

FREE FLIGHT DOWN UNDER

NEWSLETTER OF THE AUSTRALIAN FREE FLIGHT SOCIETY INC

VOLUME 46 NUMBER 1

AUTUMN 2014

**LOST HILLS
FAB FEB
2014**

**VICTORIAN
STATE
CHAMPS**



LOST HILLS EXPERIENCE

A NATIONAL FIELD?

← BACK TO THE FUTURE !!!



FRONT COVER:

Jes Nyhegn walks back after a busy day flying F1A in the North American Cup. Lost Hills has spectacular sunsets and equally pretty sunrises. You should go there.

Free Flight Down Under Autumn 2014

Volume 46, Number 1

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Free Flight Down Under is the newsletter of the Australian Free Flight Society Inc, a Special Interest Group of the Model Aircraft Association of Australia. FFDU welcomes contributions in the form of articles, letters, pictures, etc on any aspect of Free Flight or related topics. Contributions can be sent to the above address or emailed to the editor. Electronically prepared material is preferred.

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It has certainly been a hectic start to the free flight competition year with the Nationals, Lost Hills (USA, three world cup events) and various club and State Championship events all coming within the first few months, and we are looking forward to the events at Narrandera. Following that are more state events and the Asia-Oceania Championships in Mongolia in July.

A number of us made the pilgrimage to Lost Hills in California again and enjoyed nearly perfect flying weather, with just one day where flying was not really possible. This group of events provides the opportunity to meet and fly with the leading exponents of nearly all branches of the hobby and the standard is correspondingly quite high. As an example, of the 54 people who completed F1A in Max Men, 49 achieved a score (corrected for a 180 second first round) of greater than 1100 seconds, 63 completed F1B and 60 exceeded 1100 seconds, and 16 completed F1C with 14 exceeding 1100 seconds. Not too many years ago, third last performances in this competition could have almost secured a place on the Australian team!! This is a great example of how competition improves the breed: a place on the Australian F1B team now almost certainly requires at least 3 maximum scores and probably a number more to get through a tie break. Things are a bit less competitive for team places in F1A and F1C, but the fliers being selected for those places are clearly at a world competitive level, as evidenced by the results from the last world championships. Detailed reports of the Lost Hills events are given elsewhere in

this issue, as is an article on the logistics of getting and staying there.

Unfortunately the NSWFFS proposal to purchase a field at West Wyalong did not receive MAAA support, this apparently being attributed mainly due to valuation and long term viability considerations. I am sure that arguments for and against will be passionately exercised elsewhere, and simply lament that there is still no dedicated free flight facility in Australia.

Matters are now well in hand for the Kotuku Cup, AFFS Championships and Southern Cross Cup to be held at Narrandera in April -May and I look forward to meeting you all there. The AFFS annual General Meeting will also be held there and I urge any members who would like a matter considered to raise it with one of the AFFS Executive so that it can be included in the agenda.

Finally, I understand that there were not many responses to the members' survey printed in the last FFDU, which could be interpreted as a lack of interest. Hoping that this is not the case I would like to ask all readers to ponder the question: what will you be contributing for the next edition of FFDU?

Happy flying,

Paul Rossiter

NSWFFS editorial from Free Flighter March 2014

Hi team, There is always good news and bad news. Unfortunately the bid /proposal we put before the MAAA land bureau was not approved. We did everything we could and included all the current criteria that were quoted at the Aug 2013 land bureau meeting. At the Nov 2013 presidents' conference in Melbourne the proposal was moved, seconded and passed. A short time later the NSWFFS made an offer on the land selected and we thought we were on our way. Little did we know we were lambs to the slaughter?

A short time later we were advised that our offer must be withdrawn and the proposed purchase was to be investigated by a review committee of three members selected by the MAAA president, because a number of state presidents withdrew their support for the proposal after they had voted for it. The review committee was given six weeks to present their report. How naive were we? The alarm bells should have rung loud and clear.

However we had examined previous proposals and we thought were way ahead. All information was to be channelled through the secretary. At no time during the report period was there a teleconference

between the review committee and the NSWFFS. We did get a series of questions late in Feb and we suggested that the review committee had not read the proposal. We answered their questions in a fairly pointed way but they were eventually disregarded and not included as an annex to the report. The report was eventually published with 24 hours reference to the NSWFFS at the end of week 7. At the start of week 8 additional comment were added to the report.

I must clarify something here. I believe review group were given an impossible task. They were provided with terms of reference by the president of the MAAA which was vague and did not include the criteria laid down by the land bureau in Aug 13. The review group then started to examine all the processes included in the purchase of land. It did not fully focus on the proposal and they made up their own criteria. The terms of reference were later referred to as Rules of Engagement by the President MAAA.

It is interesting to note that the recommendation not to purchase the field was stated in the first paragraph of their recommendations and everything after that supported that recommendation. Paragraphs 8-10 of the recommendations by

the working group even suggested that the proposal by the NSWFFS was Quote "fanciful, poorly constructed, squandering time, fanciful or grandiose visions, the act of an irresponsible organisation unfit to administer the interest of a large Australia wide membership base". Unquote. What a wonderful selection of words for a review committee to make! I did refer the matter for a legal opinion on the Monday before the conference but it was too late for any action. This may conflict with the incorporations act. Investigations are pending.

Needless to say we were slaughtered! Only one state supported our proposal (TMAA) and I say thanks for that support. It was interesting to note that CLAS did not field a representative only an apology. MAS have always opposed our proposal and as such are in my opinion the only honest voter on the panel. I don't agree with him because our proposal included RC, so in effect he was penalising his own members. Not to worry we will continue to find another way to get our field.

The good news:

Ques: What is the difference between 50 R/C flyers and 50 free flight aero modellers?

Ans: Ha Ha, the RC blokes get a field.....!

FROM THE EDITOR:

I don't have much to say this time. Certainly, the rejection of the West Wyalong field will weigh heavily on the minds of many, particularly those who worked long and hard to present the best possible case. Maybe "The Powers That Be" were already decided and we were just made to go through the motions when assembling our proposal? It is apparent that the national body doesn't truly understand free flight and its needs. Maybe the sport is changing to RTF for everything? The skills our hobby can impart to people of influential school age are enormous. The current direction will only influence future pilots. Construction and repair skills will disappear. The ability to source models off the net and the abundance of huge RC scale models on YouTube will deflect all future modellers to the world of RC. But there is a glimmer of hope and the sparks of that appear elsewhere in this newsletter. Make sure you find it and act quickly.

And another topic I want to mention is controversial. "Team Spirit". I couldn't help noticing how coherent and focused the US team were in France. And to a lesser extent how unified they were at Lost Hills. I am biased towards gliders so I mainly noticed it there. But they do fly as a team in major events and they do it well.

I think we could learn from it. Personally I believe it would help encourage new comers in the team ranks. United we stand, divided we fall? Any comments?

Oh, and by the way, I received 4 responses from my questionnaire. If you have intended to reply, there is still time. The usual suspects have offered help, but no new ones have put their hand up. A summary of replies appears later. *Cheers, Malcolm Campbell*



VALE Georges Matherat



Great French modeller Georges Matherat passed away early this year. FFQ editor Sergio Montes shared an article with me but it is quite lengthy and I simply cannot fit it in until our June edition

Ron Chernich passed away in March this year, aged 66. Ron had been ill for quite some time but that didn't stop him working on aeromodelling projects until the last few weeks.

