FREE FLIGHT news

CONTENTS

FFn	42	News from BMFA FF Tech Committee	44
CIAM	42	Free Flight Forum	45
CIAM Championships	42	FFn 51	45
CIAM Competition Calendar	43		

FFn DIARY
No contests during June

No social distancing in Mongolia 2015

7 Ashley Road, Farnborough, Hants, England GU14 7EZ
email: info@freeflightnews.org.uk
Web site address: www.freeflightnews.org.uk/home.htm
Compiled and produced by Ian Kaynes

FFn

It is likely to be quite a long time before Free Flight returns to anything like normal. With no competitions and little direct contact this creates a problem of content for FFn.

Please help and supply details of anything you are working on during this period of inactivity – new techniques or tools that you are using (e.g. 3D printing), model refitting and modification, new support tools, etc. And of course, somebody might be building a new model…

If you are interested in extra reading material, FFn has back numbers of the NFFS Symposium Report at reduced prices:

Including postage:	UK	elsewhere in Europe
2019	£15	£13
2018	£10	£13
2016	£10	£13
2015	£5	£8
2003	£4	£7

Buy at http://www.freeflightnews.org.uk/ffnbuy.htm

CIAM

The following is an FAI interview with Antonis Papadopoulos, the President of CIAM since 2012, and active in the Commission since the 1980s.

What is the impact of the new Coronavirus on the Aeromodelling competitions due to be held in 2020 and 2021?

A lot, and unfortunately it is difficult to say for the moment how long this will take. It is like sailing in unchartered waters. At least for this year all the planned World and Continental CAT1 events with the confirmation of the organizers were postponed or cancelled. This is not something that ever happened in the past. This is difficult because it is affecting a lot of things. Rules change is based on this fact and it is not easy to skip a year. In addition, for next year there are similar events awarded, and it's difficult to reschedule everything from the beginning.

Most of the regional and local CAT2 events are already cancelled and we're hoping to hold them next year. No World Cup ranking will be in place for 2020.

It's worth noting that the existing rules don't have specific provisions for "Force Majeure" situations, which is a lesson learnt from this very unpleasant situation. And since the health of the competitors and the officials takes precedence over any other matter, it is difficult to say when we will be able to start again. We have hope and we are making plans but also we need to follow all the instructions. And, of course, the situation is not the same for all FAI members. It's a difficult puzzle with an undefined number of pieces…

How did CIAM face all these changes?

Actually, it was not only changes but challenges as well. We reacted quite fast and we immediately contacted the various organisers. The Sub Committee chairmen and the World Cup coordinators did a tremendous job. CIAM is a commission with close to 15 World or Continental Championships organised annually and more than 350 CAT2 events. Don't forget, we are volunteers and this adds much more value to what we do.

How did the Aeromodelling community react to the impossibility (for many) to fly model aircraft?

In some countries, restrictions have started to be lifted. For the last two months almost no practice took place. In every country the authorities issued specific rules and we all had to cope with them. However, this offered a benefit for many of us. As you know, Aeromodelling is not only flying. It also includes building, and we found more time for this part of our hobby.

However, we now have to be very careful. We don't have experience implementing social distancing and I'll give you an example: maybe in the field I need to use something that I don't have with me, for example some glue, or a tool. Before, we would help each other. Now we have to avoid this. Being on the flying field is not only for flying. We would exchange ideas, share experiences and, of course, socialise. Now we have to adjust our hobby to fit the times.

How has this situation affected CIAM's meetings?

The CIAM Annual Meeting in April was postponed. It is difficult to say when it will happen and how. It is easy to say that we have tools to make it happen electronically, but we need to adjust many things. For example, the time zone. An electronic meeting has to be scheduled differently from a face-to-face meeting. It will not be possible to be in front of a screen from 9am to 6pm. So a lot of preparation would be needed beforehand. At CIAM Bureau, we are not afraid about this. However, we need to think what the current set of rules allow us to do.

Has anything good come out of this unprecedented situation for CIAM?

The lesson learned is that nothing can be considered as standard or as a default. We all have seen how fast COVID-19 affected all of our lives. It wasn't easy. We started using the tools available to communicate and with this opportunity I may say that we started communicating more frequently than before. We have to be optimistic but of course we need to follow the instructions. COVID-19 is still here and we must not forget this.

