

Free Flight News

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FFn DIARY

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. Simon Dixon, 07976 40765, Dixonfamily100@yahoo.co.uk	June 9-12 Peak District or Melton Mowbray	BMFA 2nd F1E. SMC trophy. Flying 1 or 2 days according to weather. Contact: Ian Kaynes 01252 512538 kaynes@btinternet.com
May 8 Salonta, Romania	Szabó Miklós Memorial. F1A F1B F1C F1Q World Cup event Contact: József Gutí +36203635573 gutijozsef74@gmail.com	June 10 Uralsk, Kazakhstan	Kazakhstan Free Flight Cup. F1A F1B F1C World Cup event Contact: Sergey Kuznetsov, email: airzko@mail.ru
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	June 11 Zrenjanin, Serbia	39th Srem Cup. F1A F1B F1C F1Q World Cup event Contact: Martin Grubic, tel: +381638658182 martin.grubic@yahoo.com
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	June 12 Uralsk, Kazakhstan	Eurasia Cup. F1A F1B F1C World Cup event Contact: Sergey Kuznetsov, email: airzko@mail.ru
May 29 North Luffenham	BMFA Nationals, see FFn2204. F1H (BA), F1G (308), F1J (Quickstart), 1/2A (Hales), E36 (Short), P30 (Flight), HLG, CLG, E30, CO2 (Sparklets) Mini Vintage (Weston),.	June 12 Zrenjanin, Serbia	2nd Morava Cup. F1A F1B F1C F1Q World Cup event. Contact: Andrija Pesic, tel: +381644529557, email: aktrstenik@gmail.com
June 4 – 5 Salisbury Plain	BMFA Nationals, see FFn 2204 and page 38. June 4: CG (Thurston), CR (Model Aircraft), CP (Shelley), CE, Classic RP, Women's Cup, HLG, CLG, Frog Junior, Tailless (Lady Shelley), Vintage G. June 5: F1A (Ronytube), F1B (Boxall), F1C (Cosh), F1Q (Astral), HLG, CLG. Vintage RP (Jubilée), SLOP (Harris), Classic G (Ripmax)	June 18 Rancevo-Sombor, Serbia	26th Backa Cup. F1A F1B F1C F1H Contact: Stevan Janovic, tel: +38163516611 info@aeroklubsombor.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	June 19 Area Venues	BMFA 4th Area - Team Power Day. CG, CP (Team, Keil, Plugge), CE, F1B (Gutteridge), Vintage RP (Plugge), Mini Vintage, H/CLG, E30 (Plugge), P30, F1J. Contact: Area Comp Secs.
June 4 Viborg, Denmark	Jutland Heath Cup. F1A F1B F1Q F1S. World Cup event Contact: Peter Rasmussen, pr.arkitekt@gmail.com	June 25-26 Barkston Heath	BMFA Team Selection. F1A, F1B, F1C. Contact Phil Ball 07470177947 Phil.ball@ntlworld.com
		July 2-3 Capannori (Lucca), Italy	11' Coppa VOLI. F1A F1B F1C F1Q F1G F1H F1S Contact: Fabrizio Ceccarini, tel: +393474308840, email: f.ceccarini@tin.it or fabri1947@gmail.com
		July 7 Mysinge Hög, Sweden	Swedish Cup. F1A F1B F1C F1Q World Cup event Contact: Per Findahl, tel: +46709226276, per.findahl@gmail.com

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CIAM

The Plenary remote voting on the technical proposals has just been completed. The meeting has confirmed all but one of the items which were recommended by the Free Flight Technical Meeting reported in the April FFN. The exception is the F1Q flyoff change which was missed from the voting list. It will be considered at the Plenary meeting on May 7 and, since it was unanimously recommended by the Technical meeting, I do not foresee anything other than the meeting accepting it.

The 2022 CIAM General Rules volume of the Sporting Code has finally been published and can be downloaded from the FAI web site. Go to <https://www.fai.org/page/ciam-code>, Select "Sporting Code – Section 4 Aeromodelling", expand that to the list of volumes with the ∨ indicator (not the ↓ or you will download all the volumes) then select CIAM General Rules or F1 Free Flight, or whichever volume you want and press the download symbol ↓ by that volume.

NEWS FROM BMFA FF TECH COMMITTEE

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. The revised list of classes on Salisbury Plain is:-

Salisbury Plain Area 8

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	Catapult Glider
Hand Launched Glider	Vintage Rubber/Power
Catapult Glider	Slow Open Power
Frog Junior (J)	Classic Glider
Tailless	
Vintage glider	

PETIT CLASSIQUE DE BRUM, APRIL 3, MOD NORTH LUFFENHAM

Start 10:00 - Finish 1630 Weather - WNW 5 - 10mph, dry, 5°C. All Flights 120s max.

