bulgaria Cup World Cup event at the same place on July 22 to 24.

*F1D Indoor World Championships* will be held in the salt mine at Slanic Prahova, Romania during December. Remember that the 2020 World Championships was postponed to December 2021 and then had to be cancelled at the last minute. That event was lost and this is the new 2022 event being held in the scheduled year for F1D World Championships. The entry fees are €300 for competitors, team managers and assistant team managers, and €70 for supporters, with a surcharge if paid after October 1<sup>st</sup>. The banquet will cost €50 for seniors and €40 for juniors. The schedule is:

Dec 10	Memorial Otto Hints
Dec 11	Arrival and Memorial Otto Hints
Dec 12	Practice, opening ceremony, technical meeting
Dec 13	Contest rounds 1 and 2
Dec 14	Contest rounds 3 and 4
Dec 15	Contest rounds 5 and 6, award and closing ceremony, banquet
Dec 16	Departure

*F1A F1B F1C European Championships* will be held at Prilep, North Macedonia, during August. The entry fees are €300 for competitors, €200 for team managers and assistant team managers, and €50 for supporters, to be paid by May 1<sup>st</sup>. The banquet costs €40. The schedule is:

Aug 15	Registration, team manager meeting
Aug 16	Model processing, training, opening ceremony
Aug 17	F1A contest
Aug 18	F1B contest
Aug 19	F1C contest

Aug 20 Reserve day, awards ceremony, banquet

Aug 21 Departure

The Trophy of Prilep World Cup event will be held on August 13 and 14.

*F1E European Championships* will be held at Turda, Romania during August. The entry fees are €300 for senior competitors, team managers and assistant team managers, €250 for junior competitors, and €70 for supporters. These fees should be paid by July 1 to avoid surcharges. The banquet costs €50 for seniors, €40 for juniors. The schedule is:

August 7 Arrival or Popa Cringu World Cup event

August 8 Opening ceremony, registration, model checking, technical meeting

August 9 Junior contest day

August 10 Senior contest day

August 11 Reserve day, award and closing ceremony, banquet

August 12 Departure or Turda Cup World Cup event

## BMFA ASSISTANT TEAM MANAGER

Assistant Team Manager sought for the British Free Flight team at the 2022 European Championships in North Macedonia in August. Fully funded role. Please contact Team Manager Peter Martin at [peter\\_m7uk@yahoo.co.uk](mailto:peter_m7uk@yahoo.co.uk)

## LOST HILLS FAB FEB 2022

Ian Kaynes

After a two year gap it was another February and certainly Fabulous at Lost Hills. Numbers were down somewhat due to continuing covid situation but 15 nations were represented. Most important of all, the weather was top class. Everyday apart from two days it was sunny and warm with temperatures typically up to 75F / 24C and with winds usually below 3 m/sec.

For one reason or another all of the events had substitutes standing in for the regular organisers, except that Roger and Lindy handled the pre-entries and processing, albeit from the other side of the world. Registration showed one problem – main stand-in organiser Brian VanNest had tested positive for covid on the way to Lost Hills and was isolating in his van while wife Jenna ably looked after registration.

First event was the Kiwi Cup F1ABCQ. The usual Lost Hills buoyant air for the first round 4-minute max, followed by the increasing thermals and dead spells during the day with a breeze developing for the final round and the flyoffs.

F1Q was the first flyoff and was held with energy reduced to 2 Joules. Inevitably it was won by Dieter Paff flying a potent geared model (that had been climbing to 150m on 3J), followed by myself with new direct drive model (climbing to 90m on 3J) and third was Ben Tarcher with a geared model that was plagued by a prop blade hanging down on the glide. The Kiwi Cup includes awards to Grand Masters awards to best flyer over 75 and it was notable that all three in the F1Q flyoff were in this age category!

Six out of seven F1C flyers made the flyoff, in fact the only non-max flight was Mike Roberts not recording a flight in round 7. Taron Malkhasyan (2019 World Champion) won with a time 15 seconds short of the 8 minute max but over a minute ahead of Babenko. Alan Jack had the disappointment of his model gliding straight and out of sight. It took some searching to find the model, eventually well away from the line it was last seen following, suggesting it might have turned later and probably a much longer flight than recorded.

14 reached the F1B flyoff and Oleg Kulakovsky won with a max, followed by Sevak Malhasayan and Alex Andriukov just a few seconds below. The F1A flyoff had 8 qualified, with John Cooper in 9<sup>th</sup> place below them after dropping 11 seconds in round 2. This was the only event not to be decided in the evening, with the result determined next morning with Per Findahl beating Jama Danier by just 13 seconds.