Which message would you like to send to the aeromodelling community?

We have to think positive. Consider the opportunities and prepare for the next steps. But above all, we have to STAY SAFE.

CIAM CHAMPIONSHIPS

This gives the latest situation for the postponed and re-arranged Championships. I have included all the other classes beside free flight to show the extent of the changes.

In general all 2020 World Championships events have been postponed or re-assigned and most of the 2020 Continental Championships have been cancelled without carrying forward to 2021. The only exception is F5J which have postponed their 2020 European Championship to 2021 and then their 2021 World Championships is postponed to 2022. Space Models have postponed their 2020 World Championships to 2021 and their European Championship from 2021 to 2022. They will possible continue this sequence, changing their World Championships from even to odd years.

In free flight the 2020 Junior F1ABP World Championships which were scheduled to be in Romania have been moved to France and are to be flown in conjunction with the 2021 F1ABC World Championships. This is in place of the 2021 F1ABP Junior European Championships, which was to have been the linked event in France and has now been cancelled.. Most of the 2021 Continental Championships have been cancelled to make space for postponed World Championships. In free flight we are maintaining our schedule for championships in odd and even years, so that 2022 will have F1ABP Junior and F1D Indoor World Championships even though this will be only one year after the previous delayed ones.

Events marked (SJ) are those for which there are separate Junior and Senior Championships at the same event. Apart from these, all other classes outside free flight allow a single junior per country included only as a fourth team member.

2021 World Championships

F1A, F1B, F1C	Joint WCh Junior WCh postponed from 2020 and awarded by Bureau to France instead of the 2021 Junior Euro Champs	France, Moncontour, 14 – 22 August
F1A, F1B, F1P Juniors		
F1D (SJ)	Postponed from 2020	Romania, Slanic Prahova, 22 – 25 March
F1E (SJ)	As originally awarded, date change	Romania, Turda, 17-20 July
F2A, F2B, F2C, F2D control line	Postponed from 2020 POLAND	Poland, Wloclawek
F3A RC aerobatics	As originally awarded	USA, Muncie, 11 – 20 July
F3B RC gliders	To be awarded in 2020	Denmark firm offer
F3CN RC helicopters	As originally awarded	Romania, Brazov 30 July – 5 August
F3D, F3E RC pylon racing	Awarded in 2020 by Bureau	USA, dates and location to be defined
F3F RC slope soaring gliders	Postponed from 2020	France, Limoux, 3 – 9 October
F3J (SJ) RC thermal soaring	Postponed from 2020	Slovakia, Tevosky Hradok, dates to be defined
F3K (SJ) RC HLG	As originally awarded	Slovakia, Martin, 10-17 July
F3P RC indoor aerobatics	As originally awarded	Romania, Bucharest, 21 – 27 February
F4CH Scale	Postponed from 2020	Norway, Tonsberg, 17 – 25 July
F5B Electric multi-task gliders	Postponed from 2020	Bulgaria, Dupnitsa, 12 – 18 September
Space Models	Postponed from 2020	Romania, Buzau, dates to be defined

2022 World Championships

To be awarded during 2020

F1A, F1B, F1P Juniors	Bids from Bulgaria, Russia
F1D (SJ)	Bid from Romania
F2A, F2B, F2C, F2D	Bid from Ukraine
F3F	Bid from Denmark
F4CH	Bids from Romania, Czech Rep
F5J	Awarded to Bulgaria, postponed from 2021
Space Models	Bids from Bulgaria, Serbia, USA

2023 World Championships

F1A, F1B, F1C	Bid from Romania
F1E (SJ)	Bid from Romania
F3A	Awarded in 2020 by Bureau to Australia
F3B	Bid from Denmark
F5J	Bids from Argentina, Ukraine, Romania

2021 Continental Championships

F5J Postponed from 2020 Hungary, Szatymas, 22–28 Aug

2022 Continental Championships

F1A, F1B, F1C	Bids from Ukraine, North Macedonia
F1A, F1B, F1C Asian-Oceanic	Bid from Mongolia
F1E (SJ)	Bid from Romania
F3A	Awarded in 2020 by Bureau Spain, Zamora, 21–28 Aug
F3CN	Bid from Italy
F3K (SJ)	Bid from Romania
F5J	Bid from Romania

Space Models Postponed from 2021, Serbia, date+location TBD

2023 Continental Championships

F1A, F1B, F1P Juniors	Bid from Romania
F1D (SJ)	Bid from Romania

CIAM COMPETITION CALENDAR

The latest information I have on CIAM competitions in 2020 and 2021 is given below.