Classic A1 8 flew

1	P Woodhouse	120	89	120	329
2	S Dixon	52	120	117	289
3	P Watson	120	73	82	275
4	K Best	39	73	120	232
5	J Williams	32	31	76	139

E36 + 1/2A Combined (both 8s run) 6 flew

1	P Watson	120	120	120	360
2	S Barnes (flew ½A)	114	120	78	312
3	G Williamson	73	105	120	298
4	P Gibbons	120	106	71	297
5	D Ginns	90	85	120	295

Classic Glider (50m towline) 8 flew

1	C Foster	120	120	120	360
2	M Chapman	101	120	120	341
3	P Arkley	100	120	120	340
4	S Darmon	120	120	91	331
5	P Woodhouse	120	79	120	319

Mini Vintage 4 flew

1	C Foster	120	120	120	360
2	D Taylor	120	91	120	331
3	D Norwood	86	120	74	280

Pre 1970 Coupe D'hiver 2 flew

1	D Thomson	120	96	120	336
2	R Elliott	76	50	63	189

SOUTHERN COUPE LEAGUE

Second Round - Second Area Event

At Salisbury Plain, a lovely sunny day and a gentle easterly with occasional north and south variations. This combination of a cool breeze, cold ground and a warm sun makes every lull seem promising but rarely fulfilling so not one of the eight who flew at this venue maxed out.

Here are a few reports from the this venue, Barkston, and Ashdown Forest.

From Gavin Manion, Barkston (1st place.)

BST started at 02.00 on the 27th March, the day of this year's 2nd Area event so the 06.30 alarm was even less welcome than usual.

FIG was a Plugge event and I was under a 3 line whip to fly for Birmingham plus I was well aware that it was my first chance to score in the SCL. In honour of the occasion I'd made up plenty of 1/16th" motors of which more anon.

Inevitably I was late to Barkston Heath but low cloud off the North Sea and cool mist meant that flying didn't start until just before 11.00 when it seemed likely that models would stay in sight for the requisite max. After an hour or so models started dropping into the notorious Barkston compound so there was a move of 300m to route models safely south of it. The day gradually got brighter and warmer and, with a wind speed never in double figures, it ended very pleasantly.

I flew with clubmate Dusan Jiricny who had a mixed day with his Czech designed R/L coupe which produced two excellent maxes, a few seconds drop and two frustratingly wallowing "minute and a bit" flights.

Dusan's day was made worse by the loss of his new and promising coupe on a trimming flight after the contest closed.

Close at hand was Bill Dennis flying his lovely Wakefield size Tremeaux and asking anyone who'd listen for advice on how to get it down out of a thermal!

By the end just Bill and I had maxed out, He with the aforementioned Tremeaux and me with an early PGI model which predates my usual Simple Coupe and has more than a touch of the Longhurst "Couper S" about it.

I'd flown all day on 22 strands of 1/16th with about a 50 second run which is much longer than I have used in the past. With no more 22 strand left and no desire to re-strand one from a 24 in the field I flew off with a "Vintage Coupe" motor, 10 strands of 1/8th... 550 turns and a 60s run resulted in 3.15. Bill unfortunately produced his worst flight of the day for a disappointing minute and a half.

Others flew coupe on the day but the late start, the move and need to support other Birmingham Plugge efforts meant I had a busy day and cannot report on their activities. Birmingham also contrived to throw away a number of models as the contest closed so there was no time to review, just pack the car and get after them. All but Dusan's coupe were safely back home by early in the following week.

From Bill Dennis, Barkston, (2nd place)

We travelled to Barkston for the 2nd Area meeting; Salisbury is closer but the terrain does not suit! We were pleasantly surprised to find a good turnout (for these days) and fine weather. The biggest entry was in Mini Vintage while in contrast there was one participant in Combined Rubber. Too many classes, but what can be done?

Lift was abundant. I was flying my big Matherat Les Trumeaux in FIG and to my surprise I found myself in the flyoff with Gavin Manion. My plan to fly in different air from a better opponent backfired, but it was a good day. Lesson learned – big Coupes can take forever to come down!

From Alan Brocklehurst, S.P. (3rd place)

When I arrived Roger Newman had set up control at the south eastern corner of the trimming field towards the southern end of the line of trees. As it happened, I was next to Ray Elliot and Don Thompson. Then Martin Stagg arrived, follow a while later by Chris and Marion Chapman, so 'Coupe Corner' (as it had been dubbed at the end of last season) was re-established again (...and no, my model didn't collide with any others!).

What can I say? I started off flying C-03, my good old reliable Coupe (the red one with a Tomy timer), as I thought the lift might not be that strong. It climbed away well and continued to gain height during the glide to achieve a nice max. After a longish walk across the meadow, and realising that the day was now warming up and the wind wasn't getting any less strong, I decided to change to C-04 (the orange one with the e-timer and RDT facility). On the next 3 flights, the RDT was used to make the retrieve as short as possible and avoid the model getting too high in the lift that now seemed plentiful.

However, my luck didn't hold for my final flight in the afternoon. The air by now was getting cold and gusty and I just didn't pick the right time to launch. Fortunately, my score was good enough to win locally and I await the results from other areas with interest.

From Don Thomson S.P. (= 4th place)

Another good flying day on Salisbury Plain, has our luck changed? Ray Elliott and I decided to use the FIG event to double up for the HipPocket 1960s coupe postal, which closes on 31st March. Hence I was flying a 1969 design by G. Batiuk - I have heard all the jokes about it being the same as my current models! It does Dutch roll a bit, so can look a little untidy in flight, but no matter.

