

# FREE FLIGHT news



## CONTENTS

FALCON 35 F1A by JAN VOSEJPKA	32	BMFA 2nd Area Meeting, March 1	36
News from BMFA FF Tech Committee	32	FIH by BOHUMIL KLIMA	36
Junior Team for the 2015 European Championships	34	FAI and Anti-Doping	38
12th Philippe Lepage, Viabon, France, February 28	34	Correspondence	38
Swedish Moose Cup, Säkylän Pyhhjärvi, Finland, March 5	35	International Competition News	38
Bear Cup, Säkylä, Pori, Finland, March 7-8	35	UK Competition News	38
Holiday on Ice, Gjøvik, Norway, March 14	35	Noticeboard	38
F1E Winter Cup, Hranice, Czech Republic, March 7-8	35		

## FFn DIARY

April 3 (Good Friday) North Luffenham	BMFA Northern Gala. C/G (CMA), C/R (Caton), B/P (Hamley), C/E, SLOP (Falcons), F1H, P30, BMFA ½A, Mini-Vintage, HLG-CLG. Contact: G.Warburton 0113 2852947	April 25 Ceminac, Croatia	17th Kup Slavonije i Baranje. F1A F1B F1C. World Cup event. Contact: Vinko Tomljanovic, tel: +385 31 203 245/+385 31 571 700 e: <a href="mailto:vinko.tomljanovic@gmail.com">vinko.tomljanovic@gmail.com</a> web: <a href="http://www.aeromodelarstvo.net">http://www.aeromodelarstvo.net</a>
April 10-11 Orim, Israel	Passover Open. F1A F1B F1C F1P F1Q F1G F1H. World Cup event. Contact: Aviad Levy, tel: +972 3 517 50 38, <a href="mailto:office@aeroclub.org.il">office@aeroclub.org.il</a> <a href="http://www.aeroclub.org.il">www.aeroclub.org.il</a>	April 26 Near Melton Mowbray	BMFA 1st F1E event (Team selection). Contact: Ian Kaynes 01252 512538 or 0794 185 2144
April 11-12 Oberkotzau, Germany	11 <sup>th</sup> . World Cup Oberkotzau, 12 <sup>th</sup> . 4th Föhrberg Cup. F1E. World Cup events. Contact: Peter Kuttler tel +49 160 94516469 email: <a href="mailto:peter-kuttler@web.de">peter-kuttler@web.de</a>	May 4 <a href="#">Middle Wallop</a>	Croydon Wakefiled Day. F1B (Thurston Trophy), 4oz Vint Wake (Fairlop Cup), 8oz Vint Wake (Ted Evans Trophy), Marcus Lightweight Challenge. Start 10.00, F1B in rounds. Contacts see page 38
April 11-12 Salonta, Romania	Harghita Cup. F1A F1B F1C F1P F1Q F1H. World Cup event. Contact: Kiss Istvan, tel: +40 7 45 16 1435 email: <a href="mailto:ktamara@netter.ro">ktamara@netter.ro</a> web: <a href="http://www.frmd.ro">http://www.frmd.ro</a>	May 9 Salonta, Romania	Salonta Cup. F1A F1B F1C F1Q F1H. World Cup event. Contact: Vincze Sandor, tel: +40 72 47 17 992, email: <a href="mailto:vinczesg@gmail.com">vinczesg@gmail.com</a>
April 14-18 Nalchik, Russia	Naloev Cup. F1A F1B F1C F1P. World Cup event. Contact: Nikolay Naloev, tel: +7 928 084 44 79, email: <a href="mailto:naloev@mail.ru">naloev@mail.ru</a>	May 9-10 Salisbury Plain	BMFA Team Selection part 1. F1A, F1B, F1C. N.B Pre-entry only, for both parts 1 & 2, prior to 20th April. Plus on 10th May (Sun) Classic Glider, SLOP, Mini Vintage. Contact: Phil Ball 01332 665361. e-mail: <a href="mailto:phil.ball@ntlworld.com">phil.ball@ntlworld.com</a>
April 17-21 Narrandera, NSW, Australia	Australian Free Flight Championships. F1A F1B F1C. World Cup event. Contact: Vin Morgan, tel: +61 3 9387 2531, email: <a href="mailto:vin.morgan@utas.edu.au">vin.morgan@utas.edu.au</a>	May 9-10 Liptovsky Mikulas, Slovakia	May 9 <sup>th</sup> : Liptov Cup, May 10 <sup>th</sup> : Nosko Memorial Cup. F1E. World Cup events. Contact: Milan Valastiak, tel: +421 908 530 339, email: <a href="mailto:valastiak.milan@gmail.com">valastiak.milan@gmail.com</a>
April 18 Lucenec, Slovakia	Jumbo Cup. F1A F1B F1C F1H. World Cup event. Contact: Stefan Hubert, tel: +421 905 145 107 / +421 47 432 82 06, email: <a href="mailto:gabika1988@hotmail.com">gabika1988@hotmail.com</a>	May 10 Salonta, Romania	Szabó Miklós Memorial Contest. F1A F1B F1C F1Q F1H. World Cup event. Contact: Gutí József, tel: +36 20 363 55 73, email: <a href="mailto:gutijozsef74@gmail.com">gutijozsef74@gmail.com</a> web: <a href="http://dobosistvanmk.lapunk.hu">http://dobosistvanmk.lapunk.hu</a>
April 18-19 Salisbury Plain	BMFA London Gala. 18th: C/G, C/R, C/P, C/E, P30, CO2. 19th: F1H, F1G, F1J, BMFA1/2A, Mini Vintage, E30, HLG-CLG. Contact: Trevor Grey 01892 539221.	May 17 Near Sheffield, or near Melton Mowbray	BMFA 2nd F1E event (Team selection). Contact: Ian Kaynes 01252 512538 or 0794 185 2144
April 23-24 West Wyalong, NSW, Australia	Southern Cross cup. F1A F1B F1C. World Cup event. Contact: Tahn Stowe, tel: +61 296 646198, email: <a href="mailto:stowes@ozemail.com.au">stowes@ozemail.com.au</a>		

