

Free Flight News

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FFn DIARY

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: cc.cristur@gmail.com	May 6-7 Salonta, Romania	Salonta Cup F1A,B,C,H,Q. F1A F1B F1C F1Q World Cup event Contact: Sandor Vincze, tel: +40724717992, email: vinczesg@gmail.com
April 9-10 Oberkotzau, Germany	2 F1E World Cup events. 9 th : Otto Kuttler Cup, 10 th : Fohrlberg Cup. Contact: Peter Kuttler, tel +491609451646 email: kuttler-peter@web.de	May 7-8 Salisbury Plain	BMFA London Gala. Saturday events CG, CR, CP, CE, Mini Vintage. Sunday events F1H, F1G, F1J, P30, H/CLG, E30, CO2. John Carter 01782 398816 Nordicfla@outlook.com
April 10 Narrandera, NSW, Australia	Widgiewa Cup. F1A F1B F1C. World Cup event. Contact: Shannon Tolmie smtolmie@hotmail.com	May 8 Salonta, Romania	Szabó Miklós Memorial. F1A F1B F1C F1Q World Cup event Contact: József Guti +36203635573 gutijozsef74@gmail.com
April 11-12 Narrandera, NSW, Australia	Australian Free Flight Championships. F1A F1B F1C. World Cup event. Contact: Shannon Tolmie smtolmie@hotmail.com	May 12 – 15 Peak District or Melton Mowbray	BMFA F1E Team Selection 1. 1 or 2 days according to weather. Contact: Ian Kaynes 01252 512538 kaynes@btinternet.com
April 13-14 West Wyalong, NSW, Australia	Southern Cross Cup. F1A F1B F1C. World Cup event. Contact: Roy Summersby, +61 243410072 roydi123@optusnet.com.au	May 28-29 Monti Lessini, Italy	2 F1E World Cup events. 29 th : 5th Trofeo Gar Rovereto, 30 th : 10 Volare Lessini. Contact: Maurizio Tomazzoni, tel +393355650970 mautom60@gmail.com
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 Phil.ball@ntlworld.com	May 29 North Luffenham	BMFA Nationals, see page 35. F1H (BA), F1G (308), F1J (Quickstart), 1/2A (Hales), E36 (Short), P30 (Flight), HLG, CLG, E30, CO2 (Sparklets) Mini Vintage (Weston),.
April 18 (Easter Monday) Salisbury Plain	Croydon Wakefield Day. 4oz and 8oz Vintage Wake, F1B (in rounds), Marcus Vintage Lightweight, P30. Start 10am. Contact Ray Elliott Tel 07513 649734 ray.elliott8@btinternet.com	June 3-5 Kirkklareli, Turkey	THK Ismail Sarioglu Free Flight Cup. F1A F1B F1C World Cup event Contact: Mehmet Arslan, tel: +902225912112, email: arslanthk@yahoo.com or ismety@banksoft.com.tr
April 21 - 24 Peak District or Melton Mowbray	BMFA 1 st F1E. Flying on 1 or 2 days according to weather. Contact: Ian Kaynes 01252 512538 kaynes@btinternet.com	June 4 – 5 Salisbury Plain	BMFA Nationals, see page 35. June 4: CG (Thurston), CR (Model Aircraft), CP (Shelley), CE, Classic RP, Women's Cup, CLG, Frog Junior, Tailless (Lady Shelley), Vintage G. June 5: F1A (Ronytube), F1B (Boxall), F1C (Cosh), F1Q (Astral), HLG, Vintage RP (Jubilisee), SLOP (Harris), Classic G (Ripmax)
April 23-24 Ulez - Podlódowo, Poland	2 World Cup events F1A F1B F1C F1Q. April 23: Gonzo Cup. Contact: Norbert Suwala, tel: +48662952535, norbipolska@interia.pl April 24: Crosno Cup. Contact: Henryk Krupa, tel: +48668185394, email: kruhen@poczta.fm	June 4 Viborg, Denmark	Jutland Heath Cup. F1A F1B F1Q F1S. World Cup event Contact: Peter Rasmussen, pr.arkitekter@gmail.com
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.		