My flights were without much drama, the 2nd was the longest at about 3min 40sec to the ground, but easily retrieved. I dropped the 3rd, I think it was a poor crosswind launch, so the climb was lacking. I had had some surprising torque figures for my rubber, but later I found that the pointer on the meter was loose, so it was not zeroed.

I did not notice much of the other activity, but did have a very close-up view of a diving Peter Hall model.

From Roy Vaughn, SP (= 6th place)

"We arrived full of hope, buoyed by promises of assistance with retrieval if it got too much for me. The first snag was soon discovered, I had forgotten to bring the mast which the sensor head mounts on. No easy way around this so no thermal detector gear but the day looked easy so no panic. The first flight was in good air and optimism returned. The second flight brought another downer, literally, in awful air for a bad drop, not so easy after all. The rest of the day went well, three good maxes and a scrape in at 2:02. No-one else maxed out on the Plain so that sweetened the pill a bit. At least the model was flying well - one of my newer (only 12 years old) medium aspect ratio models - even if I wasn't."

From Chris Redrup S.P. (10th place)

I didn't have one of my best days. I flew E36 first but two maxes were spoilt by a second round dropped flight caused by an off trim model in poor air - no excuses. I then elected to fly my ever reliable Etienvre in FIG but again failed to find the lift. Changed tactics and flew my modern coupe but dropped two more flights so back to the Etienvre for another two miserable flights. I struggled to pick the air all day despite multiple thermisters. On the plus side it was nice weather, good company and Wayne Butler reached a fly off in his first competition.

From Ray Elliot S.P (13th place)

My main aim for the day was to use my scores for the Hippocket Areronautics 1960's Coupe Postal comp.. I flew my 1967 Joe Bilgri Mini. This is a small model with a 33in x 4in wing and a

flat bottom section to boot. Its glide is less than optimal but it does have a lively climb. I had three reasonable flights including a nice max but two sub one minute flights scuppered any chance of a good score. I enjoyed the day anyway as it was just great to get out after my recent medical shenanigans.

From Peter Hall S.P. (14th place)

I flew my Coupe 19 which almost always maxes despite my efforts to prevent it. Flight one was a horizontal burst only climbing after the V.I.T. lifted. Never mind, it maxed. I couldn't see anything wrong,

Number two repeated this pattern, but maxed again.

Number three was an attempt. It looped violently, just missed another flier, crashed and broke the prop.

When you get old, the world starts to ignore the laws of physics. Objects appear and disappear at random, so this behaviour was an occasion for resignation, not investigation. But I then noticed that the T.P was mis-seating and doubling the V.I.T. angle. I mended the prop. and maxed flight three. The tailplane disappeared on the walk back. It has apparently re-appeared in the posession of Dave Etherton. Thank you Dave.

From Bob and Ken Taylor, Ashdown Forest, (16th and 17th places)

Only Ken and Bob flew. The air was very unpredictable and both dropped three flights before retiring.

Gavin Manion, Colin Foster and Bill Dennis share first place after two rounds of this year's League. You may notice a change in the scoring system. We will no longer award a point for each max. achieved. It has become increasingly difficult to get the detailed score sheets in time. Apparently the Oxford event was fake news, so that gives us ten events, now including Odiham, six of which will count to your final score.

Second Area scores

1	G Mannion	12	6	R Vaughn	5
2	B Dennis	9	6	C Chapman	5
3	A Brocklehurst	8	8	M Marshall	3
4	P Woodhouse	7	9	D Jiricny	2
4	D Thomson	7	10	C Redrup	1

League after Round 2

			C de B	Area2	Total
1	C. Foster	Morley	12		12
1	B. Dennis	Oxford	3	9	12
1	G. Mannion	Birmingham		12	12
4	P. Woodhouse	Morley	4	7	11
5	C. Redrup	Crookham	9	1	10
6	D. Norwood		8		8
6	D. Jiricny	Birmingham	6	2	8
6	M. Marshall	Impington	5	3	8
6	A. Brocklehurst	Bristol & West		8	8
10	A. Crisp	Oxford	7		7
10	D. Thomson	Croydon		7	7
12	R. Vaughn	Crookham		5	5
12	C. Chapman	Bristol & West		5	5
14	R. Elliott	Croydon	2		2
15	A. Moorhouse	Vikings	1		1

Be assured that the next event is the London Gala. May 8th on Salisbury Plain. Because of all the programme uncertainties this year here is the latest state of play -

May 8	London Gala	Salisbury Plain
May 29	Nationals	N Luffenham
July 10	Fifth Area	Area Venues
July 24	SAM1066 Cagnarata	RAF Colerne
Aug 6	Odiham	RAF Odiham
Aug 21	Southern Gala	Salisbury Plain
Sept 18	Crookham Gala	Salisbury Plain
Oct 9	Coupe Europa	Salisbury Plain

COUPROFILES No 1 - Alan Brocklehurst

I hope that this may be the first of a series of interviews with coupe competitors.

1. Alan, you won the cup last year and in 2014. You are off to a good start at the Second Area. You fly a wooden locked down coupe. Systems and carbon coupes are supposed to be cutting edge. You are an aerodynamicist, so why?