**7 Ashley Road, Farnborough, Hants, England GU14 7EZ [ffn@btinternet.com](mailto:ffn@btinternet.com)**

**Web site address: [www.freeflightnews.org.uk](http://www.freeflightnews.org.uk)**

**Compiled and produced by Ian Kaynes, Paul Masterman and Michael Warren**

## FALCON 35 F1A BY JAN VOSEJPKA

*Czech champion 2014, from Volny Let.*

This model was designed and built with the intention of using it for the evening or early morning fly-off in still air. Classic sections like B6356 cannot compete with LDA models or flappers. I chose MID103, the thinnest from the MID1xx family of profiles and it seemed to me the best.

LDA profiles have a large radius leading edge and so I had to change my production technology. After several unsuccessful attempts, I cast a leading edge with laminating epoxy L285 and "Havelexu" with one layer of unidirectional carbon fibre laminated over it. The spar has classic carbon flanges and the web is blue Rohacell reinforced on both sides with 0.3 mm glass fibre tape. The joiner is made of 8/6 mm diameter carbon tube 180 mm long, further reinforced by a 6/4 mm diameter tube and steel wire 4 mm diameter. The mounting is a tube of 10/8mm diameter and covered in the spar by a mixture of laminating epoxy and microballoons. The whole is wrapped very densely in kevlar thread.

The trailing edge is carbon 0.3 x 3 mm. The core of the wing is cut from a common expanded polystyrene of 17 kg / m<sup>3</sup> density. Completed core is laminated in female moulds made of extruded polystyrene coated with 0.2mm fibre glass laminate. 80 g/m<sup>2</sup> carbon cloth is used on the inner panels and 67 g/m<sup>2</sup> on the tips. A coloured surface is made by spraying on the separation film before lamination. End and dihedral ribs are cast from a mixture of epoxy and microballoons. The wing is twisted only aerodynamically using different profiles at the tips.

The tailplane has a spar of carbon tube 4.5 mm diameter, the leading edge is a 2.5 mm diameter carbon tube, the trailing edge 2x0.5mm carbon, 5 mm, and the ribs are 1mm balsa with carbon caps.

The fuselage is my production from carbon / kevlar / glass. The carbon tail boom is from Ivan Treger. Electronic timer T10 including strain gauge hook from Michal Dvorak, tail control mechanism is by Dusan Fric. The tail and right wing are operated by Hitec HS-65 servos and the rudder by Futaba S3154. The model has RCDT and altimeter from Michal Dvorak. To supply all electronics on board are there are 4 NiMH 2/3AAA 360mA

Flying: The LDA model tows fast and it can be flown without problems in the wind around 5 m/s. Normally the model climbs to a height of over 80 m; the times are around five minutes, with a relatively large variance depending on whether the model veers.

The model is adjusted to circles in 1 minute in free flight. Unlatch force on the hook is set to 80 N, I have the same on all my models. The actual maximum force on hook at launch is around 150 N. Timing on launch is 0.4s (transition to flight straight up), climb 1.0 s, level at 1.6 s (transition to horizontal flight). In preparation for the launch of the LDA it is necessary to increase tension on the line, such as withdrawing to at least to half the height to manage to develop enough speed and strength for the launch.

You can tell from the plan that the model is somewhat heavier than desirable for an F1A - 466 g. In the production of further models I will try to achieve a lower weight. But if I am to believe Roland Koglot, probably the most experienced user of LDA models, they are not too sensitive to the weight. On the contrary, a higher weight increases airspeed and Reynolds number gets into the area for the LDA profile will be better. The performance of a model thus apparently slightly improves with higher weight.

## NEWS FROM BMFA FF TECH COMMITTEE

The FFTC met at the Leicester office on 11 March 2015.

### BMFA Free Flight National Championships

Once again the Free Flight Nationals will take place at RAF Barkston Heath over the Spring Bank Holiday weekend (May 23, 24 and 25.) The BMFA FF Nats is the largest FF event in Europe. Pre-entry is vital with a meeting this size so make sure your entry form is received before 11<sup>th</sup> May and save you a 50% surcharge! The form has been sent to those on the FFTC mailing list, or contact BMFA or the Free Flight Tech Committee PRO [ken.faux@btinternet.com](mailto:ken.faux@btinternet.com) Once again ADH Publishing's magazine the Aeromodeller will be sponsoring the event

Camping if required, can be booked using the same entry form, which also lists the events taking place on each day. If you don't pre-enter, or just come as a spectator, admission at the gate is £5 per day or £10 for the weekend. Contest entry and camping fees are unchanged from last year but to ensure costs are spread evenly for use of this wonderful venue we are introducing a £5 per day charge for sport flyers and access to the SAM and vintage team race events.

The Free Flight Nationals programme of events continues to expand, last year we successfully introduced the popular E36 electric event and this year we have added, courtesy of SAM35, a combined event for Vintage 4 ounce Wakefield and Middleweight Rubber on Saturday and 8 Ounce Wakefield on Sunday. Free Flight Scale have also added Rubber powered Kit Scale to their list of events so with around 30 Championship events, 6 non championship events and 10 Space Championship events there is plenty for everyone.