Ron's Model Engine News website has world status. I understand this site will continue to be operated by The Motor Boys, of which Ron was a member.

I first met Ron at high school. Ron, John Lewis, Van Richards-Smith and my twin brother John, flew C/L model aircraft on the school oval and were also in the Air Training Corp together.

I later caught up with Ron when he headed Arcom Pacific, an IT company, in the early days of personal computers.

In the late 1990s, I met up once again with Ron, Van and John when I joined the Brisbane Free Flight Society. The Brisbane

VALE Ron Chernich



Grammar boys were back flying together! Ron built light and well. He never managed to keep his Senators for very long - they all flew away!

Ron finished his IT career at the University of Queensland, specialising in large data storage projects.

Ron had a fondness for Porsche motor cars and was an excellent builder, engineer and IT specialist.

He will be missed by many.

VALE Ron Firth

George Car tells me that Ron Firth has recently passed on, he was 85. Ron was a blood banker (George teaches bloodbanking, hence the interest), and published 'Model

Design and Constructor' mag for a decade or so, but in the end it was losing money and he couldn't keep it up. It was a printed mag, mailed to subscribers, along the lines of the old

aeromodeller. I did get it, but only in the last year of its existence. He also published several scale plastic model mags over the years - great guy, must have done heaps of hours editing....

Narrandera 2014 Program

Kotuku Cup

A New Zealand Open International World Cup Event



Thursday, April 24	F1B	7 x 1 hour rounds	0800 – 1500
	1 st round max 210 s		
	F1H	5 x 1 hour rounds	0800 – 1300
	F1J	5 x 1 hour rounds	0800 – 1300
	Fly offs from Wednesday competitions		0730
Friday, April 25	F1A	7 x 1 hour rounds	0800 – 1500
	1st round max 210 s		
	F1C	7 x 1 hour rounds	0800 – 1500
	1st round max 210 s		
	F1G	5 x 1 hour rounds	0800 – 1300
	Flyoffs from Thursday competitions		0730



Southern Cross Cup



Friday, April 25	F1B	7 x 1 hour rounds	0800 - 1500
	Open Power	3 flights	0800 - 1300
Saturday, April 26	Fly-offs for Friday competitions		0730 - 0800
	F1A	7 x 1 hour rounds	0800 - 1500
	F1C	7 x 1 hour rounds	0800 - 1500
	Open Rubber	3 flights	0800 - 1300
Sunday, April 27	Fly offs from Saturday competitions		0730 - 0800



Australian Free Flight Society Championships



Sunday, April 27	F1G	5 x 1 hour rounds	0800 - 1300
	F1J	5 x 1 hour rounds	0800 - 1300
	*****AFFS AGM For time and venue see CDs notice board		
Monday, April 28	Fly offs from Sunday competitions		0730
	Combined % Open		0800 - 1300
	Combined Vintage		0800 - 1300
	Combined HLG, CLG, DLG		0900 - 1300
Tuesday, April 29	Fly offs from Monday competitions		0730
	F1B	7 x 1 hour rounds	0800 - 1500
	F1H	5 x 1 hour rounds	0800 - 1300
	Open Power	3 flights	0800 - 1300
Wednesday, April 30	Fly offs from Tuesday competitions		0730
	F1A	7 x 1 hour rounds	0800 - 1500
	F1C	7 x 1 hour rounds	0800 - 1500
	Open Rubber	3 flights	0800 - 1300
Thursday, May 1	Fly offs from Wednesday competitions		0730
	Scramble		0800 - 0900
	P-30	3 flights	0800 - 1300
	Oz Diesel	5 flights	0800 - 1300
	Evening. Presentation Dinner for SCC& AFFS		7 for 7:30

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THE LOST HILLS EXPERIENCE



as seen by Paul Rossiter

The three February 2014 World Cup events at Lost Hills, California, (Kiwi World Cup, North American Cup and Max Men) focus entirely on the FAI classes. However, the Isaacson Winter Classic held there at the same time as the North American Cup actually incorporates events for just about every other USA free flight class: all manner of hand launch gliders, AMA A, B, C, D and Super D Gas, Vintage FAI Gas, C Nostalgia Gas, Large Nostalgia Rubber, Gollywocks, Classic Glider, P30, E36 and so on. Wandering around the field on those days is free flight heaven: just as it was

that most of us will remember got us involved in the hobby in the first place! Furthermore, as reported in SEN News, Roger Morrell counted people competing in all of these events from 30 countries, with ages ranging from the teens to over 80 (one "senior" making the top 10 in the Max Men fly off!).

I thought that as an adjunct to the more usual competition reports that focus on what happened in each round and the results, some readers might be interested in a more general picture of how some of

us get there, what happens on a day to day basis and the costs involved. Hopefully this might encourage some non-FAI modellers to also make the pilgrimage to Lost Hills for what is in my opinion one of the greatest free flight experiences available anywhere in the world, whether probing the ideas of FAI world champions or just chewing the fat with the many other fliers there.

I suppose the main consideration is the accommodation. Here there are two main



Wandering around the field on those days is free flight heaven





There are two main options: staying in one of the two motels



Denny's is actually not too bad

options: staying in one of the two motels at Lost Hills or staying on the field in an RV.

The two motels offer only basic accommodation and the rooms have no facilities for cooking or self-catering. (Ed: *Days Inn has a microwave and small fridge and is really very comfortable, offering free breakfast in the main office.*) Evening meals are either at Denny's or one of the fast food joints in Lost Hills. Malcolm and Kathy used Subway for a convenient and healthy lunch although Kathy made sandwiches or wraps most days. Despite what misgivings you may have, Denny's is actually not too bad, offering some wholesome meals like pasta or steak with beer or wine if wanted, all at very reasonable prices. They even offer Over 50s choices! The main disadvantage is that the menu does get a bit repetitive after a couple of weeks. Furthermore you then have to drive to the field each day, though this only takes about 10 minutes or so.

However, if you happen to luck out and get a rainy season, it may not be possible to get a car onto the field at all since the Gypsum clay goes fairly quickly to porridge making passage impossible. It then sets like concrete making removal from the hire car most unpleasant. Rates are about AU\$60 per night at Motel 6 or AU\$80 at Days Inn. There is a more up-market Best

Western a further 35km away at Wasco but the tariff is higher at around AU\$110 per night with longer travel times.

One has also to include the cost of a hire car to get to Lost Hills and travel to and from the field. This generally works out at around AU\$35 or \$63 with full comprehensive insurance for a standard car (Chrysler 200/VW Jetta size, although the next size up costs no more) and gas is only 85 cents a litre! Malcolm booked his Enterprise car hire on line a couple of months in advance and then, like he did the previous year, watched the rental rates go up and down, like his shares! When they looked like they'd bottomed, he cancelled and re-booked, each year saving about AU\$200! His car was picked up several kilometres from the LA airport and a full size bus ferried customers to and from the depot. Most civilised and efficient, although a strong coffee "heart starter" may be desirable before battling the 8am LA traffic. So his cost for a car, accommodation, food and fuel was AU\$2,700 for two people. Despite the disadvantages, many modellers stay at the two motels and this generates a social atmosphere, both around the rooms and at the restaurants at night, plus the added benefit of invigorating hot showers morning and evening.



