

AFFS Champs 1997
By John Fletcher

20th AUSTRALIAN FREE FLIGHT SOCIETY CHAMPS
28th-31st March 1997, Wagga Wagga, NSW

Friday 28th March dawned clear and cool with just 6 degrees showing on the car's thermometer on the way to the field. The thistle problem was going to be the worst ever so George Car had persuaded the Farmer to lend a tractor with a piece of iron railway line attached to flatten the thistles. A couple of weeks beforehand he with some help, had dragged the rail over a good part of the field's 600 acres, which helped. Old acquaintances were renewed as flyers gathered but sadly there was no one from overseas and no one from Queensland this year.

In the Combined % Open the P30's of Terry Bond and Donna McKenzie showed their potential, with Donna's model out-flying the open rubber model of Col Collyer to win it.

Combined % Open

Place	Name	1st Flt %	2nd Flt %	3rd Flt %	Flyoff %	Total %
1	D McKenzie	100	100	100	292	592
2	C Collyer	100	100	100	144	444
3	T Bond	100	100	100	131	431
4	W Gordon	99	100	100	-	299
5	R Summersby	100	98	100	-	298
6	P Wright	75	92	100	-	267
7	P Car (Junior)	43	53	88	-	184
8	P Mitchell	81	100	0	-	181
9	D Smith	95	77	0	-	172
10	A Niec	47	100	0	-	147
11=	D Parker	84	45	0	-	129
11=	A Cole	31	54	44	-	129
13	T Snow-Cole(Junior)		40	41	26	- 107

Saturday 29th

Another clear and sunny day starting off with F1A at 7.30am. Richard Blackam, Phil Mitchell and Vin Morgan made the first round max but as the day wore on they all dropped time to give an outright win to Phil, Vin coming second. Jan Thomas flying steadily with her Pink Elephant design finished strongly to place a creditable third place. The thermal activity became intense around mid morning as the temperature climbed to the high 20's. Wind speed dropped off and soon models were drifting in all directions. As always, such conditions made lift picking difficult as models appeared to boom away but were often dumped out of the thermals to give sub max times. These conditions of a cool start leading to a mid-morning calmer period with gusting thermal infills were to characterise the whole glorious weekend. The line was moved after round 3 to the middle of the field as some models were drifting close to the road.

F1A

Place	Name	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Rnd 6	Rnd 7	Total
1.	P Mitchell	180	180	180	180	180	110	180	1190
2.	V Morgan	180	180	180	163	180	180	61	1124
3.	J Thomas	102	105	180	180	180	180	180	1107
4.	R Blackam	180	159	180	180	95	124	180	1098
5.	A Niec	125	60	180	180	134	180	180	1039
6.	T Stowe	0	104	180	180	180	180	180	1004
7.	V Lacy	159	57	150	94	180	78	73	791
8.	M Thomas	122	0	180	163	52	61	180	758
9.	S Hinds	47	142	180	88	68	0	0	525

Open Power attracted 7 flying entries this year, up from last years 1! Stan Hinds maxed out with his F1C as did Roy Summersby with his 40 powered open

model, freshly repaired from Friday's Comb. % open comp. At flyoff time Stan had elected not to contest the flyoff, leaving Roy to make a "token" flight of 3 ½ mins from a superb climb to win it outright.

Open Power

Place	Name	1st Flt	2nd Flt	3rd Flt	Flyoff	Total
1.	R Summersby	180	180	180	199	739
2.	S Hinds	180	180	180	0	540
3.	P Scott	103	180	180	-	463
4.	C Collyer	100	180	180	-	460
5.	T Bond	180	180	31	-	391
6.	P Wright	65	158	133	-	356
7.	G Scott	70	50	47	-	167

The P30 event was strongly contested with no less than five maxing out. Phil Mitchell elected not to fly as the others wound at 4.30pm to launch into the warm evening air. Terry Bond's Mylar covered model was getting hard to see, but just managed to pip Bill Gordon for first place both models clearing five mins.

P 30

Place	Name	1st Flt	2nd Flt	3rd Flt	4th Flt	5th Flt	Flyoff
	Total						
1.	T Bond	90	90	90	90	90	353 803
2.	W Gordon	90	90	90	90	90	332 782
3.	D Smith	90	90	90	90	90	167 617
4.	D McKenzie	90	90	90	90	90	103 553
5.	P Mitchell	90	90	90	90	90	0 450
6.	R Summersby	90	90	90	77	90	- 437
7.	B Mitchell (Junior)		80	60	72	90	90 - 392
8.	G Car 52	90	70	90	75	-	377
9.	P Car (Junior)	90	90	56	60	52	- 348
10.	R Towell	53	82	66	71	66	- 338

In Open Rubber Col Collyer and Bill Gordon maxed out to flyoff at 5pm. Leigh Morgan would have been with them, save for dropping just 3 secs on her second flight. In the flyoff, Bill got away first and the flight looked good but Col flying later started with an indifferent climb to contact excellent air and clear over 13 mins to win it.