We again welcome SAM 35 to the Nationals, they will be organising their own Rally within the Nationals framework with events to suit most Vintage tastes. Details of the SAM Event Programme and rules can be obtained from [ian.lever@ntlworld.com](mailto:ian.lever@ntlworld.com)

The scale events are scheduled for the afternoons. Saturday is Rubber Kit Scale and Aeromodeller/Model Aircraft designs; Sunday is Open Scale, flying only. However, if it is windy and there is a likelihood of it abating later on, the start times may be put back. Updates on this, and any other information eg. flying location, will be posted on the side of the FF Control van.

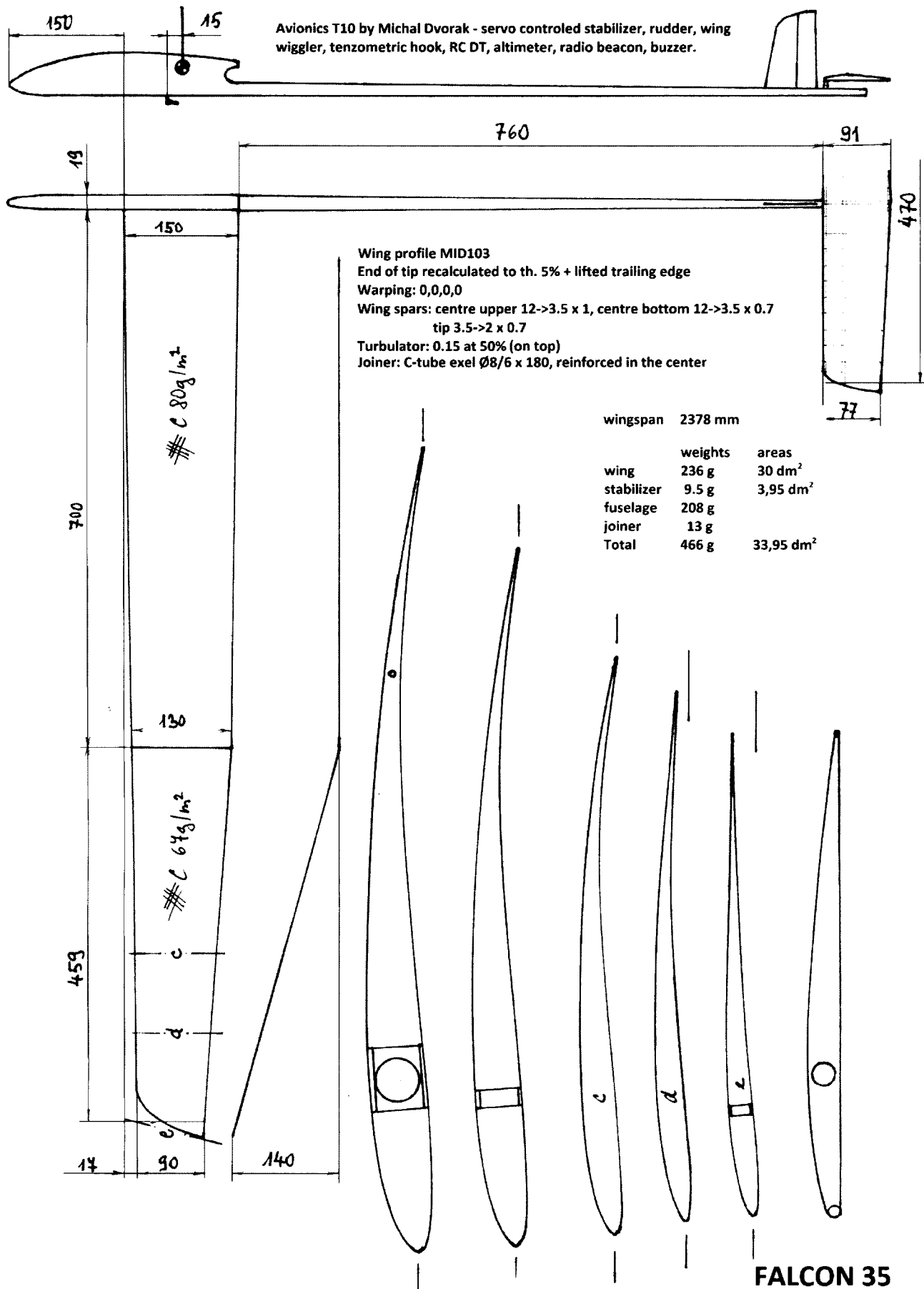
The purpose of the Saturday events in particular is to encourage participation and stimulate interest. Look at the rules and you will see that they are very flexible as far as changes to the models are concerned, so don't worry about whether you can alter this or that. The rules may be found here: <http://www.scalebmfa.co.uk/> If in doubt, contact Bill Dennis on 01623 882620, or [billdennis747@aol.com](mailto:billdennis747@aol.com)

Last year we introduced a new fairer method for calculating the overall National Champions for the Rubber, Glider, Power and Electric classes, this was a great success and will continue this year:

**Rubber Championship** will be decided on the best three results from: - BMFA Rubber, F1B, F1G, and P30.

**Glider Championship** will be decided on the best three results from: - BMFA Glider, F1A, F1H, and Classic Glider.

C.G. 51%, incidence 3°



**FALCON 35**

Jan Vosejpka, 2014

**Power Championship** will be decided on the best 3 results from: - BMFA Power, F1C Power, F1J Power or 1/2A Power and SLOP. Note that either 1/2A or F1J that will count towards the overall score. If you wish to compete in both of these classes then only one will count towards the Overall Power Championships and you will have to inform the CD on the day which one you want to nominate before you start flying.