F1ABCPQ events

The following will possibly be run as Open International events in 2020 if local conditions allow:-

14 Trofeo Capannori	ITA	Padule di Bientina
51st Eifelpokal	GER	Zulpich
FF CRO Cup	CRO	Krbava

The following events will be postponed to 2021. These are listed in alphabetic order of the venue country code, not the possible date order. Dates are given for events for which these have been specified.

Widgiewa Cup	AUS	Narrandera	
Australian FF Champs	AUS	Narrandera	
Canada Cup	CAN	Tottenham	
Huron Cup	CAN	Tottenham	
South Bohemian Cup	CZE	Vsechov	Sept 18
West Bohemian Cup	CZE	Vsechov	Sept 19
Jutland Heath Cup	DEN	Viborg	
43rd Poitou	FRA	Noizé (Thouars)	
Hispano-Francia	FRA	St Jean de Sauves	
Moncontour2 min	FRA	St Jean de Sauves	
Stonehenge Cup	GBR	Salisbury Plain	
Equinox Cup	GBR	Salisbury Plain	
Coppa Volo Libero	ITA	Padule di Bientina	
Prilep Cup	MKD	Prilep	October 2
Macedonia World Cup	MKD	Prilep	October 3
KAR-TEL Cup / de Boer	POL	Kierz	
SPZG Cup / van Eldik	POL	Kietrz	
Poland Cup - Gonzo Cup	POL	Ulez - Podlodowo	
Crosno Cup	POL	Ulez - Podlodowo	
Szabo Miklos Memorial	ROU	Salonta	
Salonta Cup	ROU	Salonta	May 8-9
Harghita Cup	ROU	Deva	April 10
Budapest Cup Hungary	ROU	Deva	April 11
Elbrus Cup 2020	RUS	Nalchik	
Naloev Cup	RUS	Nalchik	
Belaya Rus Cup	RUS	Smolensk	

Gamaun Cup of Belarus	RUS	Smolensk	
Almaty Cup Kazakhstan	RUS	Samara	
53rd Djordje Zigic	SRB	Zrenjanin	June 12
Eurofly	SUI	Mühlenthurnen	Oct 30-31
Hogo Cup	SVK	Zabokreky	Sept 25
Zabokreky Cup	SVK	Zabokreky	Sept 26
Swedish Cup	SWE	Alvaret, Öland Island	
Danish Cup	SWE	Alvaret, Öland Island	
Norwegian Cup	SWE	Alvaret, Öland Island	
Istanbul Free Flight Cup	TUR	Vize - Kirklareli	
Anatolian FF Cup	TUR	Ankara Golbasi	
Free Flight Latvia Cup	UKR	Blagodatnoe, Kharkov	
Black Stork Cup Latvia	UKR	Blagodatnoe, Kharkov	
US Free Flight Nationals	USA	Muncie, Indiana	
Sierra Cup	USA	Lost Hills	

Nothing has been heard about the following events:

Mendoza Cup	ARG	Mendoza
Condor Cup	ARG	Mendoza
Southern Cross Cup	AUS	West Wyalong, NSW
38th Izet Kurtalic	BIH	Mostar
56th Mostar Cup	BIH	Mostar
Prista Cup	BUL	Valchitran
Bulgaria Cup	BUL	Valchitran
Mura Cup of Slovenia	CRO	Krbava
Dalmacija Cup	CRO	Krbava
Rhone-Alpes / Lepage	FRA	Arzay
Negev Open	ISR	Urim
Hanukah Open	ISR	Urim
Kazakhstan FF Cup	KAZ	Uralsk
Eurasia Cup	KAZ	Uralsk
Mongolian Cup	MGL	Ulaanbaatar
Asian Cup	MGL	Ulaanbaatar
Krka Cup	SLO	Sentjernej
37th Srem Cup	SRB	Aradac - Zrenjanin
Viktor Stamov Cup	UKR	Chemigiv
Kotuku Cup NZL	USA	Lost Hills

F1E events

The following events may run as open internationals if local conditions allow:-

16th Poitou Charentes	FRA	Tourtenay
Poitou Moncontour	FRA	Tourtenay

The following events have been postponed to 2021. These are in date order.