When I decided to start flying Coupe again after I retired, there were several questions in my mind. One of which was 'were systems worth it?'. Coupes only use a small amount of rubber, so perhaps the advantage isn't that great (sometime I will find time to focus on a simulation to determine the benefit, but life is such that this task is still on the to-do list). Having said that, the climbs that you and Roy get with your models are impressive, so I should take heed. Against that, however, I like the simplicity and reliability of the locked-down model and it fits well with the limited amount of time I am able to spend testing and trimming.

2. It is said that coupe flying is an exercise in air picking, You are obviously good at it yet you don't use any aids. Why?

Probably I should invest in a thermister/anemometer/streamer-pole, especially as modern technology now facilitates transmission from an upstream source, or even multiple sources,



but I just haven't got around to it yet. I have to admit that sometimes I am influenced by a Mylar streamer, although there seems to be few of them around these days, but after years of practice I seem to largely manage without (on a good day!) and I like the challenge. It also avoids having more stuff to carry about and fiddle with...but, I might add one to my wish-list.

3. Many fliers fail through lack of preparation. Not you, any comments?

Preparation is key. I always thoroughly check and, if necessary, carefully repair the model after each outing and check again the D/T and inspect and lubricate the prop the night before an event. I often think I spend far too long making up, measuring, breaking in and checking/repairing rubber motors and keeping notes. However, whilst most modern rubber has good energy capacity, one does have to be careful to check it for faults and damage. It also varies in cross-section, so one has to learn what to expect from a new batch. Sometimes I feel the effort is well worth it and sometimes I wonder if it is (especially when I break a motor whilst winding, or one explodes shortly afterwards!). Looking back, my initial batches of rubber seemed more reliable than those I have now!

Another aspect I want to improve is checking multiple batteries prior to a flying event. I think a Raspberry Pi for monitoring/controlling charge/discharge cycles is the solution here, but it all takes time to put in place.

4. You have been developing your Coupe design for some years now. Do you intend to continue this incremental approach or do you go for radical change?

The Coupe I built in 2012 (C-03) was strongly influenced by Chris Chapman's series of successful Coupes and, of course, I couldn't resist stretching the span a bit. As a starting point, the egg-box wing offered a good stiff, warp free structure. Also, the likelihood that the multitude of diagonal ribs help to turbulate the flow, I find quite intriguing (even if almost impossible to evaluate!). C-04 was designed and built to give me another practical model for competitions (with e-timer and RDT), with just a tweak to the aerofoil and a bit more span. However, thinning the trailing edge in search of better performance was a mistake which reduced torsional rigidity. After the model spent a night in a tree on Salisbury Plain, it developed a slight warping tendency if left in the sun between flights, so it now sports some external carbon cap-strips which (as on C-02) made it much more reliable. C-02 used a wing built 20 years earlier and was the first to use external carbon caps to de-warp the wing and stiffen the Bob White type structure. Having now made a lighter balsa tail, fin and fuselage, I am currently about to build a mainly balsa wing for C-05 with a re-optimised aerofoil and union-jack style geodetics in an attempt to get the weight down while pushing up the span as much as I dare. Since Carbon is 9 to 15 times denser than balsa, it seems logical to try to achieve an 80g model with balsa, before I delve deeper into the black stuff. I also like the square cross-section at the nose and the stiff tailboom that a balsa structure provides. C-06 might eventually evolve as the result of various experiments with balsa/carbon/mylar, but for the moment I am just enjoying building with balsa. I take my hat off to those who have developed the carbon structure to enable them to use thin, high aspect ratio wings...which my own calculation suggest are nearer to the optimum than my current models. So, you see that I am making an incremental approach to lead towards a radical design.

OBERKOTZAU F1E, GERMANY, APRIL 9-10

Ian Kaynes

I drove from Munich to Oberkotzau on the day before the contest. It rained for the whole journey with the temperature starting at 7C and dropping to 1C at the northern end of the journey, with the rain changing to snow for the last 20 miles. This was exactly as forecast and more snow was predicted overnight. There was about 6cm to remove from the car on Saturday morning and on arrival at the site the cars were parked along the road with discussions about the weather. The organisers had emphasised that when retrieving models on the fields care should be taken to walk along the edges of the fields and not across the middle. In the snow it was not possible to see the boundaries of the fields! The start was postponed to 13.00, by which time much of the snow had melted to leave sticky mud.

When flying started it was into a fairly strong wind and two rounds were flown before stopping for the day. There was only a little snow overnight and flying started in the morning with similar weather to the afternoon before. After one round a small group went down to the road and made flights, which it was then realised was a flyoff after the 2 rounds on the day before plus the first flight this morning. Three more flights were flown with some models drifting back in the wind. The events were then concluded as two events with three flights each. Alex Winker won both of them with his usual exemplary flying.

