

FREE FLIGHT news





CONTENTS

CIAM	24	Free Flight over 100 years	28
Alphonse Penaud, 150 years of rubber power	25	Classic A1 Email International	28
Peter Jellis	26	News from BMFA FF Tech Committee	28
Gordon Cornell	26	2021 Free Flight Forum Report	28

FFn DIARY

WORLD CUP NOT STARTING UNTIL JULY1

Most events are being postponed but a few may be held as open internationals. These are not shown here.

April 25
Area Venues
BMFA 3rd Area event. CG, CR (Gamage), F1C (Halfax, Plugge), F1Q, Vintage G (Plugge), P30, H/CLG (Plugge), Tailless

May 29-30
[Salisbury Plain](#)
BMFA London Gala. Saturday: CG, CR, CP, CE, Mini Vintage. Sunday: F1H, F1G, F1J, P30, H/CLG, E30, CO2. Peter Tribe, 01225 862748, thepetertribe@gmail.com

May 29-31
CANCELLED
BMFA Nationals

June 10-13
Peak District or Melton Mowbray
BMFA F1E Trials (for 2021). Contact: Ian Kaynes 01252 512538 kaynes@btinternet.com

June 12-13
[Salisbury Plain](#)
BMFA Trials. For 2021, or for 2022 if 2021 World Champs cancelled. F1A, F1B, F1C. Contact Phil Ball 07470177947 Phil.ball@ntlworld.com

June 19 or 20
[Salisbury Plain](#)
BMFA Trials for 2021 fall back date flyoff no wind restrictions. Not to be used if 2021 W/Ch cancelled. Contact Phil Ball 07470177947 Phil.ball@ntlworld.com

June 20
Area Venues
BMFA 4th Area event- Team Power Day. CG, Team CP (Keil, Plugge), CE, F1B (Gutteridge), Vintage RP (Plugge), Mini Vintage, H/CLG, E30 (Plugge). Contact: Area Comp Secs.

July 4
Peak District or Melton Mowbray
BMFA 3rd F1E. F1E Team Selection for 2022. Contact: Ian Kaynes 01252 512538 kaynes@btinternet.com

July 8
Alvaret, Öland Island, Sweden
Swedish Cup. F1A F1B F1C F1Q F1S. World Cup event. Contact: Per Findahl, Bergvägen 8, 738 33 Norberg, Sweden, tel +46709226276 e: per.findahl@gmail.com web: www.norbergssf.se

July 9
Alvaret, Öland Island, Sweden

July 9
Denver, USA

July 10
Alvaret, Öland Island, Sweden

July 9-10
Chernyhiv, Ukraine

July 10-11
Chemigiv, Ukraine

July 11
Area Venues

July 17
Tottenham, Ontario, Canada

July 18
Tottenham, Ontario, Canada

Norwegian Cup. F1A F1B F1C F1Q F1S. World Cup event. Contact: Atle Klungrehaug, Jonsokveien 22, 1182 Oslo, Sweden, tel +47 906 734 78 email: aklark@online.no

Centennial Cup. F1E. World Cup event. Contact: Chuck Etherington, tel +1 720 201 6218 etherington.freeflight@outlook.com

Danish Summer Cup. F1A F1B F1C F1P F1Q F1S. Contact: Steffen Hjorth Jensen, Bognaesvej 14, 4000 Roskilde, Denmark, tel +45 2533 2105 email: steffen.hjorth.jensen@gmail.com web: <http://norbergssf.se/swedishcup>

40th Antonov Cup. F1A F1B F1C F1P F1Q. World Cup event. Contact: Igor Zavgorodny, tel: +380 50 242 0757, email: zivdbox@bigmir.net or infofamsu@gmail.com www.famsu.org.ua

Viktor Stomov Cup - Golden Autumn. F1A F1B F1C F1P F1Q. World Cup event. Contact: Igor Zavgorodny, see details for Antonov Cup above.

BMFA 5th Area event- Summer Mini Day. CG, CR, CP, F1H (Plugge), F1G, 1/2A (Plugge), E36, H/CLG, CO2 (Plugge). Contact: Area Comp Secs.