### Kiwi World Cup of New Zealand, February 12

#### F1A 26 flew

1	P Findahl	SWE	1320	+480	+473
2	J Danier	CAN	1320	+480	+460
3	Y Grushkovskiy	UKR	1320	+475	
4	J Nyhegn	DEN	1320	+447	
5	E Pecenkovic	USA	1320	+417	
6	K Bauer	USA	1320	+356	
7	J Parker	USA	1320	+333	
8	S Jensen	DEN	1320	+307	
9	J Cooper	GBR	1309		
10	L Malila	SUI	1298		
11	R Puhakka	USA	1297		
12	J Farmer	USA	1291		
13	S Djandara	CRO	1276		

#### F1A-Junior 1 flew

1	A Goldstein	USA	965		
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#### F1B 26 flew 14 full scores

1	O Kulakovsky	UKR	1320	+480	
2	S Malkhasyan	USA	1320	+470	
3	A Andriukov	USA	1320	+466	
4	J Fitch	USA	1320	+437	
5	M Schroedter	USA	1320	+432	
6	C Jones	USA	1320	+410	
7	M Seifert	GER	1320	+408	
8	N Kovalenko	UKR	1320	+393	
9	D Larsen	NOR	1320	+392	
10	S Stefanchuk	UKR	1320	+390	
11	I Kohavi (J)	USA	1320	+384	
12	R Felix	USA	1320	+382	
13	B Jensen	USA	1320	+368	

#### F1B-Junior 1 flew

1	I Kohavi	USA	1320	+384	
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#### F1C 7 flew 6 full scores

1	T Malkhasyan	USA	1320	+465	
2	A Babenko	UKR	1320	+383	
3	J Ellington	USA	1320	+372	
4	F Parker	USA	1320	+356	

#### F1Q 6 flew 3 full scores

1	D Paff	GER	1320	+300	
2	I Kaynes	GBR	1320	+166	
3	B Tarcher	USA	1320	+117	

The rest of that day (Sunday 13<sup>th</sup>) was for the Kiwi mini events. As usual in USA F1G had the most support and also the most flyoff activity. GERALYN JONES topped the results after the second flyoff round, but another flyoff was needed to resolve second and third places between Ladislav Horak and Eugeny Gorban, with the Canadian being victorious by a margin of 3 seconds.

### Kiwi Cup Mini events, February 13

#### F1G 10 flew, 6 full scores

1	G Jones	USA	600	+180	+221
2	L Horak	CAN	600	+180	+172 +155
3	E Gorban	UKR	600	+180	+172 +152
4	J Fitch	USA	600	+180	+121

#### F1H 3 flew

1	B Jensen	USA	600	+180	+240
2	J Parker	USA	600	+180	+208
3	P Findahl	SWE	600	+165	

#### F1J 2 flew

1	F Parker	USA	600	+180	
2	T Kerger	USA	600	0	

#### F1S 7 flew

1	J Murphy	USA	600	+120	
2	T Kerger	USA	600	0	
3	J Parker	USA	595		
4	L Norvall	USA	561		

Monday was the day for the final Kiwi Cup event: F1E on the hill. From 10 entries 8 actually flew, including 3 from overseas Eugeny Gorban, Per Findahl and myself. Per was flying in an F1E competition for the first time, using a model he had from Daniel Petcu.

There was a very light wind generally from the east so we were flying into the pit. Peter set a 180 max for all rounds. Ioerger and Gorban maxed in the first round and then VanNest and Brocks maxed the second round. Gorban made the longest flight in round 3 scoring 139 with a flight that actually finished a few seconds less than it might have been because the model hit the top of a road sign. I made the only max of round 4, with a satisfying flight that soared along the east facing ridge then out over the next hill, with almost all the flight being above the horizon in the blue sky. In the final round Per Findahl made the best time with 154 seconds.

Tom Ioerger's consistency was rewarded by a clear win by 60% (everyone else had recorded at least one flight less than one minute). The next 5 people were closely grouped within a range of 20%, Eugeny Gorban and Brain VanNest taking the other podium positions. After we had finished the prize-giving a strong westerly wind sprang up, an indication of the weather to come on the next day.



*Per Findahl launching in his first F1E contest*



*...and the model in flight*



## Kiwi World Cup of New Zealand, February 14

### F1E 8 flew

1	T Ioerger	USA	408.17
2	E Gorban	UKR	347.46
3	B Van Nest	USA	344.53
4	I Kaynes	GBR	337.77

Tuesday was a windy day and quite conveniently there were no competitions scheduled. The only function of the day was the Ladies Tea Party at midday and that was curtailed by a brief light shower – the only rain during the 2 week period.