**Electric Championship** will be decided on the best 3 results from: - BMFA Electric, F1Q, E30, and E36.

Points will be allocated in line with the Senior Free Flight Championship, Rule 3.1.11. These are as follows:- 1<sup>st</sup> 9 Points, 2<sup>nd</sup> 6 Points, 3<sup>rd</sup> 4 Points, 4<sup>th</sup> 3 Points, 5<sup>th</sup> 2 Points, 6<sup>th</sup> 1 Point. For contests with less than 6 entries points will be awarded on a reduced basis e.g. 3 entries 1<sup>st</sup> 3 points, 2<sup>nd</sup> 2 points and 3<sup>rd</sup> 1 point. In the event of a tie a count-back of placings will be used.

The Junior Championship will be determined by totalling a competitor's score in all events except Women's Cup, Bowden Trophy, and non-championship events. In the event of a tie, fly-off scores will be included, and if still unresolved, a count-back of placings will be used.

Sundays FAI Events will count towards Team Selection for this year's European Junior FF Championships

Women's Cup/Frog Junior - separate flights must be made for these classes; 'doubling up' with other events is not permitted. The Women's Cup, Frog Junior, and non-championship classes do not score points in the season-long British Free Flight Championship.

Junior 55/35 event will be flown on Sunday and is a combined Rubber and Glider contest for Juniors flying:-

Any glider with a projected wingspan not exceeding 55 inches and launched from a 50 metre towline.

Any rubber model with a projected wingspan not exceeding 35 inches and powered by no more than 50g. of rubber.

Three flights and the max to be decided on the day.

Non Championship Events. The rules for the non-championship classes do not appear in the BMFA rule book. The Lulu and Golden Wings glider event is a three-flight competition, launched from a 50 metre towline, with the max to be decided on the day. Plans for both the eligible models are available from; Mike Woodhouse, [mike@freeflightsupplies.co.uk](mailto:mike@freeflightsupplies.co.uk), Tel. 01603 457754. Additionally, laser cut part kits for both models can be ordered from Belair, [sales@belairkits.com](mailto:sales@belairkits.com), Tel. 01362 668658

### Team Selection For 2016 European Championships

The events to select the UK teams to compete at the 2016 European Championships are to be held over two weekends, 9/10 May 2015 at Salisbury Plain and 5/6 September 2015 at Sculthorpe. If you wish to enter please complete an entry form and send it to Phil Ball by post with payment: Phil Ball 17 Heronswood Drive, Spondon, Derby, DE21 7AX.

Alternatively, if you have a 2015 season ticket you can email a copy of the completed form accompanied by a scanned copy of your season ticket to Phil at the following email address:

[phil.ball@ntlworld.com](mailto:phil.ball@ntlworld.com)

The events will be run in accordance with section 3.2.4.1 of the 2015 BMFA Contest Rules Section 3 Free Flight. Please note that under clause 3.2.4.1(j) a forecast wind speed check will be made 48 hours before the event is due to start to confirm that it is likely to be acceptable to proceed. It is important that you complete phone and email details with your entry to ensure that you can be contacted in the event of cancellation. The 2015

rule book is now available on the BMFA web site if you wish to read the detail.

Entry Fees: Season Ticket or one fee of £10 enters all three classes for both selection events. Juniors free. Please make cheques payable to BMFA. The closing date for accepting entries is April 25.

### Contest Calendar

Two F1E events have changed date: The third event, previously June 14, moves to Saturday June 6. The sixth event moves from September 12 event to August 9.

The East Anglian Gala will now be on August 1-2. Events are Saturday: BMFA Rubber, Vintage rubber/power, Classic Glider, E36, tailless, HLG-CLG, P30 (non-Championship), Sunday: BMFA Glider, BMFA Power, Combined electric, Vintage Glider, Classic rubber/power, Mini Vintage, CO2, Bowden. Contact: Michael Marshall 01223 246142 email [hiver666@aol.com](mailto:hiver666@aol.com)

BMFA Experimental events are planned for August 16 (venue TBA, contact Trevor Grey 01892 539221.) and on November 8 at North Luffenham (contact Phil Ball 01332 665361 [phil.ball@ntlworld.com](mailto:phil.ball@ntlworld.com))

Stonehenge Cup will be on September 26 and Equinox Cup on September 27 on Salisbury Plain. Contact John Carter 01782 398816 [carterbuild@yahoo.com](mailto:carterbuild@yahoo.com)

## JUNIOR TEAM FOR THE 2015 EUROPEAN CHAMPIONSHIPS

From Alan Jack (Acting Junior Team Manager)

We have not had a UK Junior Free Flight Team for several years. This is unfortunate as the few juniors we do have are missing the chance for a marvellous experience. We thus aim to put this right by committing to send a team to this year's Championships even if there is only one Junior keen to go.

In addition we aim to make the trials process a lot easier for Juniors by holding them in conjunction with the Free Flight Nationals FAI events this coming May. The glider (F1A) and rubber (F1B) classes will fly with their direct counterpart events. Any power entrants (F1P) will fly in the same rounds as the F1C class.

We do have in place a lower age limit of 12 years. The upper limit is the FAI limit of 18years at the time of the Champs.