The alternative is to hire an RV

The alternative is to hire an RV, drive it to Lost Hills and join the settlement on the field. The best deal we have found is to make the hire arrangements in Australia before leaving since this works out much cheaper than hiring it directly in the USA. The difference is apparently due to lower insurance costs or some such. We found that Apollo gives the best deal and has good vans that are generally not too old. An RV with ample accommodation for two people (either a couple or just an odd couple in separate double beds), a slide out lounge area, shower, toilet, oven, stove, microwave, fridge, freezer, pots and pans etc. can be hired for around AU\$800 plus some extra charges to cover preparation and use of 240v generator. These are usually only around AU\$150 –

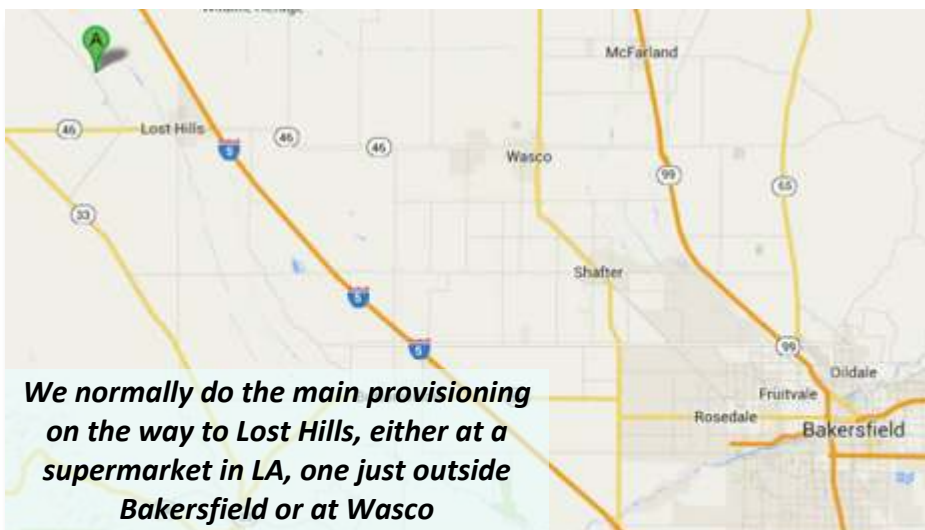


The great benefit in staying on the field is the great social life in the RV camp, the ability to do any trimming flights directly from the van



\$200 all up, so you get your transport and accommodation for only around AU\$70 per day. The RV's do use more petrol than a small car, but at around US\$3.40 per gallon, this is not a huge extra cost.

The Apollo RV's have to be picked up at Hawthorne (not far from the LA airport) and a condition of hiring is that you stay at least one night in LA after flying in from a long international flight before picking up the RV. This is actually not a bad thing since it can be quite dangerous driving for three hours out of LA in an unfamiliar vehicle on the "wrong side" of a major motorway, surrounded by large trucks that seem to be not much narrower than the lanes. I certainly wouldn't want to do it after about 30 hours of travel from Perth to LA. Vin Morgan and I shared an RV at the last competition and stayed overnight in the Best Western Express motel in Hawthorne, not far from the Apollo agency, with free pick up from the airport, for about AU\$80 each.



We normally do the main provisioning on the way to Lost Hills, either at a supermarket in LA, one just outside Bakersfield or at Wasco

We normally do the main provisioning on the way to Lost Hills, either at a supermarket in LA, one just outside Bakersfield or at Wasco, about 25 klms from the field. The capacity of the fresh water and grey and black water waste tanks is limited, so you can't have much more than a splash in the shower and we use the portable toilets on the field (which are regularly maintained and not at all smelly) for all but late night emergencies. That way it is only necessary to go to Lost Hills every 4 or 5 days to empty the waste

Janna Van Nest usually organises some functions for the ladies



When it's green it's COLD and when it's dry and dusty it's WARM. Simple!



tanks (the ritual of "dumping") and fill up with fresh water again. This can be done either at one of the service stations or the Lost Hills RV Park for a small charge. We used the RV Park since you can also do a load of washing and have a luxurious shower there. All up, the total cost of the RV, petrol and all food and provisions (including grog) was about AU\$1250 each for Vin and I for the whole two week stay, or about AU\$90 each per day and a little cheaper than the motel/hire car/restaurant option that cost Malcolm and Kathy AU\$1350 per person.

It is also possible to hire a RV from Cruise America in Bakersfield, taking advantage of the bus service from LAX to Bakersfield, but we have found their RV's to be generally clapped out and more expensive than the Apollo option.

The great benefit in staying on the field is the great social life in the RV camp, the

ability to do any trimming flights directly from the van (either in the camp or by driving a short distance onto the field, depending upon the wind direction), and have the RV nearby during the competitions for food and refreshments. With a group of us there it is usual to share the catering and do group meals in turn at each of the vans. This often includes colleagues staying in the motels. A disadvantage can again be if it rains heavily and is not possible to get the RV off the field. This has happened in the past but there is usually lots of help at hand to replenish water etc.

Finally, Janna Van Nest usually organises some functions for the ladies that go to the competition (either in the motels or on the field), which this year included a champagne luncheon for twelve on the field and a shopping visit for eight to Bakersfield for lunch (and an ice cream parlour!).

Paul

F. N. A. F Championnat du Monde de Motomodeles (F1C) FAI Power F1C Paris 1951



Roy kindly transcribed these names from the cup that sits proudly in his lounge room

1951	Gerhard Schmid	Suisse	1975	Lars Olofsson	Sweden
1952	B. Wheeler	Great Britain	1977	Thomas Koster	Denmark
1953	D. Kneeland	USA	1979	Mario Rocca	Italy
1954	C. Wheelley	USA	1981	Andras Meczner	Hungary
1955	M. Gaster	Great Britain	1983	Silvano Lustrati	Italy
1956	R. Draper	Great Britain	1985	Nikolay Nakonechny	USSR
1958	Frigyes Erno	Hungary	1987	Evgeny Verbitsky	USSR
1960	Five place tie:		1989	Sergey Korban	USSR
	L.Conover	USA	1991	Randy Archer	USA
	G.Guerra	Italy	1993	Randy Archer	USA
	R. Hagel	Sweden	1995	Bernard Boutiller	France
	S. Pimenoff	Finland	1997	Evgeny Verbitsky	Ukraine
	I. Sheppard	New Zealand	1999	Kenen Jusufbasic	Bosnia&Herzegovina
1961	Fritz Schneeberger	Suisse	2001	Artyom Babenko	Ukraine
1963	Frigyes Erno	Hungary	2003	Leonid Fuzeyev	Russia
1965	Dall'Oglio Alberto	Italy	2005	Shigeru Kenegawa	Japan
1967	Hanns Seelig	W.Germany	2007	Artyom Babenko	Ukraine
1969	Fr. Baumann	W.Germany	2009	Peter Watson	Great Britain
1971	Rolf Hagel	Sweden	2011	Evgeny Verbitsky	Ukraine
1973	Vaclav Horcicka	Austria	2013	Roy Summersby	Australia

Fab Feb Lost Hills 2014



Report and photos by Malcolm Campbell



Per Findahl was everywhere on the field, testing many models



Vasi brought his son Artem to Lost Hills for the first time

February 2014 marked my 4th year consecutive visit to Lost Hills. Eight Aussies went over this year – 6 staying in RVs and 2 in a motel.