Canada Cup. F1A F1B F1C. World Cup event. Contact: Leslie Farkas, tel: +1 905 886 6959, email: aljolie@sympatico.ca

Huron Cup. F1A F1B F1C F1Q. World Cup event. Entry fee: €30. Contact: Tony Mathews, tel: +1 705 854 0698, email: tmathews180@gmail.com

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Compiled and produced by Ian Kaynes

CIAM

A Bureau meeting was held on April 3. This discussed the status of 2021 Championships, the World Cup and preparations for the 2021 Plenary meeting and associated meetings which are to be held during the next month.

Championships

The 2021 Championships have different decision dates for determining whether they go ahead or not. All events considered so far have been cancelled or postponed. The decision dates for free flight events are May 15 for F1ABC Senior and F1ABP Junior World Championships in France, June 1 for F1E World Championship in Romania and September 1 for F1D Indoor World Champs in Romania in December.

The meeting requested that plans be drawn up for the alternatives which will be adopted in the event of a championship being postponed from 2021. The Free Flight Subcommittee have considered this for the free flight events and unanimously propose the following:

After losing events in 202 and 2021 it is logical to return to the traditional Free flight schedule which places the F1ABC and F1E World Championships in odd year and the Junior F1ABP and Indoor World Championships in even years.

- 1) the F1ABC World Championship in France would be delayed from 2021 to 2023. This does not disturb the planned 2022 F1ABC European Championship in North Macedonia. The bids submitted for 2023 World Championships (from Romania and Mongolia) could be transferred to 2025 or left for consideration at a future Plenary, depending on whether a decision is known by the time of the 2021 Plenary meeting.
- 2) For the F1ABP junior events, the 2022 World Championship is awarded to Bulgaria and this should stand. To follow the link with F1ABC in France a 2023 F1ABC World Championship in France could be linked with the 2023 F1ABP Junior European championship. This world/junior European link would be the same as originally awarded to France for 2021. The bids submitted for 2023 from Romania and Russia) could be transferred to 2025 or left for consideration at a future Plenary.
- 3) For F1E and F1D the only bids and accepted events are all hosted by Romania, with the possibility that the 2021 Indoor World Championships (postponed from 2020) will be able to be held as planned in December 2021. Whatever happens with that one, it is simple then to identify the 2022 events as World or European Championships according to the standard schedule for odd and even years.

World Cup

Initially the start of the 2021 World Cup had been postponed to March 1. At the February Bureau meeting the decision had been taken to delay it further to May 10. At this meeting I proposed that in view of the present Covid19 situation and international travel problems for many countries the start should be put back to July 1. Bruno Dolors said that it was important to start on May 10 without further delay regardless of the difficulties. This view received no support from the Bureau and so the start of the 2021 World Cup is now delayed to July 1. This will be reviewed next month at Bureau and Plenary meetings. It is possible that if a further delay is required the remainder of 2021 could be combined with 2022 for single extended World Cup. Some other

categories, with fewer autumn events than F1, are already considering the viability of their 2021 World Cups.

Free Flight Technical Meeting

This will be held on April 17. The proposals to be considered were listed in January FFN except that a proposal from the Free Flight Subcommittee carried over from 2020 was not included. This is a proposal to clarify the need to announce if timekeepers will not be provided at an Open International:

F1.1.2 Provision of Timekeepers

Add a new sentence to F1.1.2 a) as follows:

- a) In Free Flight events, provide each starting position with two time keepers in Championships. **At Open Internationals each starting position should be provided with at least one timekeeper, but if the organisers are unable to provide official timekeepers they must announce this in advance in a bulletin.** For fly-offs an additional timekeeper must be provided (i.e. three for Championships, at least two for other contests). All time keepers must have binoculars. Each starting position must be equipped with at least one tripod for supporting binoculars.

Reason: This emphasises that organisers should provide at least one time keeper at each starting position. However, some competition organisers do not manage to meet this basic need and it is important that competitors know in advance if there will be no official timekeepers. They can then make a decision in advance of whether to attend the event.

The subcommittee has considered the proposal (j) from France using the term “self-timing”. Apparently that proposal is not intended to apply to competitors timing their own flights, but it was recognised that the Sporting Code does not actually state that they cannot time their own flights. It will be suggested to the Technical Meeting that this timekeeping clarification proposal be extended to cover this additional clarification:

Change item F1.2.1.(b) to read “Competitors may act as timekeepers **for flights of other competitors.**”

Reason: To confirm the currently accepted situation that competitors can never be timekeeper for their own flights.