Otto Kuttler Cup, April 9 F1E 23 flew

1	A Winker	GER	300.00	+300
2	A Karos	GER	300.00	+172
3	S Puttner	GER	300.00	+127
4	C Andrist	SUI	276.11	
5	E Vanzo (J)	ITA	258.78	
6	F Wankerl	GER	234.23	
7	R Pfister	SUI	232.78	
8	F Steube	GER	221.33	
9	A Rink	GER	220.67	

F1E-Junior 1 flew

1	E Vanzo	ITA	258.78	
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Fohrlberg Cup, April 10 F1E 22 flew

1	A Winker	GER	300.00	
2	B Okrent	POL	274.44	
3	D Seren	GER	259.52	
4	M Straffellini	ITA	258.10	
5	A Karos	GER	247.78	
6	W Ackermann	GER	247.54	
7	S Puttner	GER	242.78	
8	F Wankerl	GER	241.11	
9	I Kaynes	GBR	226.74	

F1E-Junior 1 flew

1	E Vanzo	ITA	223.33	
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RANA F1E, CZECH REPUBLIC, MARCH 26-27**F1E March 26 29 flew**

1	M Prodanel (J)	ROU	465.56	
2	D Bildea	ROU	433.89	
3	S Masarczyk	POL	431.67	
4	J Kastl (J)	CZE	431.66	
5	I Treger	SVK	425.56	
6	J Blazek	CZE	422.78	
7	F Draghici	ROU	420.00	
8	C Ziober	POL	417.22	

F1E-Junior 5 flew

1	M Prodanel	ROU	465.56	
2	J Kastl	CZE	431.66	
3	V Kamenicky	CZE	383.33	

F1E March 27 26 flew

1	M Fistr	CZE	500.00	+195
2	F Draghici	ROU	500.00	+190
3	I Miertus	SVK	500.00	+171
4	E Pop	ROU	498.00	
5	M Popescu	ROU	489.33	
6	A Draghici	ROU	487.50	
7	V Zima	CZE	481.67	
8	J Blazek	CZE	476.67	

F1E-Junior 4 flew

1	N Jurocko	CZE	465.41	
2	M Prodanel	ROU	407.24	

COPPA VOLO LIBERO, PADULE DI BIENTINA, ITALY, MARCH 26-27**F1A 12 flew 6 full scores**

1	L Malila	SUI	1020	+300	+589
2	A Gaberscek	SLO	1020	+300	+371
3	P Ghiselli	ITA	1020	+300	+338
4	A Andrist	SUI	1020	+300	+269
5	M Gobbo	ITA	1020	+300	

F1B 8 flew 4 full scores

1	J Bodin	FRA	1020	+360
1	S Tedeski	FRA	1020	+360
3	J Pegonzi (J)	ITA	1020	+144
4	M Kusterle	ITA	1020	+56

F1B-Junior 1 flew

1	J Pegonzi	ITA	1020	+144
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F1C 4 flew

1	A Banci	ITA	1020	
2	F Gradi	ITA	994	

F1Q 5 flew 4 full scores

1	A Banci	ITA	1020	+107
2	F Gradi	ITA	1020	+105

KARTEL-CUP PIETER DE BOER MEMORIAL, KIETZR, POLAND, MARCH 19**F1A 38 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

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 8 full scores

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

F1Q-Junior 3 flew

1	F Jedrysiak	POL	589	
2	M Baran	POL	510	

SPZG CUP, ANTOON VAN ELDIK MEMORIAL, KIETZR, POLAND, MARCH 20**F1A 39 flew 10 full scores**

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

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 23 flew 7 full scores

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

F1Q-Junior 6 flew

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

HARGHITA CUP, SALONTA, ROMANIA, APRIL 8-10**F1A 22 flew**

1	A Constantin	ROU	990	+120	94m
2	T Weimer	GER	990	+120	55m
3	A Mikolasek (J)	SVK	990	+120	23m
4	D Krasznai	HUN	990	+120	14m
5	I Bezak	SVK	990	+120	.001m
6	S Szijarto	ROU	990	+120	
7	I Csikar (J)	HUN	990		
7	M Pitlanic	SVK	990		
7	C Nagy	HUN	990		

F1A-Junior 8 flew

1	A Mikolasek	SVK	990	+120	23m
2	I Csikar	HUN	990		
3	R Guti	HUN	911		

F1B 8 flew

1	L Kriszczuk	POL	990	+120	102m
2	A Krawiec	POL	990	+120	80m
3	E Dag	NOR	947		
4	B Suranyi	ROU	539		

F1B-Junior 1 flew

1	C Tutelea	ROU	372		
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F1PJ 1 flew

1	O Sarusi-Kiss	HUN	387		
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WIDGIEWA CUP, NARRANDERA, AUSTRALIA, APRIL 10**F1A 6 flew**