Vin Morgan and Paul Rossiter travelled from Melbourne in the flying kangaroo, Phil and Noels Mitchell and Roy Summersby were joined by Albert Fathers to fly Virgin from Sydney, and Malcolm Campbell and Kathy Burford flew Virgin directly from Brisbane. Malcolm and Kathy picked up their rental car near the airport and then drove via Wasco (for supplies) and then to the Days Inn motel at Lost Hills. Vin and Paul wisely had an overnight at LA before hitting the highway in their RV. Phil and Noels had done that the day before and Roy and Albert red-eyed it onto the highway with their RV around noon on the day of arrival. At least they didn't have the frantic peak hour traffic we encountered at 8 am!

Kathy and I set up at Days Inn and then drove out to the flying field on Wednesday

afternoon. Phil and Noels were into their second day there and Phil was testing his new F1A. The Van Nests were also there, plus a few other RVs. It's still great to get the buzz on arrival but it doesn't seem like a year since we were last on the field. It's interesting to watch the RV park expand exponentially as the weekend draws closer. Wary of jet lag, I simply played with a CLG while Kathy chatted with the girls. Roy and Albert arrived later in the afternoon, followed by Vin and Paul. "Drink o'clock" time.

Over the following two days more and more planes were seen in the air as people practised all over the field prior to the weekend Ike Winter Classic events and the Kiwi Kotuku Cup for F1 classes. The beautiful thing about "Fab Feb" is that it attracts serious flyers from across the world but it is still very social and laid back. We renewed friendships with fellow flyers in Denny's each night. This year 30 countries were represented. Numbers appear a

little down these last two years but the entry list was all quality and still of a decent size.

The first weekend was unfortunately affected by variably moderate winds, up to 20 mph and usual for that time of the year. This reduced the number of flyers in the nostalgic events. However, I did see big Satellites and Texan power models going up but there seemed to be not as many smaller models airborne. Either I'm getting older or the effort to fly in several classes and help Kathy as well made it hard to get as many photos this year, although I think my shots on Flickr have been well received. This is also my excuse for not observing too much of the competitions.

IKE SATURDAY F1H and F1G:

Very little circling was done in **F1H** with a lot of "up and offs" for safer flights. Kathy flew an Andy Crisp design and impressed the male competitors with her determination in adverse conditions. I



A vertical "stack" at 200 kph doesn't leave much



The boys head home after testing. Vin on the bike, Paul in the RV and Lee Hines in his Element (Honda)

tried to use this event to trim my repaired H to no avail, achieving better results in later days. 16 year old Israeli flyer Amit Kidron won the event showing very good style – someone to watch in later years. Brit flyer Brian Lavis was unlucky to lose his best model OOS after 30 minutes tracking. It was not recovered during the course of the week. There were a number of **F1G** flyers who opted out to save their models for the following (MaxMen) weekend. Tiffany O'Dell edged out Evgeny Gorban into first place, and they seemed to be the only ones who could best handle the gusty conditions.

Mini class flyers found it difficult to manage the popular **CLG** event, particularly without retrieval bikes. Kathy and I turned up with just 20 minutes left and we got in a few flights each, to justify bringing the models all that way. Paul Lagan and Rob Wallace also squeezed in some launches. If the breeze had been lighter we could have had a better time. Local Tim Batiuck (George's brother) lost his hurl up glider, tracking it on foot and bike to one of the highways before it disappeared!

IKE SUNDAY F1A, B and C

Better conditions for the big classes on Sunday although I was fazed by two things – inability to pick cold air thermals and KTVIE. KTVIE (Sacramento TV) had their cameras on the field to talk to Valley Fever "survivors" as part of a TV documentary airing in mid-March. Roger Morrell dobbed me in as an overseas flyer who caught VF and went home before symptoms were present. The interview process impacted heavily on the middle rounds time-wise, although I don't think it was the cause of my poor flights.

Of the 56 **F1A** competitors, there were 4 sets of ties, and 24 made the flyoff, won by Jama Danier, with his usual 110 metre+ launch. Top order places were close and LDA launches were spectacular with many over 100 metres. This year I could see a marked improvement in controllability of LDA models although there were still plenty of conventional section models competing well. Many of the usual flyers were in the top 10 although some key players experienced troubles with low scores. Phil Mitchell flew very well to place 6th, 36 secs off the leader, although Malcolm and Albert finished well down. Well, it left room for improvement for both of us.



Amit Kidron from Israel has real potential. Flew A and H very well.



US juniors - Logan Tetrack launches for Garrett Tremayne in MaxMen flyoff

Although our **F1B** flyers didn't make the flyoff, Vin and Paul only dropped 1 flight each to be placed mid-field. As usual, mass launches were triggered by the early brave ones.

14 flew in **F1C**. Our Roy went so well in the rounds only to have an unfolding problem and a rather hard landing. His big buddy Artem made mincemeat of the opposition, recording a convincing FO time of 600 seconds. Disturbingly, and on the down side, there were 2 flight line crashes under full power within minutes of the start of round 1. During the week there were more models to crash with either line hook-up gremlins or wings that didn't unfold correctly, causing a number of ongoing discussions on the safety aspects of this class.

Roger Morrell has all the scores for the weekend events – I simply couldn't get to see many of them this year.



This is where you end up after a 116 metre launch! Jama Danier (CAN)



Jes Nyhegn walks back after a long day

There were several spare days during the week and most of us practised or trimmed in all corners of the paddock. It's a great place to sort out models with no fences, cattle or snakes to worry about. The Brits love Lost Hills, saying they get more practice in a week there than a whole year in England.

Presentations were over by dusk and many were pleased to win the numerous lucky ticket draws conducted by Roger Morrell.

NORTH AMERICAN CUP F1A, B and C

Peter Allnutt and Tony Matthews capably ran the North American Cup on Tuesday, for the big classes. 50 flew in **F1A**, with a new bunch of winners. This time there were two flyoffs, with Anton Gorsky putting in a powerhouse 11 minute flight to finish well clear. 22 made the 7 minute first flyoff, including Phil Mitchell, and 6 recorded more than 6 minutes in the second flyoff. Looking good for an exciting MaxMen in a few days! I was clean for the final 6 rounds but dropped the extended first round by 6 secs, when the model developed a slight stall at about 50 feet. Shlomi Rosenburg withdrew early when he severely strained his ankle, causing a trip to LA for diagnosis and treatment.

Kiwi Paul Squires did very well in the 47 strong **F1B** field placing 3rd and being one of three to make the second flyoff. Fellow Kiwi Paul Lagan recorded 5th and Vin Morgan 9th. Paul Rossiter had a couple of bad flights to finish well down, although he was in the company of some big names who also found it a tough day.

Only 12 flew in **F1C** and 6 made the flyoff. Ron McBurnett and Alan Jack flew superbly and were the only two to move into a second flyoff, with Alan convincingly winning by 250 seconds! Reinhardt Truppe picked up 3rd and Roy Summersby placed 6th.

The trophy presentation was a happy affair with many trays of nibbles and copious bottles of sweet bubbly. The girls all received a customary red rose, the event being run on Valentine's Day.

LADIES DAYS

There were at least a dozen ladies camped on the field so Janna Van Nest put on a great luncheon that seemed to go on for a few hours. A group of ladies later went to Bakersfield to shop and sample the wicked ice cream concoctions of Dewers Ice Creamery. The men were all out on the field practising.

The Aussie flyers in RVs entertained themselves each night with cheap wine and nibbles before one was elected to cook dinner. They took it in turn to dream up a tasty meal. Kathy and I never seemed to bring home any wine, or pistachios for that matter, no matter how big the

bottles were. And it was no good trying to hide it from them! With no wives to keep them in order, they tended to muck up a bit.