Experience has shown that Juniors pick up expertise very rapidly so in the Trials we are not looking for any huge standard, its more about showing that you are up for the challenge. There will be lots of available support and I am happy to answer any questions from Juniors or their parents/supporters ([alan.jack@ncl.ac.uk](mailto:alan.jack@ncl.ac.uk)). So come on and give it a go, ask any of the previous Junior Team members and I am sure they will all say what a wonderful experience it was.

## 12TH PHILIPPE LEPAGE, VIABON, FRANCE, FEBRUARY 28

### F1B 14 flew

1	M Rigault	FRA	960	+307
2	R Nouvian	FRA	960	+305
3	M Woolner	GBR	960	+184
4	B Marquois	FRA	949	
5	S Tedeschi	FRA	900	
6	M Marquois	FRA	882	
7	J Laty	FRA	589	

### F1B-Junior 1 flew

1	C David	FRA	526	
---	---------	-----	-----	--

## SWEDISH MOOSE CUP, SÄKYLÄN PYHHÄJÄRVI, FINLAND, MARCH 5

This event was notable for experimentally applying the two-groups flyoff system which is being proposed to CIAM. This was a Finnish idea which they have used domestically for some years and provided a solution for the 18 man F1A flyoff.

### F1A 35 flew 18 full scores

1	J Carter	GBR	990	+420	+521
2	J Savolainen	FIN	990	+420	+491
3	K Huber	SWE	990	+420	+308
4	L Malila	SUI	990	+420	+278
5	P Findahl	SWE	990	+369	
6	K Valkonen	FIN	990	+348	
6	T Lepp	EST	990	+348	
8	M Henriksson	FIN	990	+325	
9	R Hellgren	SWE	990	+315	
10	H Tahkapaa	FIN	990	+308	
11	J Zarins	LAT	990	+294	
12	M Lihtamo	FIN	990	+285	
13	R Westerlund (J)	SWE	990	+279	
14	J Laaksonen	FIN	990	+273	
15	T Linkosalo	FIN	990	+265	
16	K Mannik (J)	EST	990	+258	
17	J Valo	FIN	990	+239	
18	P Ronkanen	FIN	990	+238	

### F1A-Junior 6 flew

1	R Westerlund	SWE	990	+279
2	K Mannik	EST	990	+258
3	G Nulk	EST	845	

### F1B 16 flew 12 full scores

1	B Eimar	SWE	1020	+420
2	J Isotalo	FIN	1020	+349
3	T Luman	EST	1020	+339
4	M Woolner	GBR	1020	+338
5	V Rosonoks	LAT	1020	+327
6	R Mackus	LTU	1020	+313
7	M Kiiskinen	FIN	1020	+287
8	R Saatvali (J)	EST	1020	+278

### F1B-Junior 4 flew

1	R Saatvali	EST	1020	+278
2	V Dreier	LAT	926	

### F1C 2 flew 1 full scores

1	R Naaber	EST	1020	
---	----------	-----	------	--

### F1Q 3 flew

1	A Lindner	GER	990	
2	J Juslin	FIN	928	

## BEAR CUP, SÄKYLÄ, PORI, FINLAND, MARCH 7-8

### F1A 25 flew

1	K Huber	SWE	960	+420	+660
2	R Hellgren	SWE	960	+420	+602
3	M Lihtamo	FIN	960	+420	+550
4	L Malila	SUI	960	+420	+540
5	P Findahl	SWE	960	+420	+444
6	J Savolainen	FIN	960	+420	+417
7	M Henriksson	FIN	960	+336	
8	T Tahka (J)	FIN	960	+269	
9	R Westerlund (J)	SWE	960	+42	
10	U Vihul	EST	960		
11	P Kuikka	FIN	958		
12	K Valkonen	FIN	938		
13	K Korpela (J)	FIN	932		

### F1A-Junior 5 flew

1	T Tahka	FIN	960	+269
2	R Westerlund	SWE	960	+42
3	K Korpela	FIN	932	

### F1B 5 flew

1	M Lihtamo	FIN	960	
2	B Eimar	SWE	954	
3	J Isotalo	FIN	789	

### F1B-Junior 2 flew

1	R Saatvali	EST	140	
---	------------	-----	-----	--

### F1Q 2 flew

1	O Kilpelainen	FIN	879	
---	---------------	-----	-----	--

## HOLIDAY ON ICE, GJOVIK, NORWAY, MARCH 14

### F1A 31 flew 20 full scores

1	P Findahl	SWE	930	+420	+460
2	L Malila	SUI	930	+420	+426
3	M Kosonozhkin	RUS	930	+403	
4	J Nyhegn	DEN	930	+396	
5	J Carter	GBR	930	+379	
6	K Huber	SWE	930	+370	
7	E Ragot	FRA	930	+353	
8	J Valo	FIN	930	+334	
9	A Persson	SWE	930	+331	
10	B Pouzet	FRA	930	+327	
11	B Trachez	FRA	930	+324	
12	P Kuikka	FIN	930	+311	
13	L Jensen	DEN	930	+297	
14	K Henriksson	FIN	930	+274	
15	G Ravard	FRA	930	+270	
16	K Valkonen	FIN	930	+267	

### F1A-Junior 2 flew

1	T Tahka	FIN	723	
---	---------	-----	-----	--

### F1B 14 flew 7 full scores

1	A Andriukov	USA	960	+420
2	B Eimar	SWE	960	+401
3	W Ghio	USA	960	+380
4	V Nereng	NOR	960	+302
5	D Larsen	NOR	960	+290
6	A Kutvonen	FIN	960	+282
7	B Marquois	FRA	960	+260

### F1Q 2 flew

1	A Lindner	GER	847	
---	-----------	-----	-----	--

## F1E WINTER CUP, HRANICE, CZECH REPUBLIC, MARCH 7-8

By Ian Kaynes

This event had beautiful weather on the first day – sunny, dry and light winds which resulted in a 5 person flyoff held at the bottom of the hill. Tomazzoni flew first with a good flight just down the centre of the lowest part of the terrain, but was eclipsed by the 2 Czech flyers launching a little later in the round. The 2 Poles did not have a good day, Lyakowski drifted into the hill at the side while Zurowski stayed talking to his helper and continually adjusting his steering, despite the calm and constant weather.. This became almost painful to watch as the time ticked by, thinking he will not have time for a second attempt if anything goes wrong, then thinking he is leaving it very late, then he launched just AFTER the whistle for the end of the round.