CIAM procedures require that the Subcommittee should vote on the proposals before the Free Flight Technical Meeting and these votes are used as one input to the discussions at the Technical meeting and the Plenary meeting.

The following gives the votes by the subcommittee.

The above timekeeping clarification and the addition to it were supported unanimously by the subcommittee. Votes on the other proposals in the order used in the January FFN are:

F1A launching	5 for, 10 against
F1B flyoff	11 for, 2 against
F1C characteristics for juniors	2 for, 8 against
F1C instead of F1P at Junior Champs	2 for, 8 against
F1D half-motors	7 for, 1 against
World Cup – add F1D and F1D Junior	unanimous support
World Cup – bonus top 3 places	unanimous support
World Cup – first flight	unanimous support

Championships Bids

2022 events

The 2022 World Championships were awarded last year:

F1ABP Junior World Champs	Bulgaria
F1D World Champs	Romania

Continental Championships for 2022 have a single bid for each, with the award to be confirmed at the 2021 Plenary meeting:

F1ABC Euro Champs	North Macedonia
F1E Euro Champs	Romania
F1ABC Asia-Oceanic Champs	Mongolia

2023 events

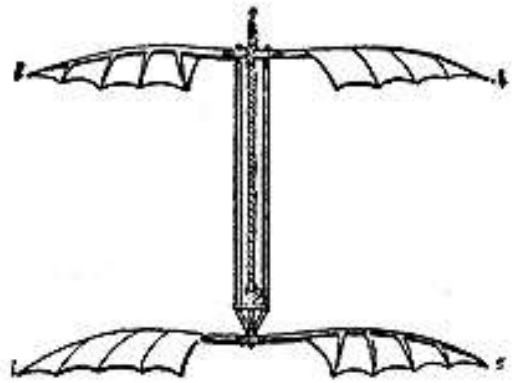
The offers for 2023 will be considered at the Plenary meeting in May. The current status for free flight events are:

F1ABC World Champs	bids from Romania and Mongolia
F1E World Champs	bid from Romania
F1ABP Junior Euro Champs	bids from Russia and Romania
F1D Euro Champs	bid from Romania

ALPHONSE PENAUD, 150 YEARS OF RUBBER POWER

Charles-Alphonse Pénaud was born on May 31 1850 in Paris. His father was an admiral but he did not follow him into the navy because a hip disease caused him to need crutches to walk. At the age of 20 he became interested in aviation and joined Société Aéronautique de France. At that time he began to make model helicopters. The principle was not new, having been considered previously by others including the British pioneer Sir George Cayley. Alphonse Pénaud's contribution was the invention of the power source – the twisted rubber band.

These helicopters became widely available and in 1878 one was purchased from some young boys in USA – starting Orville and Wilbur Wright's interest in aviation.



The following year, 1871, Pénaud built the *Planophore*, which demonstrated many significant design features:

The wings incorporated dihedral for lateral stability

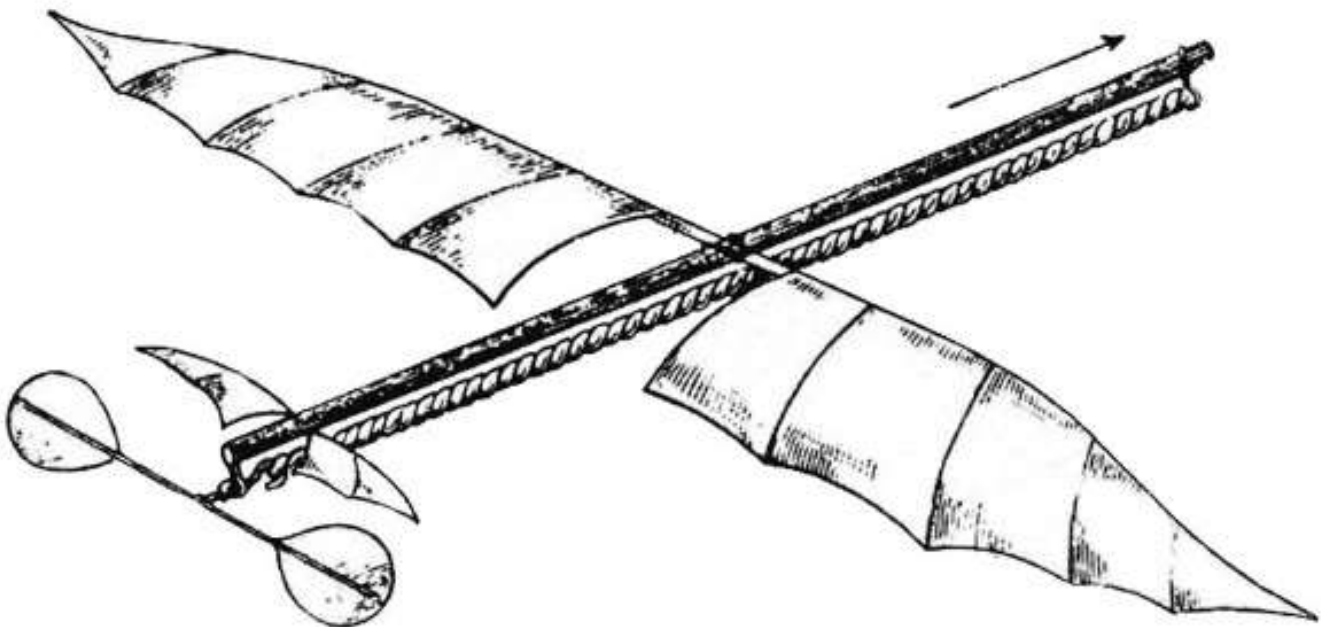
The tailplane was set at a lower incidence than the wing ensuring longitudinal stability, in conjunction with the correct CG which he obviously managed to locate.

Propulsion by a twisted rubber band driving the propeller

While the principle of dihedral had been discovered by Sir George Cayley, whose work Alphonse had studied, the longitudinal stability and the power source were original features first appearing on the Planophore.

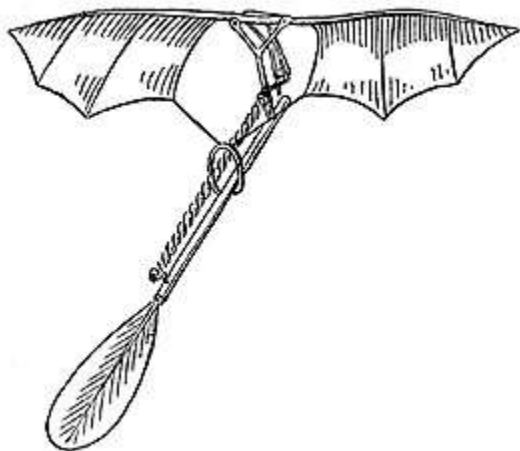
The model was 51 cm long with a wingspan 46 cm and a wing area of 0.05 m². The two-bladed propeller was 20 cm diameter. Aircraft weight was 16 g including the 5g rubber motor.

The Planophore was flown at the Tuileries Gardens in Paris at a meeting attended by members of the Société Aéronautique on 18 August 1871, flying a distance of 40 m and staying in the air



for 11 seconds. (August 18 is the day scheduled for F1B at the World Championships in France – if it goes ahead).

In 1872 he built a rubber powered ornithopter which, like the helicopter, became the basis for popular toys.



He then moved on to designs of full-size aircraft including many novel features. The 1876 amphibian had twin propellers rotating in opposite directions to eliminate torque, enclosed cockpit, retractable undercarriage and powered controls.

He failed to secure funding to progress these aircraft and committed suicide on October 22 1880 at age 30.

PETER JELLIS

Peter Jellis passed away on April 5th at age 85. Peter was a long time member of the Croydon Club flying mainly F1A for many years, but also power, open rubber, and, more recently, P30, Coupe and E36. 3 weeks ago I had talked to Peter about Coupe and E36 but sadly the work he was doing won't now reach the flying field.

I first encountered Peter during the Chobham flying era, sharing a link that I studied at Imperial College and for many years Peter worked in the engineering labs at IC.

In one way he carried on a tradition of fellow Croydon member Jack North; he'd served a 'proper' apprenticeship as a toolmaker and if you talked to him about a problem, particularly in connection with a lathe or milling job, he'd probably call back soon with suggestions of how to solve it.

He was a regular visitor to France for Pierre Trebod in the 1970s and then Poitou and Moncontour. His last visit was in 2018 with Ray Elliott, who also took Peter to UK contests after Peter had stopped driving.