World Cup Rana	CZE	Raná u Loun	March 21
World Cup Rana	CZE	Raná u Loun	March 21
Otto Kuttler Cup	GER	Oberkotzau	April
Fohrlberg Cup	GER	Oberkotzau	April
Trofeo Gar Rovereto	ITA	Monti Lessini	June 5
10th Volare Lessini	ITA	Monti Lessini	June 6
Zlatibor Trophy Cup	SRB	Zlatibor	June 26
Zlatibor Cup	SRB	Zlatibor	June 27
Memorial Popa Cringu	ROU	Turda	July 16
Turda Cup	ROU	Turda	July 21
Governor's Cup	POL	Toszek	August 20
Toszek Cup	POL	Toszek	August 21
Friendship Cup Ukraine	POL	Toszek	August 22
Smeringai Memorial Cup	SVK	Liptovsky Mik.	August 28
Liptovsky Mikulas Cup	SVK	Liptovsky Mik.	August 29

Nothing has been heard about the following events:

Prista Cup	BUL	Alekovo
Bulgaria Cup	BUL	Alekovo
Centennial Cup	USA	Denver
Sierra Cup	USA	Lost Hills
Kotuku Cup of NZL	USA	Lost Hills

F1D events 2021

Otto Hints Memorial	ROU	Slanic	March 20-21
Belgrade Fair Cup	SRB	Belgrade	Postponed from 2020

NEWS FROM BMFA FF TECH COMMITTEE

All correspondence re this news to the FFTC Secretary:

Stephen Philpott, 14 Durley Drive, Sutton Coldfield, B73 6QT. Tel 0121 354 4448 mob 07939 205047. Email srphilpott@aol.com

The FFTC held an internet virtual Zoom meeting from their homes on 13 May 2020. It worked well.

Coronovirus – Covid -19

The Government lockdown is still in place with some restrictions in England being lifted. We can now travel in England and fly our models as exercise as long as we have a field to do it on, and we comply with social distancing rules. Unfortunately, not many of us have a field available, good luck to those that do. All of the MOD sites remain absolutely out of bounds until further notice. There is to be a government review at the end of June and we have scheduled another virtual meeting to see what the impact of any changes will be for us. If you live in Scotland, Wales or Northern Ireland we recommend you follow the guidelines set out by the relevant Regional Governments. We will issue an update shortly after the end of June review and inform you of any changes.

2020 Contest Calendar

With so much uncertainty there is no point in updating the Contest Calendar published in the last Newsletter at this stage. All contests have been cancelled up until July 1st at the earliest. When contests are eventually

permitted again the calendar will pick up from that point as previously published. All missed events will be cancelled for this year. As previously notified, the Plugge and Senior Championships will not be awarded for 2020.

Team Selection Trials – F1ABC

Due to the uncertainty of when the team selection for 2021 will take place the FFTC have decided that pre entry will not be required. If you have already entered that is fine. When we have a certainty of a date for the selection meeting we will advise. Please keep watching and be aware of the situation. The dates have been published in the earlier mail, repeated below.

We have the team selection reserve date on 11/12th July. We will leave this in place although it is highly doubtful that it will be able to proceed. Failing this, we have a fall back date at the East Anglian Gala on 1/2nd August. If this too falls than we will postpone the team selection for 2021 until the Spring of 2021.

2020 Free Flight Nationals

Sadly, the Nationals was cancelled due to the Covid19 lockdown. Hopefully we will be back to business as usual in 2021.

Rule Changes for 2021

The FFTC do not have any proposed rule changes for 2021. If you have any proposal changes that you would like to be considered please send details to Stephen Philpott by the end of August 2020.

FFTC Vacancies for 2021

Three members of the current committee will have completed their two year terms at the end of this year and so there will be three vacancies to be filled. Nomination forms will be sent to club secretaries and Fellows in the next few weeks. Nomination forms can be submitted by a club, signed by a club official, or Fellows. The forms will contain the full details including the deadline time and date for receipt of nominations in the BMFA Office.