The further kick at the end was that his model made a good flight and landed in a tree. Quite a lot of models had reached a row of trees during the day, resulting in some of the dropped

time. When using my bow and arrow to help to get one of Mara Straffellini's models from a tree, it was the first time I have been told that I had aimed the arrow at the wrong model! Usually: get ready, look at the model and shoot with only one model in the tree, but in this case there was also Zurowski's flyoff model in the same tree.

The next day had the wind from the opposite direction and it soon became quite strong rather across the slope. Much more difficulty, but the common feature was another set of models in a different group of trees. There are not really that many trees on this open site, but they were in critical positions for the directions that were flown.

## Winter Cup I, March 7

### F1E 20 flew

1	J Blazek	CZE	500.00	+171
2	F Doupovec	CZE	500.00	+140
3	M Tomazzoni	ITA	500.00	+121
4	M Lysakowski	POL	500.00	+50
5	J Zurowski	POL	500.00	
6	S Kubit	POL	490.42	

### F1E-Junior 1 flew

1	J Kobacinski	POL	99.17	
---	--------------	-----	-------	--

## Winter Cup II, March 8

### F1E 19 flew

1	W Moj	POL	464.58	
2	J Zurowski	POL	459.17	
3	W Dziuba	POL	440.83	
4	S Kubit	POL	436.67	
5	F Kanczok	POL	424.17	
6	V Zima	CZE	392.09	

### F1E-Junior 2 flew

1	J Kobacinski	POL	389.58	
---	--------------	-----	--------	--

## BMFA 2ND AREA MEETING, MARCH 1

Area	Weather
Midland	Sunny Average 25 mph gusts to 55mph !!!
East Anglia	Sunny 20 to 30 mph
South East	Sunny 25 mph gusts
Western	Very windy
Southern	5 to 12 mph but 15 mph pm must have been tough!!!

### F1H 5 flew

1	J Oulds	Crawley	4.15
2	C Parry	Biggles	3.28
3	G Oulds	Crawley	3.07

### P30 10 flew

1	C Redrup	Crookham	4.51
2	P Ball	Grantham	4.11
3	D Taylor	Grantham	4.04
4	T Bailey	Grantham	3.33
5	S Willis	Croydon	3.05

### HLG/CAT 9 flew

1	P Ball	Grantham	4.56
2	S Willis	Croydon	4.40
3	P Cowley	Grantham	3.33
4	C Parry	Biggles	3.24
5	M Cook	Crawley	2.52

### Combined Electric 3 flew

1	A Shepherd	Crookham	7.30	+2.40
2	T Grey	Crookham	5.44	

### F1J 1 flew

1	P Tribe	Bristol & West	1.54	
---	---------	----------------	------	--

### 1/2A 1 flew

1	A Chilton	Crookham	6.00	
---	-----------	----------	------	--

## Plugge

	2nd Area:-	P30	CE	F1J	Total
1	Crookham	100	167		612
2	Bristol & West	30	34	100	549
3	Grantham	170			523
4	Morley				344
5	Croydon	60			302
6	CVA	30			228
7	East Grinstead	40			214
8	Vikings	50			154
9	Biggles				142
10	Birmingham				102

## FIH BY BOHUMIL KLIMA

*Another Czech Championship 2014 winner from Volny Let*

After forty years away from the class I decided on the construction of "Ajedničky" for two reasons. First, when I was recently on a bus and observed the younger passengers, I realised that my years are adding, and I should I think about my other beautiful but physically demanding category F1A. I also remembered the years 1972-1977, when I flew this category successfully was in the national rankings. For these reasons, I thumbed through a few free flight magazines with FIH plans to become acquainted with the current trend and then drew my plan for this model.