7 Ashley Road, Farnborough, Hants, England GU14 7EZ

email: info@freeflightnews.org.uk

Web site address: <https://www.freeflightnews.org.uk/home.htm>

Compiled and produced by Ian Kaynes

PENNY WISE, LIMITED PENNYPLANE BY BOB BAILEY

The Limited Pennyplane class originated from the USA and the US rules are used in UK without change. A model built using the maximum wing and tail areas allowed by the rules is short coupled due to the maximum fuselage length permitted. I built one in the early days of my indoor flying career but the characteristics were not to my liking and I concentrated on other indoor classes.

Using maximum wing and tail chords (as well as maximum spans) the layout has a short moment arm between wing and tail resulting in a small tail volume coefficient TVC which is generally accepted as being bad for duration.

In its simplest form, TVC is defined as

$$(A_t/A_w) \times (M/C_w) \text{ where}$$

A_t , A_w are tail and wing areas respectively

M moment arm between wing TE and Tail LE (simplest form)

C_w is average wing chord

In 2018 I wondered to what extent I could produce a model that of course complies with the rules but with an increased TVC.

A typical LPP has a TVC (as defined above) of about 0.75 and a current F1D has a TVC of about 1.1 so a target value for the design TVC was 0.9 to 1.0.

Reduction of wing chord seems counterintuitive due to increase in wing loading (bad) but this is offset by the increase in aspect ratio. The target value of around 0.9 for TVC gave a tail area substantially less than the maximum allowable which again seems initially counterintuitive.

However that tail aspect ratio is substantially increased and this gives an increase in tail efficiency. The efficiency increase for the tail allows the model CG to be moved back for the same amount of stability and hence the tail carries more lift. The values eventually chosen for wing chord and corresponding tail area gave a TVC, which, when recalculated, is about 0.95, a big improvement on the standard LPP value of 0.75.

In order to find the best CG position the wing was set at 0 deg incidence (standard indoor duration practice) with the tail set at -2 deg. This amount of decalage is usually just sufficient to ensure a decent margin of stability on most indoor models. It was immediately obvious that a large amount of nose weight was needed to trim the glide without the prop fitted, hence the large weight of the fuselage. With reasonably light wood, particularly at the rear, this brought the model weight almost up to the minimum value of 3.09 g (the weight of a US penny).

The design of the model was very much experimental without knowledge of how competitive it could be. As a short cut to flight tests the propeller I first used was in fact the one I had designed and built for my Gyminnie Cricket model hence the 11" diameter. A replacement prop was subsequently built with the same diameter and was used for the 2021 Indoor Nationals, achieving first place in the Limited Pennyplane class. Increasing the diameter to the maximum permitted value of 12" can be expected to improve performance significantly; this has yet to be tried.

Ed: a kit of this model is planned

CIAM PLENARY MEETING

The 2022 Plenary meeting is to be held as a series of remote meetings like last year. The main Plenary meeting will be on May 7, preceded by the technical meetings. Free Flight technical meeting will be held on April 2 (see report later in this issue), and the General Rules meeting on April 16 – although there is only one proposal in the General Rules category. This proposal is to simplify paragraph C.11 on the markings on models to say that the model must not have FAI licence or sticker for a person other than the flyer while removing the current “any other reference to another person”.

The 2024 Championships will be awarded at the Plenary meeting. Currently North Macedonia and Romania are bidding for the F1ABP Junior World Championships, while there are not yet any offers for the other three free flight events - the Indoor World or the F1ABC and F1E European Champs.

INTERNATIONAL COMPETITION NEWS

Serbia have cancelled the 2 F1E events and the Djordje Zigic F1ABC World Cup events which were scheduled for June and the Belgrade Fair Cup F1D event.

The two F1E events in Slovakia have been brought forward by a week to August 27 and 28.

As recorded last month, all Russia and Belarus events have been removed from the calendar.