Open Rubber

Place	Name	1st Flt	2nd Flt	3rd Flt	Flyoff	Total
1.	C Collyer	180	180	180	785	1325
2.	W Gordon	180	180	180	350	890
3.	L Morgan	180	177	180	-	537
4.	W Pudney	151	180	180	-	511
5.	D Parker	180	149	180	-	509
6.	T Bond	151	180	134	-	465
7.	G Maynard	23	59	58	-	240
8.	M Thomas	121	87	0	-	208

Sunday 30th

Roshan Samuel took over as CD for the day allowing Jon Fletcher to air his F1Cs.

In F1B Richard Blackam was unlucky enough to drop his first round but maxed the rest, leaving Leigh Morgan, Don Blackam and Dave Lacy to max the first round. Bill Pudney just got better and better to finish the day with 4 maxes while lady luck deserted lady flyer Leigh on the 4th round to spoil an otherwise perfect score. It looked like a flyoff between Dave and Don but Dave dropped the last round to give Don yet another F1B win.

F1B

Place	Name	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Rnd 6	Rnd 7	Total
1.	D Blackam	210	180	180	180	180	180	180	1290

2.	D Lacy	210	180	180	180	180	180	145	1255
3.	R Blackam	136	180	180	180	180	180	180	1216
4.	L Morgan	210	180	180	105	180	180	180	1215
5.	T Bond	147	162	180	173	180	180	180	1202
6.	W Pudney	124	161	172	180	180	180	180	1177
7.	W Gordon	148	102	180	180	97	180	180	1067
8.	A Edwards	53	180	180	90	180	84	180	947
9.	G Maynard	0	138	165	10	0	0	0	313

In F1C Bill East improved on his score from last year to win it from Dave Thomas, just 3 secs. behind. Stan Hinds dropped just two flights for 3rd and Jon Fletcher's lack of practice showed in an under elevated first flight glide, retiring after breaking yet another model at round 4. Roy Summersby's model was putting in some improved climbs but wasn't able to contact good air.

F1C

Place	Name	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Rnd 6	Rnd 7	Total
1.	W East	240	180	179	180	180	180	180	1319
2.	D Thomas	240	180	180	180	180	176	180	1316
3.	S Hinds	240	180	180	125	180	123	180	1208
4.	R Summersby	103	180	180	94	180	106	180	1023
5.	J Fletcher	201	180	180	180	0	0	0	741
6.	P Scott	166	0	0	0	0	0	0	166

In Vintage Rubber those arch rivals and "Vintagents" Bill Gordon and Den Sparker maxed out but were too bushed to fly off! The flyoff was called for early on Monday with Dennis getting the better air to win it.

Vintage Rubber

Place	Name	Model	1st Flt	2nd Flt	3rd Flt	Flyoff	Total
1.	D Parker	Lanzo Stick	180	180	180	212	752
2.	W Gordon	?	180	180	180	132	672
3.	T Bond	Sooper Dooper		180	180	92	- 452
4.	M Towell	Competitor	76	90	180	-	346
5.	G Car Smoothie		68	94	180	-	342
6.	P Scott	Pinnocchio	106	180	55	-	341
7.	C Collyer	Briggand	77	77	66	-	220
8.	D Lacy	?	109	0	0	-	109

In Vintage Glider Col Collyer's colourful Mantis led the way home though it looked lost on the 50m towline. CD Jon Fletcher was heard to remark that designs of that era were happier on the 300ft towline of the day! Col was last heard lobbying for the increase.

Vintage Glider

Place	Name	Model	1st Flt	2nd Flt	3rd Flt	Flyoff	Total
1.	C Collyer	Mantis	85	180	180	-	445
2.	R Summersby	Hyperion	180	107	151	-	438
3.	P Wright	Seraph	132	104	180	-	416
4.	P Mitchell	Revenge	123	110	109	-	342
5=	V Morgan	?	180	0	0	-	180
5=	A Niec	?	180	0	0	-	180
7.	G Car Lulu	97	42	7	-	146	
8.	B Mitchell (Junior)	Lulu	57	0	0	-	57

Pete Scott's Slick Stick was on perfect pattern and with excellent lift picking boring straight up the centre of thermals to a terrific height. Roy Summersby Swayback was having an "off" day breaking the wing to force retirement after the second flight. Dennis couldn't find the Stomper to also record zero for the last flight.