1	I Haigh	AUS	960		
2	M Campbell	AUS	799		
3	A Fathers	AUS	702		

F1B 5 flew

1	J Fitch	USA	960	+409
2	V Morgan	AUS	960	+310
3	C Hemsworth	AUS	960	

F1C 5 flew

1	S Mcdonald	AUS	960	+386
2	S Tolmie	AUS	960	+366
3	R Summersby	AUS	960	

AUSTRALIAN FF CHAMPS, NARRANDERA, AUSTRALIA, APRIL 11-12**F1A 6 flew**

1	I Haigh	AUS	935		
2	M Campbell	AUS	918		
3	A Fathers	AUS	749		

F1B 5 flew

1	V Morgan	AUS	960		
2	C Hemsworth	AUS	891		
3	J Fitch	USA	886		

F1C 5 flew

1	G Pope	AUS	950		
2	S Tolmie	AUS	929		
3	S Mcdonald	AUS	892		

SOUTHERN CROSS CUP, NARRANDERA, AUSTRALIA, APRIL 13-14**F1A 6 flew**

1	I Haigh	AUS	954		
2	A Fathers	AUS	834		
3	A Gill	AUS	775		

F1B 5 flew

1	J Fitch	USA	960	+400
2	V Morgan	AUS	960	+378
3	B Hao	AUS	898	

F1C 5 flew

1	A Linwood	AUS	960		
2	S Tolmie	AUS	926		
3	S Mcdonald	AUS	914		

GONZO CUP, ULEZ - PODLODOWO, POLAND, APRIL 23**F1A 28 flew 9 full scores**

1	J Jeziorny	POL	960	+180	89m	+180	59m
2	I Bezak	SVK	960	+180	89m	+180	23m
3	D Pampikas	LTU	960	+180	88m		
4	M Slys	POL	960	+180	70m		
5	H Krupa	POL	960	+180	62m		
6	M Sliwinski	POL	960	+180	40m		
7	T Weimer	GER	960	+180	18m		
8	T Jeziorny (J)	POL	960	+180	15m		
9	M Snukiskis	LTU	960	+180	9m		

F1A-Junior 6 flew

1	T Jeziorny	POL	960	+180	15m
2	D Maderek	POL	937		
3	T Niezborala	POL	762		

F1B 10 flew 5 full scores

1	A Krawiec	POL	960	+180	32m
2	D Cimochoowski	POL	960	+180	7m
3	J Bodin	FRA	960	+180	
4	L Kryszczuk	POL	960	+147	
5	R Szymanowski (J)	POL	960		

F1B-Junior 3 flew

1	R Szymanowski	POL	960		
2	O Danilewicz	POL	240		

F1C 7 flew

1	J Wlodarczyk	POL	960	+300
2	D Atkociunas	LTU	960	+214
3	E Burek	POL	949	

F1Q 8 flew

1	S Bolko	POL	960	+300
2	A Pogonowski	POL	960	+265
3	M Tietz	GER	960	+148
4	J Pogonowski	POL	907	

F1Q-Junior 3 flew

1	F Jedrysiak	POL	859		
2	K Pogonowski	POL	825		

CROSNO CUP, ULEZ - PODŁODOWO, POLAND, APRIL 24

F1A 26 flew

1	T Jeziorny (J)	POL	960	+120	75m
2	B Stachowski	POL	960	+120	71m
3	D Pampikas	LTU	960	+120	65m
3	T Weimer	GER	960	+120	65m
5	R Oporowski	POL	960	+120	64m
6	M Snukiskis	LTU	960	+120	63m
7	E Barkus	LTU	960	+120	57m
8	I Bezak	SVK	960	+120	49m
9	J Katzbán	POL	937		
10	T Niezborala (J)	POL	910		