He was good company on trips and a loyal club member and will be missed.



GORDON CORNELL

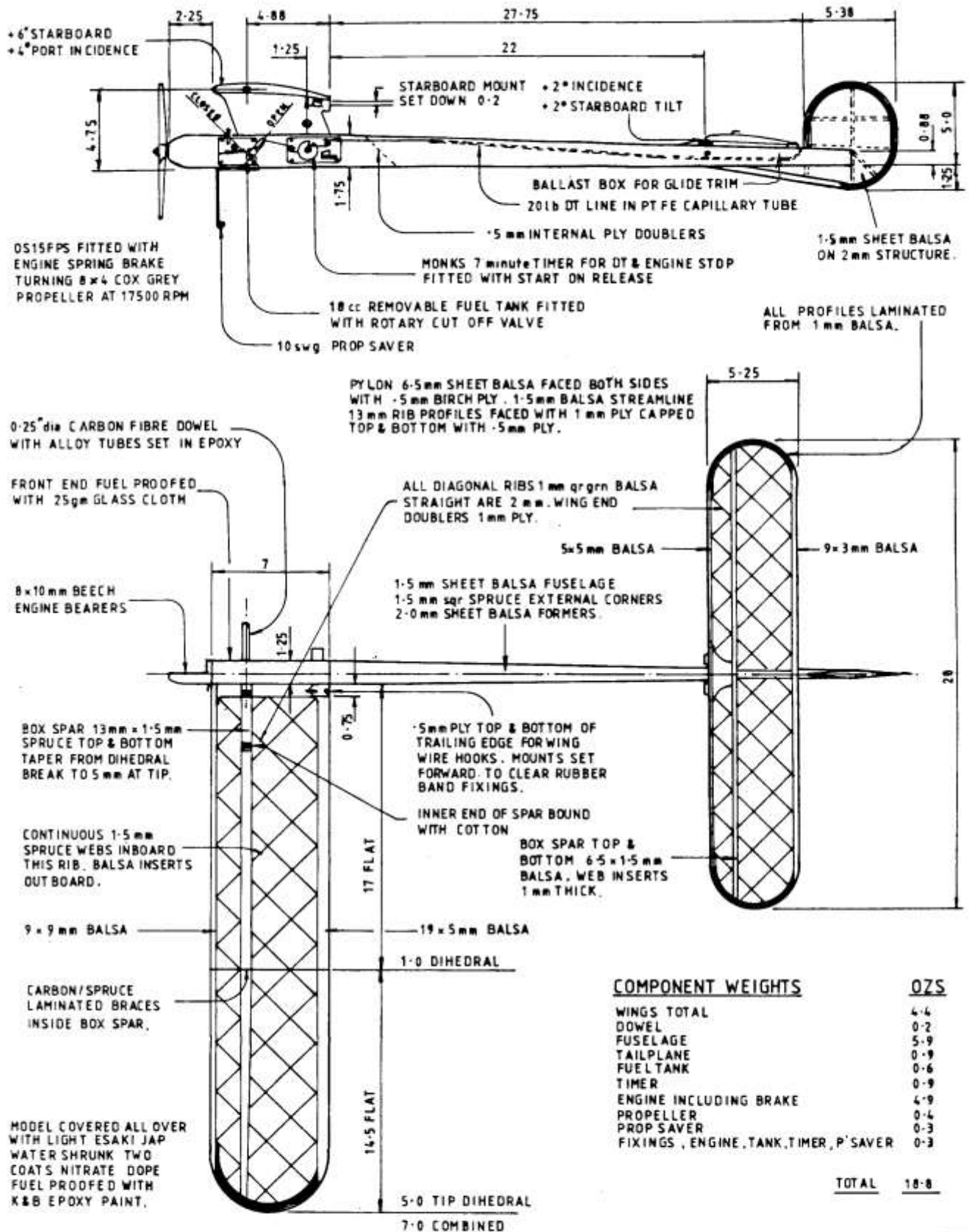
From Bill Colledge and Stuart Darmon

UK aeromodelling lost another of its larger- than- life characters with the death of Gordon Cornell at the age of 88 on March 17. Although an active competitor for much of his life in both control line and free flight, Gordon was probably best known as a designer and builder of model diesel engines. His interest in aviation began while growing up in wartime London; apprenticed as a draughtsman, he worked for a time at Vickers, where he briefly encountered Barnes Wallis. As a member of the Croydon club he did much of his flying at Cobham Common and Epsom Downs, a time he always recalled fondly. During the 1950's he worked for FROG and then E.D., where he was tasked with re- designing the 1.5 cc Fury diesel. His Super Fury was a significant improvement in terms of power output, and although destined to live in the shadow of John Oliver's Tiger Cub, still achieved contest successes, including in Gordon's own 'Leveret' 1/2A team racer and 'Princess' stunter. During the sixties, Gordon began producing own- designed engines, mostly diesel, in his home workshop, which he sold under the name 'Dynamic Diesels'. His skills as an engineer- ranging from pattern making to CAD/ CAM- were highly impressive, and extended to making or adapting his own machine tools and fixtures. His dividing head for the ML7 lathe was highly commended at the MEE.

Gordon moved to the West Midlands in the seventies, eventually joining Birmingham MAC, and continuing his small-scale manufacture of various diesels, which had become highly sought after among engine collectors. His primary FF interest was SLOP, and his distinctive 'Revolver' design was published as a MAP plan, while his Dynamic 20D engine was used with success by Dave Hipperson. He also wrote numerous articles for various modelling publications, as well as two self- published books on model engines, and a computer programme modelling two-stroke performance.

Gordon's obsessive attention to detail and complete single-mindedness were merely a part (or possibly symptom) of a truly exceptional mind. A gifted chess player, Gordon could memorise- and strategise- several entire high- level games simultaneously in the days of postal chess. In the seventies, he taught himself computer programming from printed literature in a couple of weeks to a standard which enabled him to secure a job designing software for a local authority. He similarly mastered the SolidWorks CAD system in his mid- seventies. Almost inevitably, such brilliance came at the expense of social skills and ability