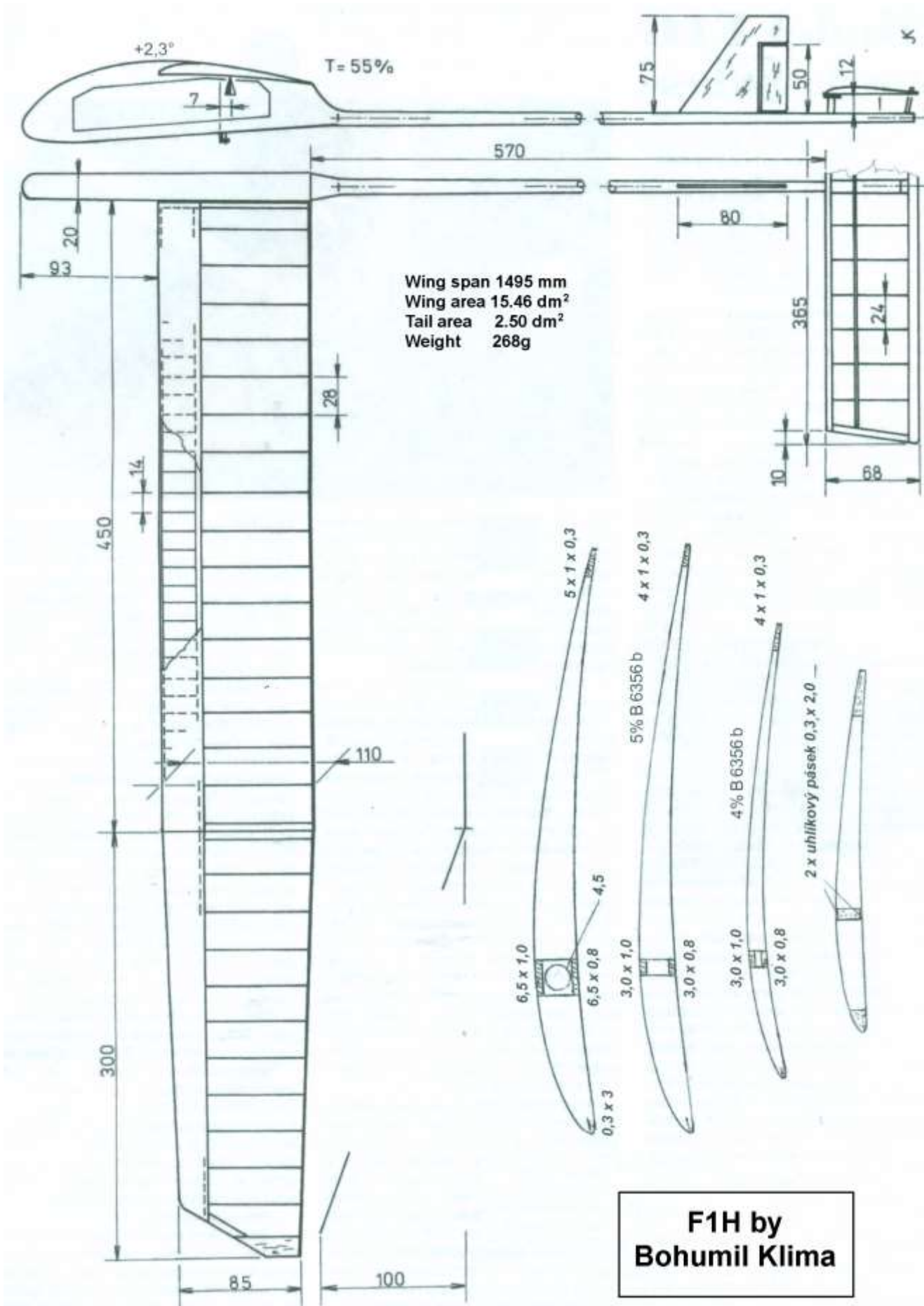
The construction of my model has all the parts and mechanisms made myself "on a shoestring". Building of my models is not visually precise, but I dare say that this deficiency does not affect their flight or strength properties. This method of construction is suitable for me because in retirement I have more time than most other modellers (*Ed: an interesting Czech view of modelling demographics compared to UK and USA!*).

The wing uses across the span variously modified profiles B 6356b. At the wing root part, I raised the upper surface slightly so that I could use a 4.5mm diameter joiner. At the dihedral joint the thickness is 5% and at the tip 4%. The leading edge is reinforced with carbon strip 0.3 x 3 mm and the front torsion box plugs into the slots in the ribs. The main spar is of conventional construction using carbon flanges and balsa wood webs. Behind it there is a carbon strip that I had left from the D-box, that is carbon fibres oriented at an angle of 45 °. On the front side, it is only approximately half the length of the wing centre panel with oblique termination. The tip spars are without these side strips. Unlike the usual practice binding the spar with kevlar thread is a little different here. The middle section of the inner panel 5 mm wrap several times, then continue with wrapping a length of 200 mm, with a gradually increasing pitch thread, just at the point end of the joiners the coils are close to each other. In my experience of F1A it is necessary to wrap the entire length of the spar. Here, however, both sides are coated with carbon to 550 mm length and adds an additional tape to length of 200 mm. At the ends of the wings in the trailing edge it is lifted upward by about 7 mm so that the tips are at a slight negative.

The lower surface of the wing is coated with plastic film without an adhesive layer. The top side is coated with Vlies, but rougher side up and 4 coats of shrinking varnish. Two thread turbulators diameter 0.6 mm are stuck at distances of 5 and 29 mm from the leading edge of the wing.

D boxes: I make them myself. Originally I used a vacuum of 0.6 to 0.8 atm in a plastic bag. However, it took up a lot of time with frequent health checks on the vacuum. Now I use a moulding press. First, it's built - boards of lime about 12 mm thick, planed and sanded into shape. Most accuracy checking at the leading part. Any relief can be repaired with plaster. On the rear side of this form then stick a 30 mm wide plank. With this shaped master then cover with release film and then three layers of glass cloth. After drying the resin so I have created a negative mould.





**F1H by  
Bohumil Klima**

On the surface of the master apply plastic sheet then carbon cloth with resin in a ratio of 1 part by weight of carbon and 0.9 part by weight of resin. Cover with another plastic film then apply fit the negative mould. Over it I then put strips of 80mm foam and wrap tightly with rubber cord. After curing, easily remove the D-box, without the use of separators. Next steps in the construction of the wing are standard free flight techniques.

Fuselage: I used a tube which was previously obtainable as waste from the production of fishing rods. Unfortunately it is too heavy and therefore the total weight of the model came to 268 grams. With 45 grams of lead, the centre of gravity came to 55%. Yet the model makes a still air time around 160 sec.