Wednesday was the day for North American Cup. This is the Canadian event and, with the regular organisers not travelling to Lost Hills, Walt Ghio took on the organisation of the contest. It was to a 5 round format with the luxury of a late start at 9.00. However this meant that the 4-minute first round was not in the consistent morning air of an 8.00 round but in the beginning of the day's thermals and downdraughts. The class most affected was F1Q where Dieter Paff was the only one to max. In the late rounds the class had two upsets of climbing models on the edge of strong lift. Dieter had one and the model lost some height but still maxed, while I had my model dive towards the ground in the last round – RDT saved the model but threw away a potential second place. The flyoffs needed for the other classes were delayed and completed with a single flight to 10 minute max. Per Findahl claimed his second F1A win, this time by a margin of 38 seconds over Jama. In F1B Michael Seifert beat Kulakovsky and Andriukov by a almost a minute and Guy Menanno took F1C.



Michael Seifert's F1B (Merry Smith photo)

## North American Cup, February 16

### F1A 18 flew

1	P Findahl	SWE	960	+527
2	J Danier	CAN	960	+489
3	J Nyhegn	DEN	960	+454
4	Y Grushkovskiy	UKR	960	+449
5	E Pecenkovic	USA	960	+429
6	A Banos	ARG	960	+254
7	S Djandara	CRO	960	+240
8	J Parker	USA	946	
9	L Malila	SUI	909	
10	J Pecenkovic	BIH	891	

### F1B 24 flew 17 full scores

1	M Seifert	GER	960	+520
2	O Kulakovsky	UKR	960	+466
3	A Andriukov	USA	960	+461
4	S Stefanchuk	UKR	960	+456
5	L Horak	CAN	960	+453
6	J Fitch	USA	960	+442
6	N Kovalenko	UKR	960	+442
8	D McGuckin	USA	960	+440
9	S Malkhasyan	USA	960	+424
10	G Hagay	ISR	960	+396
11	J Nyhegn	DEN	960	+381
12	R Felix	USA	960	+379

### F1C 6 flew 5 full scores

1	G Menanno	USA	960	+445
2	D Jermol	CRO	960	+433
3	A Babenko	UKR	960	+405

### F1Q 6 flew

1	D Paff	GER	960
2	J Parker	USA	921
3	B Tarcher	USA	914

On Thursday we were back on the hill for the California Cup, the F1E event linked to the MaxMen contest. Initial test flights were made on the west facing ridge but by the time the contest started the drift was from the east and the first round was flown into the pit with a max of 150 seconds, which max was used for all rounds. The start of round 2 was delayed by an apparent wind change to being southerly. Brian went to investigate flying south from the northern end of the main hill and made a flight which steered down the relatively narrow region available but finished at 2 minutes on the southern bank of the pit. The southern edge of the hill had direct exposure to the southerly wind with no obstruction and landing on clear flat grass but was criticised for not having the height of hill that existed if flying into the pit. The southern slope got approval and round 2 was flown from there. It was possible to soar along part of the ridge but the max was out of reach. Dave Parsons posted the top time with 99 seconds, I followed with 97 and then scores ranged downwards including three under one minute.

The next round had more flights less than a minute but Brian VanNest made the 150 second max. Shortly after the start of round 4 it was apparent that the wind had swung back to the east. Gorban flew to the south for a poor 56 seconds. There was then a wait to see if the wind returned to the south but it didn't. I decided that it was a settled wind coming up the east slope so I launched along the direction of the line and immediately got some good soaring on the slope. However I had underestimated the small southerly component and the model drifted north quite rapidly, eventually landing on top of the next hill at 134 seconds. It was notable that I flew that way towards the pit when earlier I had been strongly advocating flying on the south edge. Others then followed and flew that way but with a better steering for the wind. 4 maxes resulted for in the round.

For the final round the line was rotated to face into the east wind which was now rather stronger. I achieved the disaster of one flight landing on the hill in under 20 seconds and then launching my larger model too steeply to stall back to the ground for 6 seconds (should have changed models...). The same 4 people who had maxed round 4 repeated the time in this round and they finished in the top 4 places. These included Geralyn Jones with her model making a classic soaring flight holding position into wind at a height of about 100 ft for the full 2½ minutes. Instead of the DT taking it straight back to launch point it drifted slightly

right and went over the edge of the hill. Per Findahl had won – a good performance in his second contest, having now got the bunt launch working well.

### Bob White Memorial Max Men California Cup, Feb 17

#### F1E 9 flew

1	P Findahl	SWE	435.54
2	T Ioeger	USA	416.55
3	D Parsons	USA	390.00
4	G Jones	USA	352.44
5	P Brocks	USA	332.21

The MaxMen mini events were flown on Friday. This contest starts with recording a tie-break flight at 8.00. This is timed to the ground and decides the winner if flyers are still equal after two flyoffs. I saw the final few minutes of Tiffany O'Dell's flight as her Coupe glided round drifting at walking speed and losing height only very slowly - it made over six minutes. And this was the day when the UK was reported to be having a storm with high winds.