FREE FLIGHT FORUM

The following announcement is from Martin Dilly. The FFTC note that the Forum should be supported whether or not it proves possible to have a physical meeting or not, since the Report can be produced under any circumstances.

Despite the uncertainties of 2020 a provisional date has been set for this year's Free Flight Forum. All being well it will be at Buckminster National Centre, starting at 10.00 on Nov. 15th, the day after the BMFA AGM at the same venue.

Mike Fantham has kindly agreed to take over from the much-missed Mike Evatt to chair the Forum but there's one more ingredient needed to make it a success; that's where you come in, the enthusiastic free-flight competitor. We already have offers to present papers from a couple of people, but we need about eight or ten more to make a viable Forum. The Forums cover every aspect of free-flight – from basics to cutting edge, Vintage, scale, indoor, theory, practical, structures, aerodynamics, trimming, retrieving, thermal detection, how-to-do-it, you name it, so if you can put together something that might be of interest to those of us flying free-flight, then please contact martindilly20@gmail.com before Sept. 15th.

FFN 51

In the spirit of our 50th -year speical issue last June, there follows a pair of gliders from FFn Jnauary 1976 (Wishbone) and January 1983 (AH-25).

Wishbone IV, FIA by Bob Isaacson

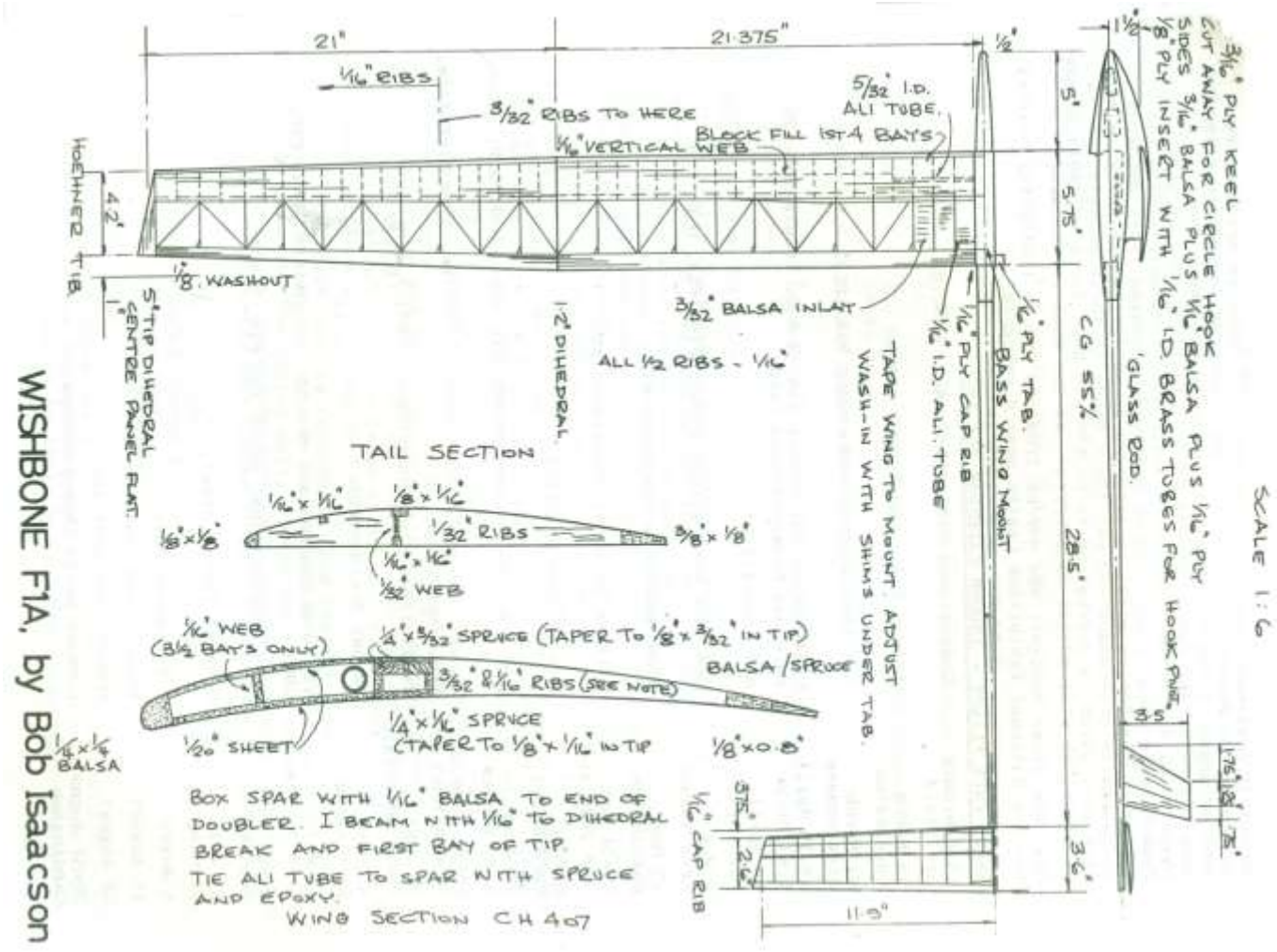
The first 'Wishbone' was completed in July '74. The design was the product of research, combined with several of my own ideas (this is a polite way of saying that I copied from the good guys). It was meant to be an all-round model, capable of performing well in very light air as well as in thermals and strong wind.