EAGLE CUP, GJOVIK, NORWAY, MARCH 5

F1A 10 flew 7 full scores

1	R Hellgren	SWE	960	+480
2	P Findahl	SWE	960	+471
3	T Weimer	GER	960	+427
4	O Findahl	SWE	960	+404
5	D Halbmaier	GER	960	+370

F1B 7 flew 4 full scores

1	D Larsen	NOR	960	+346
2	D Barberis	FRA	960	+345
3	L Horak (J)	GER	960	+270
4	V Nereng	NOR	960	+235

F1B-Junior 1 flew

1	L Horak	GER	960	+270
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F1Q 1 flew

1	A Lindner	GER	868
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DANISH WINTER CUP, MJOSA, NORWAY, MARCH 6

F1A 8 flew 7 full scores

1	P Findahl	SWE	960	+480	+451
2	M Hrast	SLO	960	+480	+398
3	O Findahl	SWE	960	+480	+343
4	L Nielsen	DEN	960	+475	

F1B 8 flew 4 full scores

1	V Nereng	NOR	960	+433
2	D Larsen	NOR	960	+287
3	L Horak (J)	GER	960	+254
4	A Klungrehaug	NOR	960	+227

F1B-Junior 1 flew

1	L Horak	GER	960	+254
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F1Q 1 flew

1	A Lindner	GER	583
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SWEDISH MOOSE CUP, SAKYLAN PYHAJARVI, FINLAND, MARCH 11

F1A 23 flew 15 full scores

1	P Findahl	SWE	1020	+360	+480	+432
2	J Valo	FIN	1020	+360	+480	+425
3	R Hellgren	SWE	1020	+360	+462	
4	K Huber	SWE	1020	+360	+443	
5	T Hanhila	FIN	1020	+360	+427	
6	P Kuikka	FIN	1020	+360	+414	
7	O Findahl	SWE	1020	+360	+381	
8	J Savolainen	FIN	1020	+360	+289	
9	A Segerstrom (J)	SWE	1020	+359		
10	A Moistus	EST	1020	+331		
11	V Varuskivi	FIN	1020	+318		
12	M Niiranen	FIN	1020	+294		

F1A-Junior 2 flew 1 full scores

1	A Segerstrom	SWE	1020	+359		
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F1B 7 flew

1	J Isotalo	FIN	1020	+360		
2	K Mannik	EST	1020	+342		
3	V Vackermann (J)	EST	1020	+316		
4	I Moistus	EST	977			

F1B-Junior 2 flew 1 full scores

1	V Vackermann	EST	1020	+316		
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F1Q 2 flew 2 full scores

1	M Lihtamo	FIN	1020	+360		
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BEAR CUP, SÄKYLÄ, PORI, FINLAND, MARCH 12-13

F1A 34 flew 24 full scores

1	R Hellgren	SWE	1020	+360	+472	
2	P Findahl	SWE	1020	+360	+445	
3	O Findahl	SWE	1020	+360	+402	
4	K Koivula	FIN	1020	+360	+401	
5	O Karhunen	FIN	1020	+360	+398	
6	T Hanhila	FIN	1020	+360	+386	
7	J Valo	FIN	1020	+360	+315	
8	J Sell	EST	1020	+360	+302	
9	K Huber	SWE	1020	+360	+32	
10	V Varuskivi	FIN	1020	+345		
11	J Savolainen	FIN	1020	+344		
12	P Ronkanen	FIN	1020	+315		
13	H Salminen	FIN	1020	+308		
14	J Kuningas	FIN	1020	+278		
15	K Valkonen	FIN	1020	+267		
16	U Vihul	EST	1020	+243		
17	E Henriksson	FIN	1020	+241		

F1A-Junior 2 flew

1	A Segerstrom	SWE	802			
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F1B 11 flew 8 full scores

1	J Isotalo	FIN	1020	+360	+376	
2	R Saatsvali	EST	1020	+360	+371	
3	Y Valtonen	FIN	1020	+360	+339	
4	A Kutvonen	FIN	1020	+327		
5	V Vackermann (J)	EST	1020	+301		
6	M Lihtamo	FIN	1020	+297		