The five regular rounds from 9.00 had the same weather as the other days of developing lift as the temperature rose accompanied by just a little wind. Apart from F1S at least half of the flyers maxed out. F1H was resolved by two flyoffs, Per Findahl maxed both flights to record his fourth win of the week. Julie Parker won F1S by topping the second flyoff. Both F1G and F1J had ties after two flyoffs so that the early morning flights came into play as tie breaker, giving Tiffany the win from her long flight.

### Bob White Memorial Max Men Mini events, Feb 18

#### F1G 8 flew, 5 full scores

1	T O'Dell	USA	600	+180	+240	+403
2	J Fitch	USA	600	+180	+240	+281
3	G Jones	USA	600	+142		
4	P Brocks	USA	600	+124		
5	L Horak	CAN	600	+115		

#### F1H 4 flew

1	P Findahl	SWE	600	+180	+240
2	B Jensen	USA	600	+180	+215
3	M Fedor	USA	522		
4	J Parker	USA	479		

#### F1J 6 flew 4 full scores

						TB
1	D Johannes	USA	600	+180	+240	+351
2	F Parker	USA	600	+180	+240	+302
3	T Kerger	USA	600	+180	+240	+279
4	R Secor	USA	600	+150		

#### F1S 9 flew

1	J Parker	USA	600	+120	+168
2	J Murphy	USA	600	+120	+119
3	S Donnelly	USA	600	+120	+80
4	G Menanno	USA	588		

The weekend saw the climax of Feb Feb with the Max Men FAI events with F1Q and F1Q flown on Saturday and F1B and F1C on the Sunday. These classes were flown with 4 minute maxes on the first 2 rounds. In general the second of these two were harder because of the increased vertical air movements. Having managed those two rounds, I did some poor air-picking and dropped 2 seconds on the "easier" 3 minute max in round 3. This meant that F1Q would not need a flyoff. All the others except Dieter Paff had dropped round 1 or 2.

F1A was a different story with people dropping a flight in one or other round to leave 9 full scores. There was a noticeable

easterly wind for the flyoffs taking the models towards the setting sun and Jama Danier was victorious in the end.

F1B and F1C had similar weather leading to most of the F1B and half of F1C maxing out. Two flyoffs were completed with the second having a 10 minute max, but 7 F1B flyers managed this. Since the last flight had been at 17.30 there was not time for another flight and F1B would be completed the next morning. However, it was very windy at 7.00. By 9.30 it was less windy and a suitable launch position had been found and the flyoff took place. It was without Bob Piserchio and Michael Seifert had to leave. Ittai Kohavi was the winner, ahead of Jes Nyhegm and Sevak Malkhasyan, concluding a memorable sequence of events.



Dieter Paff waiting to launch F1Q (Merry Smith photo)



Paff and Kaynes F1Q models climbing together (Tom Faith photo)



Andrew Barron preparing for F1A flyoff

#### Bob White Memorial Max Men International, Feb 19-20

##### F1A 28 flew

1	J Danier	CAN	1380	+360	+397
2	S Rosenzweig	USA	1380	+360	+267
3	A Barron	USA	1380	+360	+243
4	J Parker	USA	1380	+339	
5	R Lesko	CRO	1380	+285	
6	B Van Nest	USA	1380	+237	
7	J Donnelly	USA	1380	+233	
8	K Bauer	USA	1380	+221	
9	R Puhakka	USA	1380	+164	
10	L Malila	SUI	1377		
11	A Goldstein (J)	USA	1355		
12	E Pecenkovic	USA	1318		
13	F Moreau	FRA	1315		
14	S Jensen	DEN	1310		

##### F1A-Junior 2 flew

1	A Goldstein	USA	1355
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##### F1B 29 flew 21 full scores

1	I Kohavi (J)	USA	1500	+420	+600	+600	+376
2	J Nyhegn	DEN	1500	+420	+600	+600	+339
3	S Malkhasyan	USA	1500	+420	+600	+600	+202
4	V Nereng	NOR	1500	+420	+600		+491
5	N Kovalenko	UKR	1500	+420	+600		+434
6	M Seifert	GER	1500	+420	+600		
6	R Piserchio	USA	1500	+420	+600		
8	C Jones	USA	1500	+420	+593		
9	D Larsen	NOR	1500	+420	+586		
10	E Habba	ISR	1500	+420	+559		
10	S Stefanchuk	UKR	1500	+420	+559		
12	W Ghio	USA	1500	+420	+539		
13	R Felix	USA	1500	+420	+518		