to acknowledge other points of view. To those who knew him, Gordon personified the myth of the 'mad scientist', an image in no way mitigated by his unruly shock of ginger hair, milk-bottle spectacles, wild gesticulations, or the fact that all his clothes (which were permanently infused with diesel exhaust) were at least one size too big for his bird-like frame. It must be said that Gordon was not always easy company. Discussing anything except his obsession of the moment simply wasn't an option, and any challenge to his opinions (some of which were outrageous) was liable to earn you a vigorous poking in the ribs. Even for those with enough padding and perseverance to argue him into check, his only concession would be to triumphantly screech "This is what I've been trying to point out to you!" as though your argument had been his all along. However, while his irascible nature didn't always serve him well in the impersonal environment of the internet, we who knew him found it tempered by the knowledge that he was a true eccentric, as well as by his undeniable charisma. Although most of us have probably found him hard going at some time (we at least had the luxury of going home if it got too fractious), his many friends will remember him with real affection and admiration for his skills.

Gordon remained mentally acute and pursued his projects to the end. After a brief illness, and with his engineer friend at his bedside, he died peacefully, probably the first and last thing he ever did in that idiom.



SINGLE DOWEL DIFFERENTIAL INCIDENCE TRIM

WING AREA 410 sq ins TAILPLANE AREA 138 sq ins

REVOLVER
 Slow Open Power 1993
 by Gordon Cornell

FREE FLIGHT OVER 100 YEARS

Prompted by the planned celebration next year of the 100 years anniversary of BMFA, Martin Dilly writes:

I am starting to put together a book, probably rather like a larger version of the Forum Report, covering a century of British free flight.

This would be a BMFA publication sold to produce team funds. I'll stretch the 'century' bit to include the pre-WW1 stuff like Mann & Grimmer and Camm etc.

However, at first I need as many ideas of what needs to be covered as you can think of, and pretty quickly, as these things always take a lot longer than one expects. Models, events, people, developments, contests, equipment, stories, photographs, anything that might be relevant. I don't need a great spiel, certainly not at first, but just a few memory jogging words that might point me in a useful direction.

If anyone feels inclined to cover a particular topic in some depth then that would be great, but do let me know soon, so I can start to do some rough block layouts and get some idea of the number of pages.