F1B-Junior 2 flew 1 full scores

1	V Vackermann	EST	1020	+301		
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F1C 4 flew 2 full scores

1	K Kuukka	FIN	1020	+360		
2	T Niiranen	FIN	1020	+262		

F1Q 3 flew 2 full scores

1	T Linkosalo	FIN	1020	+322		
2	M Lihtamo	FIN	1020	+135		

KARTEL-CUP PIETER DE BOER MEMORIAL, KIETZR, POLAND, MARCH 19

FAI Licences not yet checked

F1A 37 flew 16 full scores

1	H Krupa	POL	720	+600		
2	H Niezborala	POL	720	+481		
3	M Van Dijk	NED	720	+480		
4	V Rossler	CZE	720	+400		
5	J Vosejpka	CZE	720	+394		
6	A Van Wallene	NED	720	+379		
7	D Fric	CZE	720	+371		
8	J Zajic (J)	CZE	720	+369		
9	E Niemerski	GER	720	+360		
10	D Krasznai	HUN	720	+346		
11	K Huber	SWE	720	+266		
12	T Weimer	GER	720	+246		
13	B Duijghuisen	NED	720	+181		
14	F Klobusicky	SVK	720	+148		

F1A-Junior 7 flew

1	J Zajic	CZE	720	+369		
2	P Klobusicky	SVK	640			
3	T Jeziorny	POL	611			

F1B 10 flew 7 full scores

1	S Skibicki	POL	720	+363		
2	A Krawiec	POL	720	+345		
3	F Jackel (J)	GER	720	+312		
4	L Kryszczuk	POL	720	+284		
5	B Schwendemann	GER	720	+283		

F1B-Junior 3 flew 2 full scores

1	F Jackel	GER	720	+312		
2	L Horak	GER	720	+232		

F1C 3 flew

1	R Marek	POL	765			
2	M Gasiorowski	POL	636			

F1Q 19 flew

1	M Varadi	HUN	720	+461		
2	A Jancso	HUN	720	+412		
3	F Gradi	ITA	720	+327		
4	A Banci	ITA	720	+314		
5	G Milak	HUN	720	+306		
6	T Wiesiolek	GER	720	+287		
7	G Kertesz	HUN	720	+278		
8	S Bolko	POL	720	+160		
9	M Tietz	GER	685			
10	A Pogonowski	POL	664			

F1Q-Junior 3 flew

1	F Jedrysiak	POL	589			
2	M Baran	POL	510			

PZG CUP, ANTOON VAN ELDIK MEMORIAL, KIETZR, POLAND, MARCH 20

F1A 38 flew

1	F Klobusicky	SVK	960	+541		
2	T Jeziorny (J)	POL	960	+459		
3	A Van Wallene	NED	960	+395		
4	T Weimer	GER	960	+345		
5	J Vosejpka	CZE	960	+343		
6	D Krasznai	HUN	960	+335		
7	I Bezak	SVK	960	+299		
8	R Wagner	POL	960	+263		
9	D Fric	CZE	960	+196		
10	J Zajic (J)	CZE	960	+10		
11	T Niezborala (J)	POL	948			
12	B Duijghuisen	NED	946			
13	M Van Dijk	NED	934			

F1A-Junior 6 flew

1	T Jeziorny	POL	960	+459
2	J Zajic	CZE	960	+10
3	T Niezborala	POL	948	

F1B 10 flew

1	L Kryszczuk	POL	960	+380
2	L Horak (J)	GER	960	+375
3	M Woolner	GBR	960	+357
4	B Schwendemann	GER	960	+236
5	A Krawiec	POL	958	

F1B-Junior 2 flew 1 full scores

1	L Horak	GER	960	+375
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F1C 3 flew

1	M Roman	POL	150	
2	M Gasiorowski	POL	146	

F1Q-Junior 6 flew

1	W Bartel	POL	864	
2	K Pogonowski	POL	862	
3	M Baran	POL	828	

F1Q 23 flew

1	M Varadi	HUN	960	+467
2	F Gradi	ITA	960	+264
3	A Banci	ITA	960	+256
4	A Jancso	HUN	960	+226
5	A Lindner	GER	960	+220
6	B Andras	HUN	960	+197
7	I Fodor	HUN	960	+140
8	G Kertesz	HUN	946	

FREE FLIGHT RANKING

These are the rankings on March 1, 2022. For more details see <https://www.freeflightnews.org.uk/ranking/latest.htm>