##### F1B-Junior 2 flew 1 full scores

1	I Kohavi	USA	1500	+420	+600	+600	+376
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##### F1C 10 flew 5 full scores

1	A Babenko	UKR	1500	+420	+414
2	F Parker	USA	1500	+420	+336
3	T Malkhasyan	USA	1500	+420	+312
4	J Ellington	USA	1500	+420	+285
5	D Chesson	USA	1500	+357	

##### F1Q 7 flew

1	D Paff	GER	1380
2	I Kaynes	GBR	1378
3	B Tarcher	USA	1361
4	J Murphy	USA	1351

##### F1P 3 flew

1	R Secor	USA	1380
2	J Kelley	USA	1226
3	M Fedor	USA	1200

## A NEW SPIN ON AN OLD CONCEPT

### Introducing the Sting Mk2 Gliders 32" Tip Launch Glider

From Len Surtees

Since first flying in a jet passenger plane back in 1971 I was fascinated with the swept back wings. The swept back wings were practical due to the Airport space restrictions but they also provided high lift with less drag than conventional wings.

Searching thru old modelling magazines there are plenty of examples of swept back wings on gliders and power models. I have picked out two examples from the past that grabbed my attention. ( see photos ). I also remember building a 60's design HLG named Sixty. It had swept back wings and was a good performer.

So fast forward to October 2021 there was a need to add a TLG to my existing fleet of Sting Mk2 Glider kits being the 6", 15", 18" and 24", all catapult or javelin launch.

After consulting with Michael Towell we decided a 32" is the ideal size, not too big and not too small. With removable wing the glider is easily transported. The new 32" glider has a very distinctive look and is a crowd grabber. The prototype had a balsa wing and tail feathers and first flew at the QLD Brisbane Free Flight field in November. Once the incidence and CG were sorted it launched as on rails and transitioned easily into a floating glide.

The comments heard were " it looks like a bird of prey and thermals like one " so it was pleasing to hear other modellers give it rave reviews who had a wide range of free flight modelling experiences. If you would like to know more about this innovative glider please email [lensurtees@hotmail.com](mailto:lensurtees@hotmail.com). There is a SHORT KIT ( fully functional fuselage, everything except wing and tail which can be made from balsa with full size plan, posted in a cardboard tube, ) available and a ARTF kit with aluminum wings. I have engineered the aluminum wing to simplify construction by eliminating ribs. The wing LE has a 1.5mm carbon fiber rod and after a hundred flights ( and some crashes ) the wing has proved to be super stiff and is still in good condition. Also available options are Vacuum bagged composite tail feathers and electronic band burner DT. The 32" comes with built in viscous timer . To see this glider and others visit website

[www.stingmk2gliders.com](http://www.stingmk2gliders.com)

Please note the new Sting Mk2 TLG 32" glider is copyright.

Remember Have Ho 2022 postal event during April (see February FFN) Contact [lensurtees@hotmail.com](mailto:lensurtees@hotmail.com)





*Modified Michael Towell winglets to allow a clean release with thumb under the wing*



*Len with the new aluminum 32" TLG wing version*

## WORLD CUP

Positions after the first events in USA

### F1A

1	J Danier	CAN	1655	MM-1	KW-2	NA-2
2	P Findahl	SWE	1202	KW-1	NA-1	
3	J Nyhegn	DEN	835	NA-3	KW-4	
4	J Parker	USA	827	MM-4	KW-7	NA-8
5	Y Grushkovskiy	UKR	819	KW-3	NA-4	

### F1B

1	M Seifert	GER	1232	NA-1	MM-6	KW-7
2	S Malkhasyan	USA	1203	KW-2	MM-3	NA-9
3	O Kulakovskiy	UKR	1138	KW-1	NA-2	
4	A Andriukov	USA	935	KW-3	NA-3	
5	M Kovalenko	UKR	928	MM-5	NA-6	KW-8

### F1C

1	A Babenko	UKR	1212	MM-1	KW-2	NA-3
2	T Malkhasyan	USA	915	KW-1	MM-3	
3	F Parker	USA	586	MM-2	KW-4	
4	G Menanno	USA	582	NA-1		

### F1Q

1	D Paff	GER	1747	MM-1	NA-1	KW-1
2	I Kaynes	GBR	818	MM-2	KW-2	
3	B Tarcher	USA	669	MM-3	NA-3	KW-3
4	J Parker	USA	388	NA-2		

### F1E

1	T Ioerger	USA	966	KA-1	CA-2	
2	P Findahl	SWE	585	CA-1		
3	E Gorban	UKR	381	KA-2		
4	D Parsons	USA	331	CA-3		

## FAI ON UKRAINE

### FAI position on the conflict taking place in the Ukraine

Issues by the FAI Executive Board on 28 February 2022

The military conflict taking place in Ukraine is of grave international concern. We are all deeply saddened by the inevitable human cost of war and the humanitarian crises that will be created because of this conflict.