Most nights we drove off the field under lights, finding a tasty meal and good company at Denny's, followed by a nice hot shower and a soft fluffy bed at Days Inn.

.... continues next page



Calorific good fun at Dewers Ice Creamery



The Annual Girls Lunch, at the Van Nest's RV



Eight times winner of F1E, Peter Brocks



A good entry in F1E (photo by Brigitte Brocks)



Thermal flappers - note the ever growing new trees



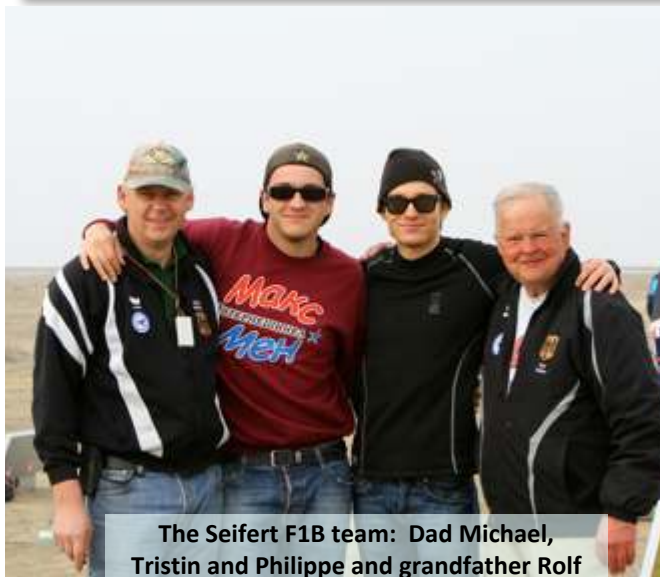
Have the Aussies sensed a fresh bottle of wine?



MaxMen F1A winners: (1) Aviv Balassiano
(2) Roland Koglot (3) Per Findahl



MaxMen Junior F1A winners: (1) Garrett
Tremayne (2) Logan Tetrick (3) Amit Kidron



The Seifert F1B team: Dad Michael,
Tristin and Philippe and grandfather Rolf



Born in the USA: Jeff Ellington's
dad on retrieval quad bike

Max Men 2014

Snow not far away, in the Sierra Nevada range

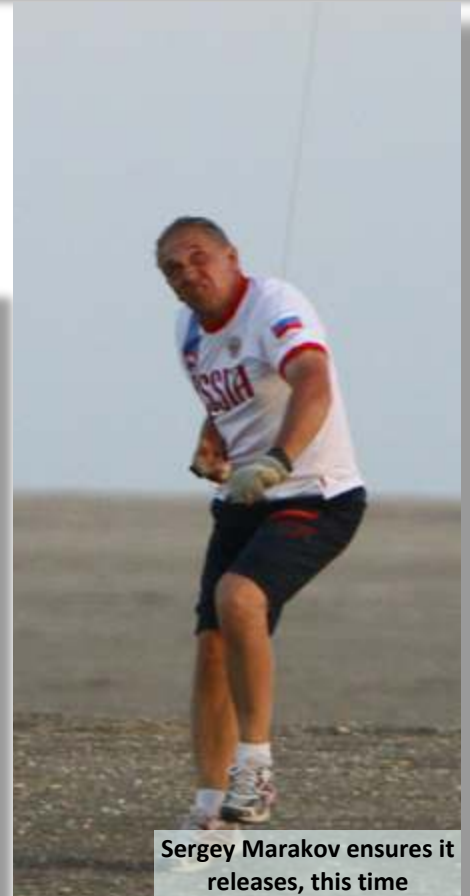
MAXMEN Friday F1A

58 flew in **F1A** and the cream, as expected rose to the top. To expedite matters, R7 was flown as 5 minutes and 23 remained clean at the end of that round, with 18 achieving the 7 minute flyoff. Timers did well to accurately record

scores as the flyers ran to all parts of the field in search of lift. Israeli Aviv Balassiano won by 14 seconds, beating Roland Koglot and Per Findahl. Per deserved to do better because he was *always* out testing various models, seemingly all day at times. US Junior Garrett Tremayne did extremely well to



Per launches for Anders Persson, Albert Fathers watching



Sergey Marakov ensures it releases, this time



Amit Kidron studies Per Findahl's latest carbon creation



In France, we pray for maxes. Frederic Aberlenc launches.

finish 5th, the first American home. Of the Oz flyers, Phil Mitchell made the second flyoff and finished 11th and Malcolm Campbell made 23rd place. Albert Fathers had release problem but had the model sorted by R7. Scanning the full results, a surprising number of class flyers had troubles on the day.



How often do you see such crowds in F1A?

MAXMEN Saturday F1B and F1C

F1B had 66 flyers, the biggest entry all week, and the mass launches were most thrilling. Conditions were excellent, with 39 making it to the only flyoff. Andre Burdov was unlucky to miss by just one second. Rolf and Michael Seifert finished well down, with Michael beating his dad by 2 seconds. Son Philipp finished 5 seconds ahead of Vin Morgan, who placed best of the Aussies in 23rd place. The three Pauls – Lagan, Rossiter and Squires finished 32nd, 44th and 50th. Albert Fathers had leg troubles and retired after 2 rounds. He didn't have such a great week flights-wise but learnt a lot and helped everyone. Albert also kept Roy alive for the week by making sure he ate enough solid food to balance his liquid diet.

The flyoff for B was spectacular and timing was always going to be a nail biter. I drew the short straw, timing for Alex Andriukov. Gulp! But it was made a lot easier when I saw his 10 x 70 binos and a beautifully fluid tripod. Alex wound and moved to the line. Like lemmings so did a whole heap of other flyers. I got nervous as I fingered the stop watch. Alex started to apply hand turns. Others watched and

motor. And then, a whole heap of flyers launched as they assumed Alex was also ready. I breathed a sigh of relief because by the time Alex returned with a replacement model the sky was relatively clear of nearby F1Bs. More hand winds, a perfect launch and DT'ing at 50 feet, being the only one to record 7 minutes made him a worthy winner.

F1C was equally spectacular, with speed and noise making up for only 19 entrants. I don't recall any flights terminating abruptly but I did enjoy seeing Henning's model put in a huge circuit of the field, being only halfway around at 2 minutes, so he didn't press the button until it was nearly back at the flight line. Jeff Ellington's dad looked very "born in the USA", retrieving for Jeff on his quad bike in an outfit that could only be described as very patriotic.

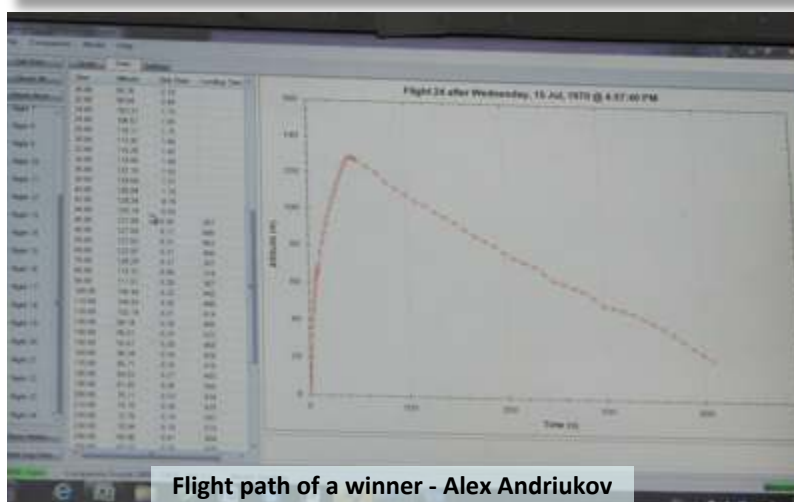
13 made the 5 minute flyoff, with 5 making the 7 minute flyoff. Uncharacteristically, Eugeny Verbitsky was not there, missing that round by 24 seconds. Mongolian Khishigbat Terbish signalled his presence for future events, being just 1 second short of Eugeny's 6th place. The 9 minute flyoff was a cracker. Babenko, Summersby and Jack – anyone could win. Alan's model went off in its own patch of air; Alan had about 5 independent timekeepers! Artem and



Team Kiwi: Roger Morrell, Rob Wallace, Paul Lagan and Paul Squires



The two Kiwi Pauls did well in F1B



Flight path of a winner - Alex Andriukov



A flight box to be proud of. Laser-cut.