F1A

1	Per Findahl	SWE	3200	0	89	KW22=607 NA22=595 MM22=0-70
2	Dusan Fric	CZE	3008	0	-27	
3	Kosma Huber	SWE	2852	2	-9	
4	Emmanuel Ragot	FRA	2807	0	-87	
5	Jama Danier	CAN	2784	10	305	MM22=609+10 KW22=536+6 NA22=510+6
6	Jim Parker	USA	2768	2	75	MM22=417-6 KW22=289-16 NA22=121-20
7	Mikhail Kosonozhkin	RUS	2660	-4	-275	
8	Yury Grushkovskiy	UKR	2575	4	62	KW22=472 NA22=347-3 MM22=0-46
9	Rudolf Holzleitner	AUT	2552	0	-57	
10	Matija Hrast	SLO	2491	-4	-229	

F1B

1	Sevak Malkhasyan	USA	3126	13	910	KW22=536+10 MM22=485+6 NA22=182-13
2	Mickael Rigault	FRA	2866	-1	-240	
3	Alexander Andriukov	USA	2783	-1	-83	KW22=472-6 NA22=463-6 MM22=0-76
4	Michael Seifert	GER	2781	4	247	NA22=604+10 MM22=339-6 KW22=289-10
5	Stepan Stefanchuk	UKR	2751	-2	-66	NA22=395-6 MM22=202-26 KW22=170-26
6	Ismet Yurtseven	TUR	2712	-2	-50	
7	Vinko Tomljanovic	CRO	2439	4	13	
8	Mykola Kovalenko	UKR	2418	-3	-264	MM22=391-6 NA22=288-10 KW22=249-16
9	Albert Bulatov	RUS	2415	-3	-187	
10	Adam Krawiec	POL	2409	-1	-116	

F1C

1	Darijo Jermol	CRO	2755	3	186	NA22=388-3 KW22=0-16 MM22=0-23
2	Nikolay Rekhin	RUS	2616	0	-183	
3	Yury Shvedenkov	CAN	2601	0	-177	
4	Mariusz Gasiorowski	POL	2528	-3	-282	
5	Volodymyr Sychov	SLO	2232	0	-324	
6	Artem Babenko	UKR	2107	32	1191	MM22=587+13 KW22=430+6 NA22=195+3
7	Oleksandra Shapiro	UKR	1880	1	-53	
8	Stanco Dobrev	BUL	1839	-1	-148	
9	Viacheslav Aleksandrov	UKR	1760	-3	-310	
10	Soma Bauer	HUN	1752	3	0	

F1E

1	Andre Trachez	FRA	2693	0	-271	
2	Tom Ioerger	USA	2654	14	693	KA22=584 CA22=457-3
3	Jean-Luc Drapeau	FRA	2493	3	-19	
4	Franciszek Kanczok	POL	2382	0	-282	
5	Vojtech Zima	CZE	2330	-2	-394	
6	Alexander Winker	GER	2325	-4	-448	
7	Jakub Wisniewski	POL	2280	-2	-244	
8	Stanislaw Kubit	POL	2115	0	-283	
9	Robert Sifleet	USA	2113	0	-204	
10	Eugeny Gorban	UKR	2058	11	305	KA22=431 CA22=0-23

SOUTHERN COUPE LEAGUE

We now have a date for the Oxford Gala - Thursday May 26th on Portmeadow, Oxford as usual, starting at 10 a.m, and at last, Odiham is back on the 6th August. And the Nationals will be on May 29 at North Luffenham

We now have eleven qualifying events in the league this year. Your best six will count in the final score.

So cancel your dental appointments or whatever.

I have been trying to convince myself that this year would be the twentieth anniversary of the Southern Coupe League and therefore an occasion to celebrate its myths and legends. Roger Wilkes and Ted Tyson decided in the early 2000's to set up the league to promote more competitive coupe flying opportunities in the South. The cup was first awarded in 2006 and records the winners since then, but I am sure the league was set up before that date. I have rummaged through the Clarion and Free Flight News archives and my own which go back to 1999 without success. My first coupe competition was at Coupe Europa on December 5th, 2004 at Middle Wallop. Martin Dilly's report records perfect weather, 46 flew FIG, six flew off and Neil Allen won. 31 flew vintage coupe and John O'Donnell won. I can find no record of this being a league event. Never mind. Unless someone proves otherwise the twentieth anniversary will be in 2026.