With the aid of an auto-stab, the model circle tows easily and gains useful altitude on zoom launch. However, I have not learned how to zoom launch as high *as* the Russian flyers. Tests seem to indicate that the Wishbone is capable of better than 165 seconds in calm air, but more importantly, it is capable of riding strong thermals without spinning in and seems to handle strong winds both on tow and in the glide.

To date I have built and flown three Wishbones. The drawing shown is for what will soon (at the time of writing) will be model number 4. It is the same as numbers 2 and 3 except for slight structural changes in the wings. The first three ships have proven to be successful competition machines - in thirteen contests, they have finished lower than third place only three times. Unfortunately, one of those three times was in Plovdiv! (The pilot did a very poor job in that one!)

Bob added some other items of interest which might be useful to others. For right glide, the port wing is set at zero degrees incidence and the right {starboard) panel is shimmed, to give ½ to 1 degree incidence, by adding slivers under the 1/16 inch ply centre section tab.

Diagonal ribs are cut oversize, glued in and sanded to shape, but before sanding, the 'straight' ribs have the upper and lower edges hardened by the application of a layer of iso-cyanoacrylate adhesive. The tailplane VIT system, of course, is arranged to provide up-elevator when the rudder moves to the on-tow circle position, to avoid the under-elevated condition usually present when a circle tow model passes into the tight circle mode.



AH 25 F1A by Arno Hacken

The glider contest at the last (1981) Pierre Trebod was won convincingly by Arno Hacken with the only full scoreon a difficult day - remember the rain and wind?

The glider AH-25 is a direct development of AH-19. which was published in the NFFS Digest. In between AH-19 and AH-25 I did a bit of experimenting on structures and airfoils.

With AH-25 I finally got a decent wing structure. At least. this one doesn't flutter, doesn't· warp, and is reasonably light. The performance of this plane in calm air is very good. Despite a lot of flying in early morning and late evening I don't dare to quote a time, but I think the plane is capable of flights well over three minutes in these conditions. The ship also flies well in the normal daily conditions and in wind and turbulence.