F1C launch styles: Artem Babenko, Gil Morris (now 88), Mongolian Khishigbat Terbish and the new style for Henning Nyhegn



Roy's models circled off to the left, almost in unison. It was soon apparent that Artem's model was gliding fractionally better and holding height. It was hard to tell if Alan's model was any higher. And so it came about that Artem made the 9 minutes, with Roy just 40 seconds in arrears, with Alan stopping the clocks at 414 seconds. Roy tells me Artem was flying with the wings that he had just purchased! A wise acquisition, I'd say.

SUNDAY MINI CLASSES

A nice day to finish off MaxMen, with a light variable breeze shifting through about 90 degrees with virtually no breeze at the start of R1 – good for J and G, but



The Master at work - Eugeny Verbitsky

a bit tough for the towline boys. **F1J** unfortunately had only 3 entrants and Roy's model wasn't behaving itself too well in what seemed ideal conditions. He dropped R3 and left the flyoff to Faust Parker and Glenn Schneider, with Faust easily winning it by nearly 3 minutes. He told me he'd just come back from an excellent South American holiday, so that would have topped it off for him.

F1G finally got the day it had been waiting for, and 25 lined up to do battle. The three Pauls (Lagan, Rossiter and Squires) were off the pace although Paul Squires got into the first flyoff. 13 made the four minute flyoff and the CD placed the event on hold, hoping for a degradation in lift before the next flight. So this occurred quite late in the day with last year's winner Geralyn Jones and many of the top flyers, like Gorban and O'Dell, failing to make 5 minutes. Only Blake Jensen made 300 seconds, with Gilles Chauveau a scant 6 seconds behind and Eddie Vanlandingham in 3rd place.

F1H had 18 flyers with many "big names" – Findahl, McKeever, Cooper, Madelin,

Parker, Bauer, Van Nest, Hines, Williams and others. Actually Kathy and I were the only ones not in the big names! So I was really looking forward to this event. John Cooper relegated himself to "helper" after a dismal first flight and set about helping the strong British team. Parker, Van Nest and McKeever all surprisingly dropped a round, Jim by just one second. Kathy put in a gallant effort being the only balsa straight tow model and my own model came "on song" for 4 maxes before last round jitters kicked in and I dunced a guaranteed max with a woossie launch and a stall that wouldn't go away.

The first flyoff had 9 flyers in it. Running to various quarters they all set about finding the best air. Phil got away early and his model drifted towards Per Findahl who wasted little time in getting off in the same air, but somewhat higher. Phil was the first to drop and 8 returned somewhat later in the day to contest the next flyoff. Three Israelis looked certain of getting at least one on the podium but not so. It was Kiwi Rob Wallace who found the very best bit of air, convincingly winning from F1H

expert Gary Madelin with Kyle Jones in third place. The sun was nearly setting and the moon was well up by the time the presentation was done.

Over the past week, Charlie Jones should have got the team award, with all 4 family members (Charlie, Gerayln, Kyle and Ryan) competing at a very high level. And Michael Seifert had 3 generations flying in F1B – his two sons Philipp and Tristin and father Rolf, along with Michael himself.

And so ended a very successful Feb Feb week at Lost Hills. The new plantings of pistachio trees were noticeable on the horizon and will present as a threat to future years. We all landed between the rows at some stage. Walt Ghio thinks they probably have 4 more years of field use before a move will be needed. Plans and discussion are already underway.

Southern California has an ideal climate for free flight and the Lost Hills organisers put on one of the best free flight events in the World. We all concur that this must continue!

MaxMen - the final day



MaxMen F1H flyoff - winner Blake Jensen on right



MaxMen F1H flyoff begins



Kathy Burford launches for Rob Wallace



MaxMen F1H winners: (1) Rob Wallace
(2) Gary Madelin (3) Kyle Jones



Roy doesn't like the paparazzi



F1G caught at the very moment of impact



"Dawn Patrol", an AMA "Big E" class model flown by Dick Gildersleeve - a good model for the Shaw Cup? 1.8 m fuse and 3 min+ motor run!



Paul Lagan did well in E-36, a popular class in the US. The guy in the hoodie is Brian Furutani (photographer extraordinaire)

Competition Results

KIWI WORLD CUP

Nice weather for all rounds, although event was put on hold for a while mid-way, and the wind came up in last round. Seventh round not flown.

Flyoff next morning was breezy with clear conditions.

F1A 56 flew

Name	R1	R2	R3	R4	R5	R6	Flyoff	Total	Place
Jama Danier	210	180	180	180	180	180	421	1531	1
Anton Gorsky	210	180	180	180	180	180	416	1526	2
Roland Koglott	210	180	180	180	180	180	400	1510	3
Phil Mitchell	210	180	180	180	180	180	385	1495	6
Robert Wallace	210	180	180	180	180	176		1106	25
Malcolm Campbell	210	173	89	67	180	180		899	46
Albert Fathers	137	169	91	23	180	180		798	48



F1B 47 flew

Name	R1	R2	R3	R4	R5	R6	Flyoff	Total	Place
Marty Schroedter	240	180	180	180	180	180	438	1578	1
Vegar Nereng	240	180	180	180	180	180	364	1504	2
Dag Larsen	240	180	180	180	180	180	363	1503	3
Vin Morgan	240	169	180	180	180	180		1129	22
Paul Squires	240	180	180	180	158	180		1118	26
Paul Rossiter	205	180	180	180	180	180		1105	27

F1C 14 flew

Name	R1	R2	R3	R4	R5	R6	Flyoff	Total	Place
Artem Babenko	240	180	180	180	180	180	600	1740	1
Ron McBurnett	240	180	180	180	180	180	475	1615	2
Jeff Ellington	240	180	180	180	180	180	432	1572	3
Roy Summersby	240	180	180	180	180	180	17	1157	9

F1H 11 flew

Name	R1	R2	R3	R4	R5	Flyoff	Total	Place
Amit Kidron	120	120	120	120	120	293	893	1
Mike McKeever	120	120	120	120	120	245	845	2
Brian Van Nest	120	120	120	120	120	224	824	3
Kathy Burford	83	120	101	120	120		544	5
Malcolm Campbell	0	79	111	72	87		349	10

NORTH AMERICAN CUP**F1A 50 flew**

Name	R1	R2	R3	R4	R5	R6	R7	Flyoff1	Flyoff2	Total	PL
Gorsky Anton	210	180	180	180	180	180	180	420	660	2370	1
Pecenik Enesl	210	180	180	180	180	180	180	420	511	2221	2
Danier jama	210	180	180	180	180	180	180	420	508	2218	3
Mitchell Phil	210	180	180	180	180	180	180	420	82	1792	22
Campbell Malcolm	204	180	180	180	180	180	180			1284	27