Southern Coupe League Calendar 2022

Nov 7 2021	Coupe de Brum	N Luffenham
Mar 27	Second Area	Area Venues
May 8	London Gala	Salisbury Plain
May 26	Dreaming Spires	Port Meadow
May 29	Nationals	N Luffenham
July 10	Fifth Area	Area Venues
July 24	SAM1066 Cagnarata	RAF Colerne
Aug 6	Southern Area Meeting	RAF Odiham
Aug 21	Southern Gala	Salisbury Plain
Sept 18	Crookham Gala	Salisbury Plain
Oct 9	Coupe Europa	Salisbury Plain

This could be on your mantelpiece



Photo Alan Brocklehurst

RANA F1E MARCH 26-27

Last year the Rana F1E events were held later in the year after the World Cup had started. It was in October and was notable for the various crops and tall weeds in the flying area. With this year's event in the usual month of March, the retrieval was easy with just open clear fields to retrieve from. During the event the computerised results were issued after each round, but a week later the results have not yet reached me, to follow next month.

The weather was dry, mainly sunny and quite warm. However, the wind was another matter. The forecasts I had seen for Saturday had shown the wind increasing during the day to become a moderate north-westerly. However at registration I was told we would be flying from the usual east-facing slope "because there would be no wind". The first two rounds did indeed have very little wind but then the forecast came true and, without time or a suitable alternative site, the remaining flights were flown with the wind down the slope. In each round one or other of the Romanians found a thermal and maxed, with the models going well beyond the road. Next day had both forecast and actual weather with only light winds and from a better direction. This resulted in a 3-man flyoff from the field below the hill and quickly concluded.

Now a non-aeromodelling aspect. While we were flying from our small hill, as usual there were paragliders flying from the large hill that dominates the area. On Saturday conditions were ideal for them and during the afternoon there about 50 flying over the same side of the hill but with altitudes ranging up to 2000ft. On Sunday it was very different and in the light wind there were only about 3 of 4 flyers close to the hill trying to find lift. It was surprising then to see an ambulance going up a track on the hill towards a group higher up on a steep part of the hill where there had obviously been some mishap. The ambulance could not get nearer than a point on the track well below the scene. Then the air ambulance arrived, flew around for a while, then hovered close to the group at the accident but quickly concluded the obvious that it was much too steep to land there. After pulling away and considering things, it then went in and lowered a paramedic to the accident group. It then moved along the hill and lowered another to a group there, indicating that with two involved it is likely to have been a collision. After landing on flat ground and waiting, the helicopter then went back to the scene with the patient now on a stretcher and hoisted up the paramedic with the stretcher. With them on the cable, it then flew half a mile to the flat ground near the café and lowered them to the ground, then returned and repeated the process for the other injured person. Impressive to see the mountain rescue operation. Nothing is known about their injuries but the relatively quick rescue must have been beneficial.



BMFA FREE FLIGHT NATIONALS 2022

Introduction

Following the non-availability of Barkston Heath the FFTC have agreed an alternative plan for the Free Flight Nationals, in doing this the FFTC have sought to minimise the confusion and disruption, to the overall contest calendar for 2022.

Venues

Alternative venues were considered and investigated. However, due to the shortness of time, it was agreed that we should not consider a new and untried venue but settle for tried and tested sites

- Area 8 Salisbury.
- North Luffenham.
- Buckminster

The plan

The replacement contests will be a cut down Free Flight Nationals and will not be the same as the “real” Nationals. We will apply a “light touch” organisation in a similar vein to that was operated in 2021. The contests will be flown for their respective Free Flight Nationals trophies. The contests will be run to the standard free flight gala format.

SAM35 will run their free flight and control line events at the SAM35 Retrofest event on 25-27 June at Buckminster. The only event not included is the 4/8oz Wakefield this will be added to the East Anglian Gala.