I look forward to being overwhelmed with your ideas.

martindilly20@gmail.com

CLASSIC A1 EMAIL INTERNATIONAL

Important Update

Anyone interested in entering the Classic A1 Glider 'postal' contest organised by Stuart Darmon please note that you now have until December 31st. 2021 to complete your entries. The original six-month time window, which was to have closed on July 1st has been extended due to public health restrictions remaining in much of Europe, and to the recent severe flooding in parts of Australia. All other details of the event remain unchanged, and entries already made will not be affected. Details from stuardarmonf1a@yahoo.com

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 sphilpott@aol.com

The FFTC held an internet virtual Zoom meeting from their homes on 1 April 2021.

2021 Contest Calendar

You may have seen the BMFA notice that we will not have the use of Barkston Heath for competitions this year. For that reason the Free Flight Nationals and the Radio Power Nationals at the end of August have had to be cancelled. However, the FFTC are looking at options to run a very pared down Nationals later in the year. We will update you all when any decisions have been made.

We have clearance to fly at Sculthorpe, North Luffenham and Salisbury Plain enabling the contest calendar to recommence from the third Area event on April 25. The Plugge Cup and Senior Championships will be run this year.

The calendar is published on the understanding that Covid restrictions will enable competitions to take place. If any events are cancelled due to Covid restrictions they will be cancelled ahead of the event date via the FFTC website with as much notice as possible.

London Gala

A decision has been made to move the London Gala from 8-9 May until the 29 - 30th May. That weekend has been freed up due to the Nationals being cancelled. The main reason however for this move is that it is after the covid restrictions are lifted on 17th May allowing overnight stays in hotels to be permissible. The Club Championships will be held on the Saturday R/G/P classes.

Team Selection F1A/B/C

At this time it has still not been certain if the 2021 World Championships in France will go ahead in August, the final decision is due in May. If it goes ahead the team selection will take place on 12/13 June as per the calendar, with the fall back date being either the 19 or 20 June for the deciding flight, if needed. If the World Championships is cancelled we have decided to use the 12/13 June weekend for the first trials weekend for the 2022 European Championships instead. In that circumstance the fall back weekend will be held at a date to be decided in the autumn, not the 19 or 20th June. If you have entered the team selection for the 2021 World Championships and the event is cancelled your entry will automatically be forwarded to the Team Selection for the 2022 European Championships. If you haven't entered for the 2021 team selection but wish to enter for the 2022 team selection please contact Phil Ball 07470 177947 phil.ball@nlworld.com

Rule Changes For 2022

The FFTC do not have any proposed rule changes for 2022. If you have any proposal changes that you would like to be considered please send details to Stephen Philpott by the end of August 2021.

Team Managers

Applications for the following Team Management positions are invited:-

2021 Free Flight World Championships for F1A/B/C to be held in France in August 2021 Team Manager and Assistant Team Manager. THIS EVENT MAY BE CANCELLED - FINAL DECISION May 15 2021

2022 Free Flight European Championships for F1A/B/C to be held in Macedonia in August 2022 - Team Manager and Assistant Team Manager.

2022 Free Flight European Championships for F1E to be held in Romania.

2021 FREE FLIGHT FORUM REPORT

Despite Covid and thanks to Zoom, the Free Flight Forum took place in November and the 2021 Free Flight Forum Report is now available. It covers a wide range of topics to inform, challenge and inspire you, whatever your free-flight interest and for the first time, it's in full colour.

Indoor Duration - A Challenge to Conventional Design - Tony Hebb; Coupe in a Box - Gavin Manion; Building Other People's Mistakes - Stuart Darmon; The Models of Ray Monks - Simon Dixon; Simulated 3D Flight Dynamics - An Approach to Gain Insight for Trimming and Aircraft Development - Peter Martin; Building During Lock-down - Phil Ball; Tame Your F1B and Related Thoughts - Mike Woodhouse; What Next for a Lady Flyer - Sue Johnson; F3RES - RC for the Aging Free Flyer - Andy Sephton; From Wichita to Robin III - Mike Fantham; Further Thoughts on Carbon-Skinned Wings for F1A - Stuart Darmon; Geo Fencing and Electronic Stability - John Emmett.

The UK price is £13.00 including postage; to Europe it's £16 and everywhere else £20. Sales of the Forum Reports help to defray the heavy expenses of those representing Great Britain at World and European Free-Flight Championships. 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 to: (44) + (0)20-8777-5533, or by e-mail to martindilly20@gmail.com