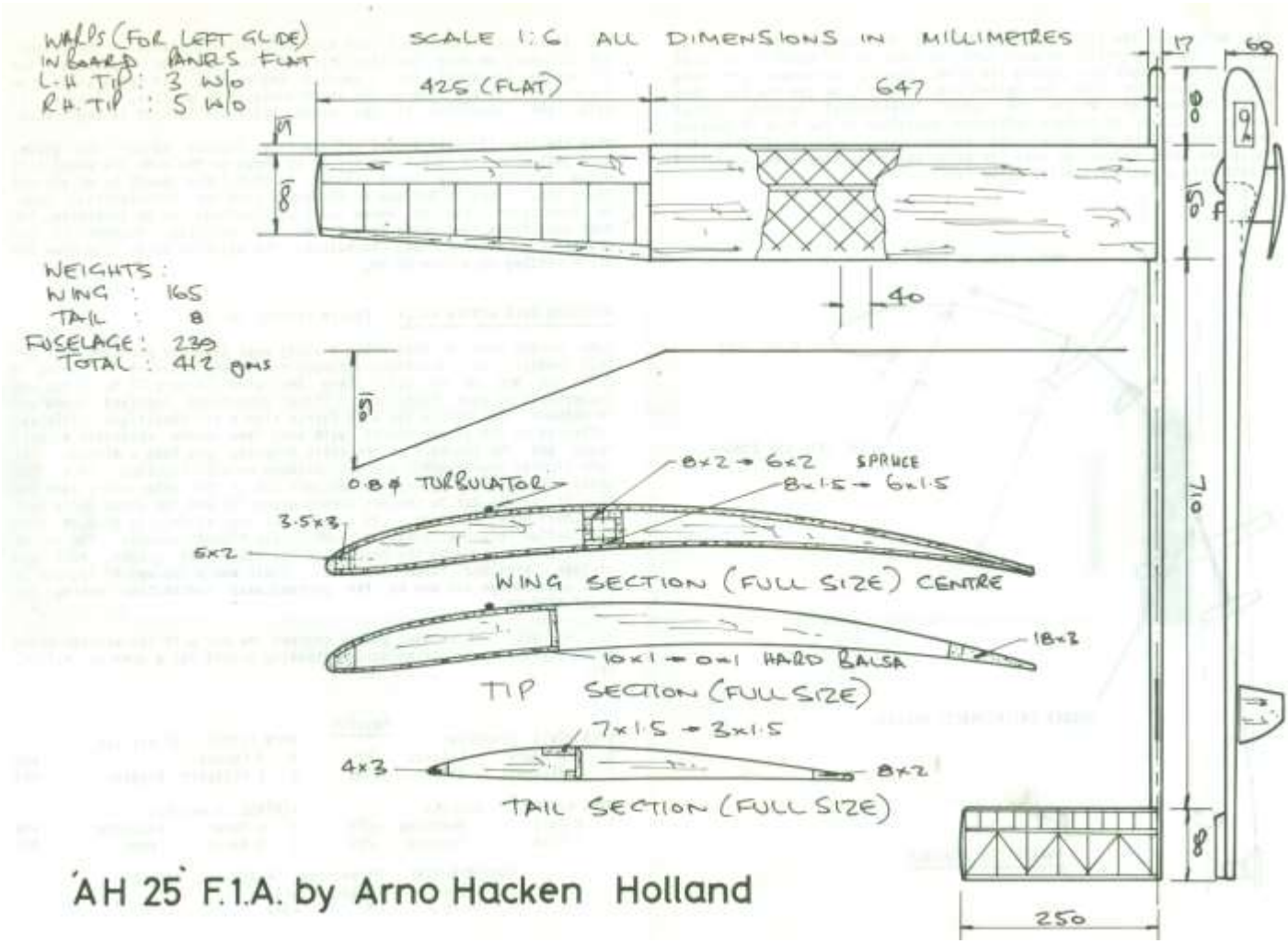
The wing airfoil I'm using is a derivation of B7537. Pieter de Boer is the. guy who did some work on this airfoil and one of the results is this one.

In combination with the stab airfoil I am able to get some nice launches. The airfoil is symmetrical for the first 30%. It prevents the plane from pitching up its nose too much after launch. but still gives sufficient stability in flight.

On this glider, as on all of my others, I use wire struts. I use them because they add a lot of strength (and a lot of safety) and they don't harm the glider. At least I can't notice that they harm the glide. Another reason I use them is that I don't like to have the wings bend. My opinion is that the extra dihedral is dangerous during high speed launches.

Additional data on AH-25

Wing - Sheeting is 1mm balsa. For the inner panels this is covered with 18 g/sq m glass cloth using Schley 799 epoxy thinned 100%. Webs are 1.5mm balsa with grain vertical, also covered with glass cloth on the inner panel and covered with jap tissue on the tips. The inner panels are reinforced with carbon fibre. Wire joiners are 4mm and 1.5 mm diameter. The "struts" are stranded steel wire of breaking strain 53 kg, they pass under the fuselage and join the wings at 300 mm from the centre line. Weights are 64g for the panel and 18g for the outer panel.

Tailplane - Ribs and diagonals are 1 mm balsa, as are the webs in the first two bays. Other bays have just 2mm square posts. Covering is thin jap tissue

Fuselage - pod is built up from 2mm obechi sheets. Pylon is 2mm dural. Tailboom is Jim Walters type. All moving fin is 3mm balsa. all adjustments are at the towhook.