F1A-Junior 7 flew

1	T Jeziorny	POL	960	+120	75m
2	T Niezborala	POL	910		
3	M Golubowski	POL	904		

F1B 8 flew

1	A Krawiec	POL	960	+120	98m
2	L Kryszczuk	POL	960	+120	64m
3	J Bodin	FRA	960	+120	60m
4	S Skibicki	POL	854		

F1B-Junior 1 flew

1	O Danilewicz	POL	465		
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F1C 5 flew 2 full scores

1	E Burek	POL	960	+180	203m
2	M Roman	POL	960	+180	144m

F1Q 9 flew

1	S Bolko	POL	960		
2	A Pogonowski	POL	887		
3	F Badylak	POL	881		
4	M Tietz	GER	874		

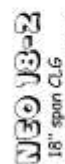
F1Q-Junior 3 flew

1	F Jedrysiak	POL	761		
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FREE FLIGHT RANKING

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

			Changes since March 1						
F1A			places	points	Results since March 1				
1	Per Findahl	SWE	3233	0	33	SW22=603	DW22=584	BC22=553-3	EA22=458-3
2	Jama Danier	CAN	2857	3	73				
3	Dusan Fric	CZE	2834	-1	-174	KR22=374-20 SP22=319-26			
4	Kosma Huber	SWE	2699	-1	-153	SW22=394-6	BC22=290-23	KR22=264-30	SP22=0-93
5	Robert Hellgren	SWE	2661	44	1006	BC22=617+6	EA22=587+10	SW22=462	DW22=0-3
6	Anze Gaberscek	SLO	2630	5	140	CV22=477			
7	Jim Parker	USA	2608	-1	-160				
8	Yury Grushkovskiy	UKR	2589	0	14				
9	Emmanuel Ragot	FRA	2568	-5	-239				
F1B									
1	Sevak Malkhasyan	USA	3144	0	18				
2	Alexander Andriukov	USA	2835	1	52				
3	Adam Krawiec	POL	2810	7	401	GZ22=587	CC22=584	KR22=458-3	HA22=431-3 SP22=105-13
4	Jerry Fitch	USA	2752	11	629	WW22=580	SC22=580	AC22=194-6	
5	Michael Seifert	GER	2685	-1	-96				
6	Ismet Yurtseven	TUR	2663	0	-49				
7	Stepan Stefanchuk	UKR	2647	-2	-104				
8	Leszek Kryszczuk	POL	2543	57	1361	SP22=587+16	HA22=584+6	CC22=431+6	KR22=206+6 GZ22=206
9	Mickael Rigault	FRA	2530	-7	-336				
F1C									
1	Darijo Jermol	CRO	2774	0	19				
2	Marek Roman	POL	2417	26	1257	KR22=578+3	SP22=578+3	CC22=387+3	GZ22=128-3
3	Yury Shvedenkov	CAN	2280	0	-321				
4	Nikolay Rekhin	RUS	2208	-2	-408				
5	Mariusz Gasiorowski	POL	2131	-1	-397	KR22=301-3	SP22=301-3	CC22=0-13	GZ22=0-20
6	Artem Babenko	UKR	2008	0	-99				
7	Volodymyr Sychov	SLO	1887	-2	-345				
8	Shannon Tolmie	AUS	1769	38	1032	WW22=387	AC22=387	SC22=387	
F1E									
1	Alexander Winker	GER	2613	5	288	OK22=603	FB22=602		
2	Tom Ioerger	USA	2547	0	-107				
3	Jean-Luc Drapeau	FRA	2524	0	31				
4	Andre Trachez	FRA	2446	-3	-247				
5	Franciszek Kanczok	POL	2103	-1	-279				
6	Jakub Wisniewski	POL	2027	1	-253				
7	Eugeny Gorban	UKR	1961	3	-97				
8	Vojtech Zima	CZE	1929	-3	-401	RB22=289-20	RA22=151-36		
9	Robert Sifleet	USA	1915	0	-198				



LEE HINES

It was sad to read in SEN of the passing of Lee Hines. He was a supremely able modeller for many years in F1A and Hand Launch Glider. an absolute authority on them and always keen to discuss and advise. He represented USA in five World Championships – 1979, 1985, 2001, and 2009. He achieved one podium place, taking third at the 1979 event in USA at Taft behind Per Grunnet proxy flown by Thomas Koster and Per Quarnstrom. Lee was an encyclopedia of knowledge on championships results and was often querying various detail aspects of my database of championships results. He also seemed to have an equivalently deep knowledge of American presidents, but I am in less of a position to judge that!

In recent years he took up the less energetic E36 class and also kept coming to events to observe and talk. He will be really missed.

Sample plans of his models are on the previous page, including the key F1A Mean Machine and HLG Sweepette. Both of these were from NFFS Symposium Reports.

BMFA 2ND AREA MEETING, MARCH 27

Combined Rubber 5 flew

1	S Willis	Croydon	7.30	+3.38
2	I Taylor	Birmingham	7.30	+3.01
3	A Moorhouse	Vikings	7.06	

Combined Power White Cup 9 flew 5 full scores

1	R Garner	Birmingham	7.30	+5.30
2	S Dixon	Birmingham	7.30	+5.23
3	K Faux	Vikings	7.30	+4.05
4	A Jack	Birmingham	7.30	+3.31
5	D Cox	Crookham	7.30	+3.29

Combined Electric 2 flew

1	C Edge	Scotia	7.30	+4.00
2	G Williamson	Peterborough	6.50	

F1A SMAE Cup 8 flew

1	J Carter	Grantham	12.30	+8.26
2	R Jack	Birmingham	12.29	
3	C Parry	Biggles	11.16	
4	W Colledge	Birmingham	10.03	

F1H 4 flew

1	R Jack	Birmingham	10.00	+7.37
2	C Parry	Biggles	9.02	
3	R Heap	Biggles	8.00	

F1G - Plugge 19 flew

1	G Mannion	Birmingham	10.00	+3.15
2	W Dennis	Oxford	10.00	+1.23
3	A Brocklehurst	Bristol & West	9.32	
4	P Woodhouse	Morley	9.25	
5	D Thompson	Croydon	9.20	
6	R Vaughn	Crookham	9.18	
7	C Chapman	Bristol & West	9.04	
8	M Marshall	Impington	8.36	
9	D Jiricny	Birmingham	8.33	
10	C Redrup	Crookham	8.17	

E36 - Plugge 11 flew 7 full scores

1	C Edge	Scotia	6.00	+4.43
2	D Ginns	MHMFC	6.00	+3.58
3	S Philpott	Birmingham	6.00	+1.50
4	T Grey	Crookham	6.00	+1.37
5	P Watson	Birmingham	6.00	+1.36
6	W Butler	Crookham	6.00	+1.14
6	S Dixon	Birmingham	6.00	+1.14

Mini Vintage - Plugge 23 flew

1	P Ball	Grantham	6.00	+3.17
2	A Shepherd	Crookham	6.00	+3.00
3	R Heap	Biggles	6.00	+2.23
4	D Taylor	Grantham	6.00	+2.01
5	G Oulds	Crawley	6.00	+1.09
6	A Winter	CVA	6.00	
6	S Barnes	Morley	6.00	
8	D Cox	Crookham	5.53	
9	J Arnott	Scotia	5.50	
10	C Foster	Morley	5.38	
11	K Best	Birmingham	5.34	
12	J Patton	Crookham	5.31	