F1B 47 flew

Name	R1	R2	R3	R4	R5	R6	R7	Flyoff1	Flyoff2	Total	PL
Ghio Walt	240	180	180	180	180	180	180	420	430	2170	1
Fibish Tuvial	240	180	180	180	180	180	180	420	372	2112	2
Squires Paul	240	180	180	180	180	180	180	420	228	1968	3
Lagan Paul	240	180	180	180	180	180	180	292		1612	5
Morgan Vin	240	180	180	180	180	180	180	253		1573	9
Rossiter Paul	80	180	130	180	180	180	180			1110	37

F1C 12 flew

Name	R1	R2	R3	R4	R5	R6	R7	Flyoff1	Flyoff2	Total	PL
Jack Alan	240	180	180	180	180	180	180	420	420	2160	1
McBurnett Ron	240	180	180	180	180	180	180	420	170	1910	2
Truppe Reinhardt	240	180	180	180	180	180	180	400		1720	3
Summersby Roy	240	180	180	180	180	180	180	225		1545	6

MAXMEN 2014



F1A 58 flew

Place & Name	R1	R2	R3	R4	R5	R6	R7ext	FO1	FO2	FO3	Total
1 Balassiano, Aviv	210	180	180	180	180	180	300	420	540	371	2741
2 Kolgot,Roland	210	180	180	180	180	180	300	420	540	357	2727
3 Findahl,Per	210	180	180	180	180	180	300	420	540	346	2716
11 Mitchell,Phil	210	180	180	180	180	180	300	420	358		2188
23 Campbell,Malcolm	210	180	180	180	180	180	300	187			1597
27 Wallace,Robert	210	180	180	180	180	162	300				1392
53 Fathers,Albert	110	0	89	180	160	123	300				962

F1B 66 flew

Place & Name	R1	R2	R3	R4	R5	R6	R7	FO1	Total
1 Andriukov,Alex	240	180	180	180	180	180	180	420	1740
2 Vaccaro,Tom	240	180	180	180	180	180	180	408	1728
3 Jones,Charlie	240	180	180	180	180	180	180	380	1700
23 Morgan,Vin	240	180	180	180	180	180	180	305	1625
32 Lagan,Paul	240	180	180	180	180	180	180	264	1584
44 Rossiter,Paul	240	180	180	180	180	172	170		1302
50 Squires,Paul	240	180	179	180	180	152	180		1291
61 Morrell,Roger	240	133	180	180	180	137	86		1136
65 Fathers,Albert	135	161							296

F1C 19 flew

Place & Name	R1	R2	R3	R4	R5	R6	R7	FO1	FO2	Total
1 Babenko,Artem	240	180	180	180	180	180	180	420	540	2280
2 Summersby,Roy	240	180	180	180	180	180	180	420	500	2240
3 Jack,Alan	240	180	180	180	180	180	180	420	414	2154

F1G 25 flew

Place & Name	R1	R2	R3	R4	R5	FO1	FO2	Total
1 Jensen,Blake	120	120	120	120	120	240	300	1140
2 Chauveau,Gilles	120	120	120	120	120	240	294	1134
3 Vanlandingham,Eddie	120	120	120	120	120	240	258	1098
9 Squires,Paul	120	120	120	120	120	240	181	1021
18 Lagan,Paul	120	82	120	120	105			547
23 Rossiter,Paul	112	93	50					255

F1H 18 flew

Place & Name	R1	R2	R3	R4	R5	FO1	FO2	Total
1 Wallace,Robert	120	120	120	120	120	240	343	1183
2 Madelin,Gary	120	120	120	120	120	240	251	1091
3 Jones,Kyle	120	120	120	120	120	240	238	1078
9 Mitchell,Phil	120	120	120	120	120	189		789
12 Campbell,Malcolm	120	120	120	120	102			582
16 Burford,Kathy	90	120	120	120	97			547

F1J 3 flew

Place & Name	R1	R2	R3	R4	R5	FO1	Total
1 Parker,Faust	120	120	120	120	120	300	900
2 Schneider,Glenn	120	120	120	120	120	129	729
3 Summersby,Roy	120	120	77	120	120		557



Place & Name	F1	F2	F3	F4	F5	F6	Total
1 Lee Hines	40	70	120	120	120	120	480
2 Ralph Ray	24	120	47	120	99	38	339
3 Bill Koran	65	99	1	50	73	93	265
6 Paul Lagan	19	109	13	8	44	33	186
7 Malcolm Campbell	11	27	42	43			112
8 Rob Wallace	27	28	6	47	16	28	103
9 Kathy Burford	43	48					91

A National Free Flight Field



Since the NSWFFS proposal to purchase the 700 acre Wyalong property known as "Kelso" was rejected by the MAAA, an idea to raise the money privately has been put forward.

The idea is to form a company to buy the property, offering 400 shares @ \$1,000 each. This would raise the \$350,000 asking price, pay the Stamp Duty and other statutory fees and charges, leaving some capital for development of facilities.

NSWFFS could perhaps buy 40 shares. Other individuals and organizations could also be approached to purchase multiple shares. Even the MAAA could be approached to purchase shares in this venture.

Since the property is back on the market and the NSWFFS have a complete Development Approval from the Bland Shire Council, for Model Aircraft use over the property, it would make sense to capitalize on the good work done and money spent so far.

A time limit of 6 weeks is anticipated to gauge expressions of interest and actual commitment to purchase shares.

If you would like to purchase one or more shares, or know someone who might, or you would like more information, please contact:

Terry Bond <karenand007@gmail.com> or Tahn Stowe <stowes@ozemail.com.au>

USA has had a national field for many years, thanks to the foresight of some enthusiastic modellers and the generous donations by some aeromodelling benefactors. The Lost Hills field hosts many national events and attracts competitors from all over the world for their extremely popular and well represented international world cup events.

Victorian Free Flight State Championships

(Springhurst, Victoria)

report by Vin Morgan, photos by Malcolm Campbell

"Victoria still put on a few hot days for us but the real challenge was the regular and unexpected 10 am breeze that took our models over a few fences. Those with electric push bikes, as usual, had the advantage"

Twenty flyers from three states attended the Victorian State Championships held on Fischer's Field (which used to be McMahons) at Springhurst. We expected calm autumn weather as we have had in recent years but our luck seems to have run out or perhaps someone did the sacrifices incorrectly. Although there were very pleasant calm mornings which encouraged people to come out to the field and allowed the well-organized to complete their three-flight competitions by about 10am the wind had started.

The windspeed was nowhere near the limit but the field is not very large and although there are not too many trees in the outfield there are lines of trees along

the boundaries. The best day was probably Friday before the event started. It was enjoyed by a number of flyer doing a bit of early trimming, Craig Hemsworth, Richard Blackam, Brian Hammond, Gary Odgers, Col Collyer, were all on the field, when Vin and Leigh Morgan arrived at 3pm. The Queenslanders were also there but left soon after to get some lunch. They had been driving since early morning.

The wind reduced entry numbers as it made it very difficult to fly more than one event each day. Of the 6 entries in P-30 which was after the Shaw Cup flyoff only 2 flew. Of the 6 entries in F1B only 2 completed 7 rounds. F1A and F1C were curtailed by the wind after a couple of rounds.