The FAI's fundamental aim is to maintain the integrity and support the development of air sports across all nations in line with a set of values that nurture inclusion and transcend national differences.

To maintain that aim under the circumstances created by the military conflict in the Ukraine, the FAI Executive Board has unanimously decided to implement the following extraordinary measures:

**To suspend the members of Russia and Belarus with immediate effect and therefore removing all rights as listed in FAI Statutes 2.4.2.1**

In making this decision, the FAI Executive Board has taken note of the considered actions being taken by the International Olympic Committee and other international sporting organisations.

In addition to the above measures, the FAI Executive Board will:

1. Engage with FAI Members, FAI Air Sport Commissions and other stakeholders to ensure that the situation is carefully, and regularly monitored and further decisions taken as to current and future measures.
2. Ensure that the organisers of all FAI sanctioned events due to take place in Europe between now and April 2023 are consulted with to consider the direct and indirect impact of the conflict in the Ukraine, any mitigation measures that might need to be considered, and what forms of assistance the FAI might be able to provide to maintain the integrity of such events.

This is a very difficult situation. Our thoughts are with those that are being most directly impacted, and we all hope for a swift resolution.

### Position of F1 events

There were 5 World Cup events scheduled to be flown in Russia this year (two organised by Russia, two by Belarus and one by Kazakhstan) and these will not be flown during the suspension.

Russian and Belarus flyers will not be able to participate in any events outside Russia – Championships or World Cup events.

Events scheduled to be flown in Ukraine will be postponed and flown when conditions in the country allow. Let us hope that this will be sooner than appears likely from the current conditions.

## BMFA NEWS

Extracted from a letter from BMFA Chairman Ian Pallister

Regrettably I have to start with a piece of news that many will find hugely disappointing. After a two-year absence we were reasonably confident of a return to RAF Barkston Heath this year for a celebratory Free Flight and Power Nationals. Sadly, despite encouraging noises last year, the Cranwell Station Commander has declined our request for both events, primarily on operational grounds. This followed a face to face meeting and subsequent negotiations offering to reduce their scope and scale. We are still hopeful of running combined events over the two bank holidays and are in negotiation with a number of other potentially-suitable airfields. I had hoped to have an answer by now but it was important that those of you planning trips to Barkston were not kept in the dark any longer. We will post a bulletin on the website in due course. If none of the options comes off then the individual disciplines will arrange their own National Championships independently as they have done for the past two years.

Ed: FFTC will be meeting next week to consider plans.

## SOUTHERN COUPE LEAGUE PROGRAMME 2022

By Peter Hall

There are ten events in the programme if Dreaming Spires and Cagnarata Day are confirmed and Covid allows. Six of your best scores will count in the final tally. Colin Foster and Chris Redrup, first and second at La Grande Coupe de Birmingham in December are off to a good start...*Hello yes, what is it ? ..... Yes, yes O.K.*

Sorry about that, I've just received a directive from S.L.O.G. (Southern League Operating Group). Given these dreary depressing times, facing infection, lockdowns, tax increases, postponed operations, stagflation, supply breakdowns, the energy crisis, NHS collapse, global warming induced wild weather, and national bankruptcy let alone the depredations of mindless bureaucracy and the challenges of physical degeneration afflicting an increasing proportion of our dwindling numbers, it is likely that these Twenties will be not be Roaring like the last ones but Whimpering. What I am asked to provide therefore is a Johnsonian cascade of booster rhetoric, a torrent of implausible metaphor, to motivate and cheer us for the coming season - a sumptuous feast to fill the belly of resolve, not a bowl of dry data to chew over, a reminder that Britain is still great and leads the world in stamp collecting and meal worm production. A Panglossian glow for all. So here goes-

Can you wait? Can you ignore the call of those glorious enclaves of Olde Englande bathed in sunshine, decked with flowers, their names ring out like a peal of cathedral bells.

Ashtown Forest, Bodmin Moor, Beaulieu, Barkston Heath, Luffenham, Port Meadow, Salisbury Plain, Sculthorpe.

Of course it's an effort, but when was not effort the midwife of success? When was carpet-slipped sloth not the father of mediocracy, the uncle of obesity and the second cousin of hemorrhoids? Memories of the tedious journeys, the wind and rain, the silly mistakes, the lost models, should stiffen our resolve to improve our models, our preparation and our procedures.

Think of the creative pleasure of design and build. Think of the miraculous transformation of that pile of inert balsa, that limp

tangle of rubber. Think of the forbidding intransigence of carbon and piano wire, the illusive quicksilver of mylar, the miniature perils of cyano waiting to be mastered. The new coupe emerging under your skilful hands like a gorgeous butterfly from its dowdy chrysalis.