Combined HLG/CLG 7 flew

1	N Botham	Morley	4.14
2	P Ball	Grantham	4.01
3	B Seal	East Grinstead	4.00
4	G Percival	Grantham	2.52

The following two tables are unofficial FFN calculations

Plugge

		Second Area event			
		Total	F1G	Mini Vint	E36
1	Birmingham	774	157	103	144
2	Crookham	686	125	164	126
3	Morley	491	131	138	27
4	Croydon	235	120	39	
5	CVA	190		108	9
6	Grantham	186		186	
7	Bristol & West	178	157	21	
8	MHMFC	175			90
9	East Grinstead	169	36		
10	Scotia	165		65	100
11	Oxford	94	94		
12	Crawley	93		86	

Championship after second Area event

1	P Ball	28.0
2	A Shepherd	15.0
3	C Redrup	13.0
3	S Willis	13.0
3	G Mannion	13.0
6	S Dixon	12.5
7	J Carter	12.0
7	D Ginns	12.0
9	K Taylor	11.0
9	C Edge	11.0
11	N Botham	10.0
11	R Jack	10.0

INDOOR NEWS

Karlovac, Croatia

An international will be held from July 18 to July 23 at Karlovac in Croatia, 45km from Zagreb. The hall is 14.5m height, Category 2 site by the FAI Rules

Classes to be flown are F1N on July 18, F1R on July 19 (with F1D practice), F1D 3 rounds on July 20 and 3 rounds on July 21), F1L and F1M on July 22. Entry fees for a single category of F1R, F1D, F1L, F1M are €50 for seniors, €25 juniors for one class, and additional classes €20 senior or €10 junior. Entry fee for F1N is €10. Payment required by May 30 and entry before that. The organiser is Vladimir Linardic, Primorska 4, 47000 Karlovac vladmlr.linardic@isin.hr

Site photo on the next page



Karlovac flying site hall

FREE FLIGHT FORUM REPORTS

Overstock Sale

There's an excess stock over the years of the following Free Flight Forum Reports – 1997, 1998 and 2016. There's an enormous amount of information there on a wide range of free flight topics as the following contents list shows.

1997- Slow Open Power - One Man's View by Dave Clarkson; Vintage Lightweights by Andrew Longhurst; Testing Balsa Quality by Bernard Hunt/ John Taylor; Return of an Old Tosser by Chris Edge/ Mike Fantham; Some Rambling Thoughts on Free-Flight Aeromodelling Design Trends by Andrew Crisp; Electronic Timers - An Overview by Chris Edge/Martin Gregorie; Selecting Slippery Stuff by John Barker.

1998 - Computer-Aided F1A Fuselage Layout by Mike Fantham; Fast Track to F1C Flying by John Cuthbert; Micro-Meteorology and Thermals by Mark Gibbs; The Latest Thinking in F1B Trimming by Peter King; F1A Tailplane Structures by Mike Fantham; Is the Weather Better on a Sunday or a Monday? by Phil Ball; A Practical Introduction to Electric Free-Flight by John Godden; Avionics and the Future of Free-Flight by Mike Fantham; GPS - A Global Position Paper by Julian McCormick; Builder of the Model - Where Next? by Mike Fantham

2016 - Indoor Scale Free Flight Gliders by Andy Sephton; Juniors in Free Flight by Mark Gibbs; Carbon Fibre for Aeromodellers by Mick Lester; The Making and Testing of F1B Rubber Motors by Peter Brown; Computations at Low Reynolds Number and a New Aerofoil for F1G (Coupe d'Hiver) Models by Alan Brocklehurst; Carbon Fibre Covered Prop Blades from Simple Tooling by Phil Ball; Weather Forecasts - How Good Are They and How to Interpret Them by Mark Gibbs; Capitalising on Low Drag Aerofoils and All That by Alan Brocklehurst; Basic Propeller Theory by Andy Sephton; Methanol to Lithium by Peter Watson; Some Interesting & Successful Models from 2015 by Phil Ball; Dave Greaves 1942-2016 - An Appreciation

To clear the excess we're offering all three Reports together at a special discount price of £15.00, a saving of £21 on the single copy prices. To Europe the cost is £18 and anywhere else it's £21. Cheques should be payable to 'BMFA F/F Team Support Fund' in pounds sterling, drawn on a bank with a UK branch; you may also order by credit card, which is a lot easier (and cheaper). Copies are available from : Martin Dilly, 20, Links Road, West Wickham, Kent BR4 0QW or by phone: (44) + (0)20-8777-5533, or by e-mail to martindilly20@gmail.com.

STONEHENGE AND EQUINOX CUP



World Cup Events

Saturday	3 rd Sept 2022	Stonehenge Cup	F1A, B, C, P, Q
Sunday	4 th Sept 2022	Equinox Cup	F1A, B, C, P, Q



Flying Site

The site is situated to the south of the B390 between Shrewton and Chitterne and will be signposted from the B390. GPS coordinates for the site entrance are 51°11'29.53"N, 1°57'32.59"W.

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

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

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

Programme

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

Rules

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

Trophies

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

Timekeepers

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

Contacts

For further information please contact:-

Peter Martin or Richard Jack ffworldcupuk@gmail.com

Accommodation and Camping Information available on request from Peter Tribe thepetertribe@gmail.com

Entry Procedure

Entry form and other information will be in FFn next month