Entry and Fees

There will be no pre-entry requirement. Entry on the day. The entry fee is £10.00 per day allowing the entrant to fly in as many events/classes as they desire. There is no exemption for season ticket holders.

Facilities

There will be no camping or other facilities except for the provision of toilets. The entrance gate at Sculthorpe and Luffenham will be manned. We will arrange to collect the entry fees at the gate.

Awards

- Certificates and medals for events will be awarded.
- Hand launch glider and catapult glider will be flown at both North Luffenham and Salisbury Area 8. The best time at either event will decide the place and the awarding of trophies.

Details

- There will be no pre-entry requirement. Entry on the day. The fee would be a simple £10.00 per day charge. This fee would allow the entrant to fly in as many events/classes as they desire
- Management on the day at North Luffenham will be Ken Faux. Salisbury Area 8 Mike Woodhouse, who also has overall responsibility being the Free Flight Nationals coordinator.
- Number of flights and maxes to be decided on the day. There will be no rounds for FAI
- Start 09:00 finish 17:00

Free flight – Salisbury Area 8

(Ed: original announcement has been amended to show June 4 events as “combined” events

Start 0900 to 1700 on both days

Saturday 4 th June	Sunday 5 th June
Combined Glider	F1A Glider
Combined Rubber	F1B Rubber
Combined Power	F1C Power
Combined Electric	F1Q Electric
Classic Rubber/Power	Hand Launched Glider
Women's Cup	Vintage Rubber/Power
Catapult Glider	Slow Open Power
Frog Junior (J)	Classic Glider
Tailless	
Vintage glider	

Mini - North Luffenham Sunday 29th May

Start 0900 to 1700

F1H (A/1 Glider)	F1G (Coupe d'Hiver)	F1J Power
BMFA ½A Power	E36 Electric	P30 Rubber
E30 Electric	Mini Vintage	CO ₂ Duration
Catapult glider	Hand Launch glider	

Free Flight Scale - Sculthorpe

The STC have been advised that they can run the flight scale events at the East Anglian Gala. The STC will decide and advise accordingly.

Bowden Trophy - Buckminster

To be run on Monday 6th June at Buckminster.

SAM35 - Sculthorpe

The 4.0 and 8.0-ounce Wakefield to be run at the East Anglian Gala

BMFA 1ST AREA MEETING, FEBRUARY 27

Combined Glider 3 flew

1	J Carter	Grantham	5.00
2	D Cox	Crookham	3.58

Combined Power 2 flew

1	D Cox	Crookham	6.52
2	N Botham	Morley	2.30

Combined Electric 7 flew

1	A Shepherd	Crookham	7.30	+3.13
2	D Ginns	MHMFC	7.30	+2.58
3	C Redrup	Crookham	7.30	+2.46
4	S Philpott	Birmingham	7.10	

Mini Vintage 6 flew

1	P Ball	Grantham	5.43
2	K Taylor	East Grinstead	5.07
3	S Willis	Croydon	4.58
4	D Taylor	Grantham	4.00

Combined HLG/CAT 6 flew

1	M Cook	Crawley	4.09
2	A Cameron	Crawley	4.07
3	P Ball	Grantham	3.43
4	K Taylor	East Grin	2.20

P 30 13 flew

1	C Redrup	Crookham	5.22
2	J Northrop	Morley	4.32
3	G Mannion	Birmingham	3.59
4	S Willis	Croydon	3.37
5	D Jiricny	Birmingham	3.23
6	A Moorhouse	Vikings	3.11
7	K Taylor	East Grinstead	3.04

E36 2 flew

1	T Grey	Crookham	4.57
2	G Williamson	Peterborough	2.00

F1J 5 flew

1	S Dixon	Birmingham	8.59
2	N Allen	East Grinstead	6.09
3	A Jack	Birmingham	4.17

Plugge

		Area 1		
		CE	MV	P30
1	Crookham	171		100
2	MHMAC	57		154
3	Birmingham		150	150
4	CVA		33	115
5	Grantham		67	77
6	East Grinstead	86	54	140
7	Croydon		33	62
8	Vikings	86		
9	Morley	29		
10	Crawley			87
				8