Anticipation is the better part of pleasure so think of the first trimming sessions, the first competition - the Second Area on March 27th. Winding the motor, its tension and release mirroring your own, the agonising launch decision, the flood of relief when even in the first five seconds you know it's a boomer. Think of the perfect flight pattern, your spirit soaring, the timely DT, the contented stroll back to base. 'I think the glide circle could be opened a bit' - your modest response to the praise for your performance.

Think of lunch, two maxes in the bag, a flat calm afternoon. Lunch - plain and wholesome but elevated to gourmet quality by the fresh air and exercise. Chats with the chaps, what's new? Exchanges of lists of infirmities and condolences for loss. Then think of the fly-off, the nervy fumbling preparation, a ten minute launch window. This is a test of character. Do you follow or lead or simply ignore the others. The latter of course. Your senses are deployed like the finest spiderweb to catch the micro-vibrations of the one approaching patch of sweet air in that ten minutes. Steady, steady, Now! Never mind the others, concentrate on your model. I leave the rest to your imagination. Then home, dinner and that special sleep that only a day like this can bring.

Feel better now? of course you do so check your diary, March 27th the Second Area for round two of the League.

### Southern Coupe League Calendar 2022

7 Nov 7 2021	GC Birmingham	N Luffenham
March 27	Second Area	Area Venues
May 8	London Gala	Salisbury Plain
?	Nationals	?
?	Dreaming Spires tbc	Port Meadow
July 10	Fifth Area	Area Venues
July 24	Cagnarata tbc	RAF Colerne
Aug 21	Southern Gala	Salisbury Plain
Sept 18	Crookham Gala	Salisbury Plain
Oct 8?	Salisbury Plain	Coupe Europa

## GEORGE FULLER CELEBRATION EVENT AT CROOKHAM GALA.

Since the sad loss of George Fuller in 2012, the Crookham Gala has presented a separate Trophy in the Combined Power event, for the best score achieved by a competitor flying a Dixielander. However as this year is the 10<sup>th</sup> anniversary of his death and the 100<sup>th</sup> anniversary of the SMAE/BMFA, we want to celebrate the world wide success of George's iconic design and make the event extra special by getting a record number of Dixielanders competing in the same contest.

We are therefore appealing to all UK power fliers to dust off their Dixielanders and compete in this event at Salisbury Plain on the 18<sup>th</sup> September. As an added incentive to the usual prizes for all competition classes and with the support of the BMFA Southern Area, we will be awarding extra cash prizes for the 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> placed Dixielanders, of £50, £25 and £15 respectively plus £15 for the best placed other George Fuller designed power model.



So, if you have a Dixielander (or Zoot Suit or Stomper), come and fly it at the Crookham Gala on the 18<sup>th</sup> September 2022. If you haven't got one, there is still time to build one, and let's see how many we can get in the air in the same competition. A free Dixielander pdf plan file can be found on Outerzone (<https://outerzone.co.uk/>) or obtained by request - email me at the email address given below for a copy.

Full details of the event will be advertised in the modelling press but for all enquiries contact: Chris Redrup on 07544 533509 or email [chrisredrup@yahoo.com](mailto:chrisredrup@yahoo.com)

*See Crookham Gala details on the last page of this issue*

## WORLD CUP 2021 STATISTICS

Following the results and some statistics presented last month, here are the remaining statistics of the truncated 2021 World Cup...

### Number of competitors per country, those scoring points in 1 or more events

The "All" column in this table is the number of people over all classes, including allowance for some people having flown in more than one class.