Vintage Power

Place	Name	Model	1st Flt	2nd Flt	3rd Flt	Flyoff	Total
1.	P Scott	Slick Stick	180	180	180	-	540

2.	P Wright	Zoot Suit	180	180	52	-	412
3=	D Parker	Stomper	180	180	0	-	360
3=	R Summersby	Swayback	180	180	0	-	360
5.	G Car	Stomper	145	72	56	-	273
6.	G Scott	Stomper	80	104	16	-	200
7.	T Bond	Stomper	98	52	3	-	153

Scramble was to have been flown the Saturday afternoon but with a steady breeze and perhaps the thought of the Prizegiving Dinner ahead, a majority of the flyers voted to fly early on the Monday for calmer, cooler conditions.

Monday 31st

and the last and busiest day. The air was dickering around from all directions and with the Scramble scheduled to start from 6am, the five that did fly found a half hour Scramble enough as the wind speed rose. Tahn Stowe won it just ahead of Terry Bond with Phil Mitchell in third. Local flyer Kevin Little was unlucky enough to have the crankshaft shear on the first flight of his Indian Mills 0.75

Scramble

Place	Name	Total
1	T Stowe	1058
2	T Bond	1025
3	P Mitchell	755
4	G Car	410
5	K Little	10

In Scale, Dave Thomas' Hawk Moth again took out the honours looking very realistic silhouetted against the rising sun. Stan Hinds' new twin electric powered Aero Commander was very impressive in the air and Peter Scott finally persuaded the Pietenpol to fly with some delightful flights to place third.

Scale

Place	Name	Model
1	D Thomas	Hawk Moth
2	S Hinds	Aero Commander
3	P Scott	Pietenpol Camper

For the mini classes the line was moved to the middle of the field, delaying the start to 8am. Whilst poorly supported, Coupe de Hiver turned out to be one of the most dramatic of the events with Richard Blackam certain to win it from Bill Gordon who was unlucky to drop his first flight. However, on Richard's' last flight the motor broke when winding and after the ensuing repair the DT hung up on a test flight in a monster thermal for a 20 min. flight that eventually landed but with no time retrieve and fly. The resulting zero gave Bill a win by default.

F1G - Coupe

Place	Name	1st Flt	2nd Flt	3rd Flt	4th Flt	5th Flt	Total
1.	W Gordon	93	120	120	120	120	573
2.	R Blackam	120	120	120	0	0	480
3.	T Bond	82	70	6	0	0	158

The strong lift and tricky nature of F1H gliders had the flyers struggling to get their models to hold in the thermals. Flights were either down in seconds or booming away in super lift. Phil Mitchell clinched it to win to make the glider double for the weekend while Donna McKenzie flew well to second spot ahead of Vin Morgan

F1H - A1 Glider

Place	Name	1st Flt	2nd Flt	3rd Flt	4th Flt	5th Flt	Total
1.	P Mitchell	120	0	112	120	120	472
2.	D McKenzie	65	106	0	120	84	375
3.	V Morgan	106	52	120	28	31	337
4.	J Thomas	120	47	50	55	47	319

5. M Thomas 62 98 0 0 0 160

Both Peter Scott's and Roy Summersby high tech F1J's wouldn't go well today, leaving Stan Hind's V dihedralled MP Jet 061 powered model to clean house. Peter Wright flying Julian Hopper's Day Tripper design needed more practice to get the best out of this great and simple little model.

F1J - Power

Place	Name	1st Flt	2nd Flt	3rd Flt	4th Flt	5th Flt	Total
1.	S Hinds	120	120	120	120	600	
2.	P Scott	120	115	120	68	543	
3.	P Wright	92	69	76	66	120	423
4.	R Summersby	0	90	64	68	120	342

In HLG Mickey Towell looked confident until Dad came along, but disaster struck when Reg's model went OOS after flight no.4 Mickey was persuaded to lend Dad his model but Dad didn't need it anyway as he had enough scored on the first four flights to win it!

HGL

Place	Name	1st Flt	2nd Flt	3rd Flt	4th Flt	5th Flt	6th Flt		
Total of best 3									
1	R Towell	50	25	51	60	24	5	161	
2	P Mitchell	60	30	35	60	5	39	159	
3	M Towell	33	58	36	45	41	30	144	
4	T Stowe	6	36	30	31	43	28	110	
5	G Maynard	39	6	20	15	6	19	78	
6	B Mitchell (Junior)		18	12	14	14	15	32	65

At the end of the Champs. a prize giving was held for the mini classes and of course the announcement of the AFFS Champion who this year was :-

Roy Summersby

Congratulations to Roy!

Top Junior this year was Brett Mitchell who received a prize and model kit to build.

As overall Contest Director for the event I am indebted to the following people for their help:-

George Car, - local support, "rail dragging", and provision of toilet facilities.

Roshan Samuel and Karen Stutchley - Contest directing and scoring.

Bill Gordon - for toilet towing to wherever upwind was.

John Bruckner - The Farmer at Wagga without whose boundless generosity this would not have been possible.