## FAI AND ANTI-DOPING

The World Anti-Doping Agency approved a new version of its World Anti-Doping Code during their last Conference. This comes into force on January 1st, 2015. This required a revision of the FAI Anti-Doping Rules. The new code also gave us some extra flexibility with details in our FAI rules. After a thorough and careful review, the FAI Anti-Doping Rules have been approved by WADA and by the FAI Executive Board and will also come into force on January 1st, 2015. They can be downloaded [here](#).

The major changes in the FAI Anti-Doping Rules include the following:

The standard sanction will be 4 years for cases involving non-specified substances. The new Code introduces the concept of "Intentionality" of the violation and other violations have different ineligibility periods. In the case of specified substances under some conditions, the sanction will range from a reprimand to a 2 years sanction as happened under the 2009 Code.

There are now 10 type of violations. The prohibited association has been added.

Therapeutic Use Exemption. There is a new recognition process:

- 1 International level athletes always apply to their International Federation (IF);
- 2 If they already have a TUE from their National Federation, the IF must recognize the TUE;
- 3 The IF may choose to extend the validity of a TUE automatically for a class of substances or for selected classes of substances.

Whereabouts/Out-Of-Competition Tests: The WADA rules on the need for a registered testing pool of people to be subject to out of competition testing has been revised. The FAI has adopted the option that allows it to move away from the need to have any out of competition testing.

More information on the [FAI website](#) and at [antidoping@fai.org](mailto:antidoping@fai.org)

## CORRESPONDENCE

*Comments on Andy Crisp correspondence in FFN 1503, from Peter Williams*

In FFN 1503 Andy makes some good observations on our current situation, particularly with regard to the advancing age of participants. However, perhaps this is more of an issue in the UK than in some other countries. My forays abroad have been limited in recent years due to the loss of some of the nearer events and my reluctance to venture into air travel with a large model box. However, it was noticeable in Romania last year that the large proportion of F1A flyers were not in their 70s or anywhere near that. I watched the final fly-offs and was amused to see towers skipping across the deep ditches in their search for lift while I had to struggle up and down them

carefully just walking back to my car. Clearly there are a good number of younger flyers in Europe who will want the competition scene to continue for a lot more than 5 years. I suggest that rather than changing international rules to suit the UK perhaps the countries with more younger flyers should have the most say.

On the domestic front the lack of flying sites for free flight is an even bigger issue than the size of the fields and even vintage flyers are having problems finding sites so changing rules is not going to help much.

Andy's suggestion of using R/C in free flight competition planes and landing them in a designated space is not as practical as he might think. I fly R/C gliders as a member of Thames Valley Silent Flyers and during the summer months we fly club league events on Friday evenings. Some years ago I thought I might gain an advantage on calm evenings by using an R/C F1A glider instead of my usual R/C plane. I used an existing plane with a new fuselage pod fitted with radio to control rudder and tail plane and the weight was the same as the free flight version. The carbon wing was easily able to cope with a power winch launch so it could be used as my normal R/C planes. In the calm the plane was great but in any reasonable wind keeping it on the field was impractical. No doubt with an LDA wing section flying upwind would be easier but, except on calm days, allowing a glider to thermal downwind for a 2.30 max and returning to an upwind designated landing area would be impractical. Other classes would have the same problem.

R/C thermal competitions are very satisfying and have the advantage of using small fields but they are not a substitute for free flight.

## INTERNATIONAL COMPETITION NEWS

F1E event at Zlatibor before the F1E World Championships has moved from August 22 to 23.

The F1E Open International (not World Cup) F1E event to be held in Italy on July 18-19 has been moved to Mount Lessini and renamed Trofeo Mount Lessini, contact Maurizio Tomazzoni (contact details as for June 14-14 f1e events).

## UK COMPETITION NEWS

CROYDON WAKEFIELD DAY will be on May 4<sup>th</sup> at Middle Wallop, SO20 8DY 51° 08' 59.18"N, 1° 34' 25.15"W. Events will be F1B, for the Thurston Trophy, 4oz Vintage Wakefield for the Fairlop Cup and 8oz Vintage Wakefield for the Ted Evans Trophy. SAM-eligible models will be allowed. Marcus Lightweight Challenge for the four Marcus lightweight designs, - Raff V, Supa Dupa, Dynamite and Bazooka.

The start is 10 a.m. and the F1B contest will be flown in rounds starting at 10.00. The airfield will be available for other free-flight trimming on the same day. Contact : Ray Elliott [ray.elliott8@btinternet.com](mailto:ray.elliott8@btinternet.com) 020 8997 7745 or David Beales [maureenbeales@googlemail.com](mailto:maureenbeales@googlemail.com) 01795 530656

COUPE EUROPA will be on October 4<sup>th</sup> at Middle Wallop. Events are F1G and Vintage Coupe d'Hiver. Flitehook Europa Team Trophy for F1G teams. 10 a.m. start, F1G in rounds. Contact David Beales 01795 530656 or e-mail; [maureenbeales@googlemail.com](mailto:maureenbeales@googlemail.com) or Ray Elliott 020 8997 7745 or e-mail: [ray.elliott8@btinternet.com](mailto:ray.elliott8@btinternet.com).

## NOTICEBOARD

STANLEY DRILL FOR SALE. Malcolm Wood has donated an all-steel Stanley hand drill with double pinions, suitable for conversion to a rubber winder, proceeds to the FF Team Travel Fund. £10 or near offer to Martin Dilly on 0208 7775533 or [martindilly20@gmail.com](mailto:martindilly20@gmail.com).