CIAM FREE FLIGHT TECHNICAL MEETING, APRIL 2**Attendees**

Gerhard Aringer	Austria
Martin Hoff	Austria
Cenny Breeman	Belgium
Valentin Savov	Bulgaria
Antonis Papadopoulos	CIAM President
Arturo Zapata	Columbia
Jan Vosejпка	Czech Republic
Hugo Desloges-Bazile	France
Bernhard Schwendemann	Germany
Peter Uhlig	Germany
András Reé	Hungary
Fabrizio Ceccarini	Italy
Latvenas Mantydąs	Lithuania
Mackus Rolandas	Lithuania
Allard Van Wallene	Netherlands
Darko Pozharski	North Macedonia
Zdravko Todoroski	North Macedonia
Edward Burek	Poland
Marek Dominiak	Poland
Adam Krawiec	Poland
Srdjan Pelagic	Serbia
Jakub Drmla	Slovakia
Javier Hernandez Abad	Spain
Per Findahl	Sweden
Bengt Lindgren	Sweden
Christoph Bachmann	Switzerland
John Carter	UK
Ian Kaynes	UK
Chuck Etherington	USA

Meeting

The meeting commenced with a discussion of Austrian representation. The Austrian member of the FISC could not attend and the NAC had proposed representation by Gerhard Aringer (with links to Austria NAC but resident in Germany with a German Sporting Licence) It was determined that he could participate in the meeting but could not vote.

Austria then queried that a “safety” proposal for F1C had not been included on the agenda. This had been rejected by the Technical Secretary as being in the wrong year for F1C changes and the FISC had confirmed that it represented a significant change to F1C systems which would be difficult to implement on some timers and should not be introduced without more consideration.

Austria queried why electronic timers were not subject to EDIC approval. The answer to this is in the EDIC terms of reference “Electronic devices [used] for scoring purposes.”. The timer is not directly involved in any scoring purposes, it controls the model (in a similar way to radio control system in F3 which are also not subject to EDIC approval).

The meeting then considered the Free Flight relevant proposals on the agenda with the conclusions shown below. These proposals were described in the February FFN. Note that the final decisions are taken by the Plenary meeting on May 7.

Volume CGR

This clarification of the markings allowed on a model was unanimously approved by the meeting with amendment to replace “FAI licence number” by “FAI unique ID number”:

Volume F1

The first four proposals concerned the altitude flyoff defined in paragraph F1.1.4

The proposal from Serbia to imposed limits on the wind and visibility above which an altitude flyoff could not be used was referred to the subcommittee for further consideration.

The proposal from FFSC to better define the processes in holding an altitude flyoff were accepted by the meeting with one change. The time for returning altitude evidence is increased from 45 minutes to 60 minutes.

The proposal from Austria relating to the presentation of results (rounding, etc) was referred to EDIC and FF Subcommittee for further consideration of accuracy issues.

The second proposal from Austria was to remove the whole section on altitude flyoff. Aringer remarked that DT flyoffs would still be possible, but it was pointed out that these were not legal in the Sporting Code. Austria withdrew the proposal after receiving no support from the meeting.

The FFSC proposal for a small clarification of the definition of timing F1.2.6 as accepted unanimously by the meeting.

The next three proposals concerned F1.2.7 Electronic evidence of flight time in a flyoff. The FFSC proposal to let those with EDIC approved altimeters to avoid the “signature dance” was unanimously approved by the meeting. The proposal from Serbia to require all competitors to agree to the allowance of electronic evidence and to limit the use to only flyoffs taking place less than two hours before sunset was opposed by the meeting and withdrawn by Serbia. The proposal from Austria to delete F1.2.7 entirely was not supported by the meeting and was withdrawn.

The FFSC proposal to reduce the F1Q flyoff working time from 10 minutes to the 7 minutes like used in F1A F1B F1C was unanimously approved by the meeting.

The FFSC proposal to clarify that moveable control surfaces are not allowed in F1S was unanimously approved by the meeting.

The final proposal for a detailed correction to the Free Flight Ranking definition in Annex 4 was unanimously approved by the meeting.

The final decision on the proposals, excluding the withdrawn ones, will be taken by the Plenary meeting on May 7.