F1A	F1A J	F1B	F1BJ	F1C	F1P	F1Q	F1QJ	F1E	F1EJ	All
RUS 29	RUS 7	RUS 26	FRA 5	RUS 21	RUS 3	USA 7	POL 3	FRA 17	POL 6	RUS 87
GER 17	ISR 5	FRA 18	RUS 5	USA 5	BUL 1	HUN 6	ISR 2	POL 13	FRA 4	FRA 48
HUN 16	FRA 4	USA 13	ISR 4	ISR 4	HUN 1	POL 6	GER 1	BUL 7	BUL 2	POL 44
ISR 15	HUN 4	ISR 9	BUL 3	BUL 3		GER 5		CZE 6	CZE 2	USA 42
USA 13	ROU 4	GER 8	GER 2	CRO 3		ISR 5		ITA 6	ITA 1	ISR 39
FRA 12	SLO 4	UKR 8	UKR 2	GER 3		ITA 4		USA 5		GER 35
POL 12	BUL 3	CZE 5	USA 2	POL 3		DEN 2		GBR 1		CZE 27
CZE 10	CZE 3	TUR 5	BIH 1	UKR 3		FRA 1		ROU 1		HUN 27
MGL 9	GER 3	CRO 4	CZE 1	CAN 2		NED 1		SVK 1		UKR 22
SLO 9	SVK 3	POL 4	EST 1	EST 2				UKR 1		BUL 21
UKR 9	UKR 3	SRB 4	MGL 1	FRA 2						ITA 17
SVK 8	MGL 2	BIH 3	MKD 1	HUN 2						MGL 16
CRO 6	MKD 2	CAN 3	NED 1	ITA 2						SLO 14
ROU 6	POL 2	EST 3	POL 1	MGL 2						CRO 12
SRB 6	USA 2	ITA 3	ROU 1	SLO 2						ROU 12
BIH 5	BIH 1	MGL 3		SRB 1						SRB 11
NED 5	CRO 1	MKD 3								BIH 9
SWE 5	SWE 1	SLO 3								MKD 9
BUL 4		BUL 2								SVK 9
DEN 4		GBR 2								TUR 9
SUI 4		NOR 2								NED 8
TUR 4		SUI 2								CAN 7
FIN 3		AUT 1								EST 7
ITA 3		DEN 1								SWE 7
LTU 3		LAT 1								DEN 6
MKD 3		NED 1								SUI 4
AUT 2		ROU 1								AUT 3
CAN 2		SVK 1								FIN 3
EST 2		ESP 1								GBR 3
LAT 2		SWE 1								LAT 3
										LTU 3
										NOR 2
										ESP 1

## Number of people flying in each class scoring in different numbers of events

	F1A	F1A-J	F1B	F1B-J	F1C	F1P-J	F1Q	F1Q-J	F1E	F1E-J
Number of competitions:-	42	36	42	34	33	5	23	6	15	11
Total number of entries:-	913	160	549	95	157	11	153	16	218	41
Number of competitors scoring points:-										
in 1 event	115	33	62	16	34	3	16	1	32	7
in 2 events	67	14	49	10	21	2	9	5	14	6
in 3 events	16	2	15	2	2	0	5	0	6	2
in 4 events	10	4	7	0	1	0	4	0	3	0
in 5 events	10	0	1	2	2	0	1	0	0	0
in 6 events	2	0	3	1	0	0	1	0	0	0
in 7 events	3	0	3	0	0	0	0	0	3	0
in 8 events	2	1	1	0	0	0	1	0	0	0
in 9 events	2	0	0	0	0	0	0	0	0	0
in 10 events	0	0	0	0	0	0	0	0	0	0
in 11 events	0	0	0	0	0	0	0	0	0	0
in 12 events	1	0	0	0	0	0	0	0	0	0
Total number of competitors scoring World Cup points	228	54	141	31	60	5	37	6	58	15

## UK COMPETITION NEWS

LE PETIT CLASSIQUE DE BRUM - North Luffenham,  
Update and reminders...

Postponed from March now to be April 3 subject to site availability.

First the update; entry for this competition can now be confirmed as £10 for the day. So, you can fly all classes with two entries per class for a tenner.

As previously advertised, there are a couple of variations to the normal rules for this event. Classic Glider is flown on a **50m line** and E36 has an **8s motor run** and will be flown as a combined event with ½ A power. Please don't get caught out, make sure that you can fly to these rules.

Competitors may enter **two** models, separately, in each event. Highest placed entry to count, **no substitution** of parts nor model permitted.

To avoid an unnecessary journey, if you think that you'll be there please tell Gavin Manion by email [gavin.manion84@gmail.com](mailto:gavin.manion84@gmail.com). The decision to go ahead or postpone will be notified by email by the evening of Thursday March 31.

CROYDON WAKEFIELD DAY will be held on Easter Monday April 18 on Salisbury Plain Area 8. Events are:

4oz and 8oz Vintage Wake

F1B (in rounds)

Marcus Vintage Lightweights

P30

Start 10am. Contact Ray Elliott. [ray.elliott8@btinternet.com](mailto:ray.elliott8@btinternet.com)  
Tel 07513 649734

THE CROOKHAM GALA 2022 will be held on Sunday September 18 on Salisbury Plain area 8. Events are:-

Modern and Vintage Coupe combined (3 flights only. Prize for best vintage score)

Combined Glider (Prize for best Classic A1)

Mini Vintage

E36

Combined Power (Including George Fuller Trophy for best placed Dixielander). 1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup> cash prizes for best Dixielanders plus prize for best placed other George Fuller design. (see details on page 26)

Cash and wine prizes for all classes. Comps start: 10.00am finish 5.00pm. Contact. Chris Redrup 01483 487273/07544533509 email [chrisredrup@yahoo.com](mailto:chrisredrup@yahoo.com)