Nevertheless, the main event, the Shaw Cup for Open Rubber was successful and enjoyable - there were 10 entries, most people flew in the good early weather, and Victoria retained the Trophy!

Saturday was F1B, Open Power and Combined Vintage. All six F1B flyers maxed in the calm but after round two it got a lot harder. Craig dropped round 3, when he flew into a fence. Did a lot of damage so it must have been the downwind leg of model speed plus wind speed. The wind and the thermals meant long retrieves and many returned with not much time (or in Leigh's case no time) left in round four.

Open Power and Vintage were easier if you were well organized since it was possible to get in three flights between

Craig "talk with my agent" Hemsworth flew well, until the fence intervened



Success avoided him but Col had fun. One model misbehaved, badly.





**Vin had a good weekend,
except for Open Rubber**



**Richard Blackam
found bad air in R4**



**Craig Hemsworth launches.
4 pigs waiting to retrieve!**

tree after flight one didn't get through. We had started with the flight line against the Hughes Road fence near the south end of the field because the early drift was from the South but after a couple of hours the Northerly set in and we moved to the northern field. The smart money had mostly got their flights

the hope of NSW Jim Christie came in third. The first six all got more than 4 minutes, those who got less had good hard-luck stories.

After the flyoff it was time for F1A, F1C and HLG/CLG/DLG - but we were expecting the wind. Vin Morgan and Albert Fathers maxed the first F1A round. Vin had a half-hearted attempt at round two in some breeze and enough turbulence to make towing no fun at all. F1C suffered the same way – maxes by Roy, Terry and Gary Pope in round one, by only by Gary in round two.

Everyone except Fred Roberts resisted HLG/CLG – they were going a long way.

Thanks to the Fischers for the use of the field – and the trailer to carry our stuff from their shed. Thanks to the CDs and Gary Odgers for towing the toilets, and all our equipment to the flight lines.

It was nice having the flyers from other states.

08:00 and 10:00 which is about when it got windy. In fact, for the speedy, the whole event could be flown in quite good conditions. Only if you were a bit slow you were punished by having to fly in the wind.

Sunday was the big day for the premier event of Open Rubber - the Shaw Cup. First however there was a flyoff for Open Power between Harry Sokol and Roy Summersby. A bit David and Goliath, Roy having a "real" 25 powered open model while Harry flew his 1.5 powered Dixilander. Still, there is always a chance of something going wrong but it didn't so while Harry just got a max (3:06) Roy put in a respectable 4:36.

While the flyoff was going on stooges and OR models were coming out. Ten starters from all three Eastern States. There were eight in the flyoff the next day. Only Mike Glaister who dropped flight 2 and Vin Morgan whose model ended up high in a

in by this time and were contemplating P-30. It didn't look like being much fun in the wind and thermals so only Mike Glaister and Sean O'Connor put in flights. In Oz Diesel only Martin Williams had the stamina to but in 5 flights.

Monday. Shaw Cup flyoff. The first problem was that there were eight flyers and only seven other people to act as timekeepers. A system was devised where Adrian Bryant would start the clock on Terry's model and then when Roy had launched he would take over - hopefully being able to find the model in the air. Since there was not much drift it should work. Everyone got away in the ten minutes but it was Gary Odgers who found a bit of lift to beat second place Peter Greenhill (last year's winner) by 101 seconds. 2012 winner and



Harry Sokol enjoyed his weekend

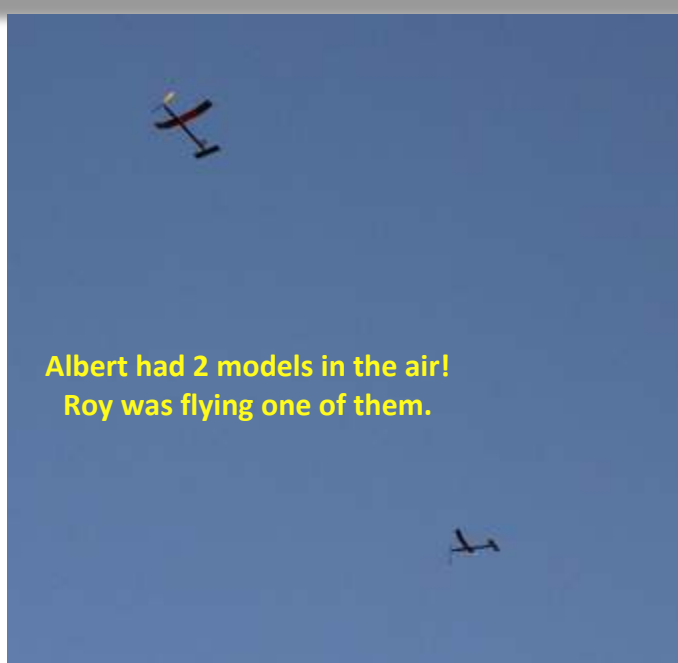


The Shaw Cup

Jim meant business!



Albert had 2 models in the air!
Roy was flying one of them.



Roy's flew away! Albert came to the rescue.



Peter looked HOT!





Leigh was hopeful



Col was getting ready for next year



Roy's Amazon was naughty all day



Peter was ready - for anything!



Terry had one unbelievable flight!



Terry again - different class



Vin had a good weekend



Adrian Bryant came a long way to put in one flight to pick up one trophy. Still, he enjoyed himself, taking the time to recite poetry to the BBQers and also the unsuspecting car club in the pub.



F1B

	Name	1	2	3	4	5	6	7	Total
1	Vin Morgan	180	180	180	180	180	180	180	1260
2	Terry Bond	180	180	180	103	180	180	120	1123
3	Craig Hemsworth	180	180	170	180		180	180	1070
4	Richard Blackam	180	180	180	128	180			848
5	Albert Fathers	180	180	180	180				720
6	Leigh Morgan	180	180	180					540

Victorian State Champs 2014 RESULTS

Open Power

	Name	1	2	3	Total	FO
1	Roy Summersby	180	180	180	540	276
2	Harry Sokol	180	180	180	540	186
3	Gary Odgers	144	145	180	469	
4	Brian Hammond	180	74	180	434	
5	Peter Greenhill	156	60		216	
6	Col Collyer	180			180	

Victorian's
victorious 1 - 2
vanquishing
of NSW



F1A

Name	1	2
Vin Morgan	180	57
Albert Fathers	180	

F1C

Name	1	2
Gary Pope	180	180
Terry Bond	180	134
Roy Summersby	180	

HLG/CLG

Name	1	2	3	4	Best 3
Fred Roberts	60	25	18	18	103

Open Rubber Shaw Cup

	Name	1	2	3	Total	FO
1	Gary Odgers	180	180	180	540	472
2	Peter Greenhill	180	180	180	540	371
3	Jim Christie	180	180	180	540	283
4	Albert Fathers	180	180	180	540	276
5	Terry Bond	180	180	180	540	275
6	Leigh Morgan	180	180	180	540	263
7	Roy Summersby	180	180	180	540	176
8	Col Collyer	180	180	180	540	154
9	Mike Glaister	180	127		307	
10	Vin Morgan	180			180	

Oz Diesel

	Name	1	2	3	4	5	Total
1	Martin Williams	120	84	120	111	120	555
2	Fred Roberts	64	93	120			277
3	Brian Hammond	120	67				187
4	Peter Greenhill	48	67				115
5	Harry Sokol	20	28				48

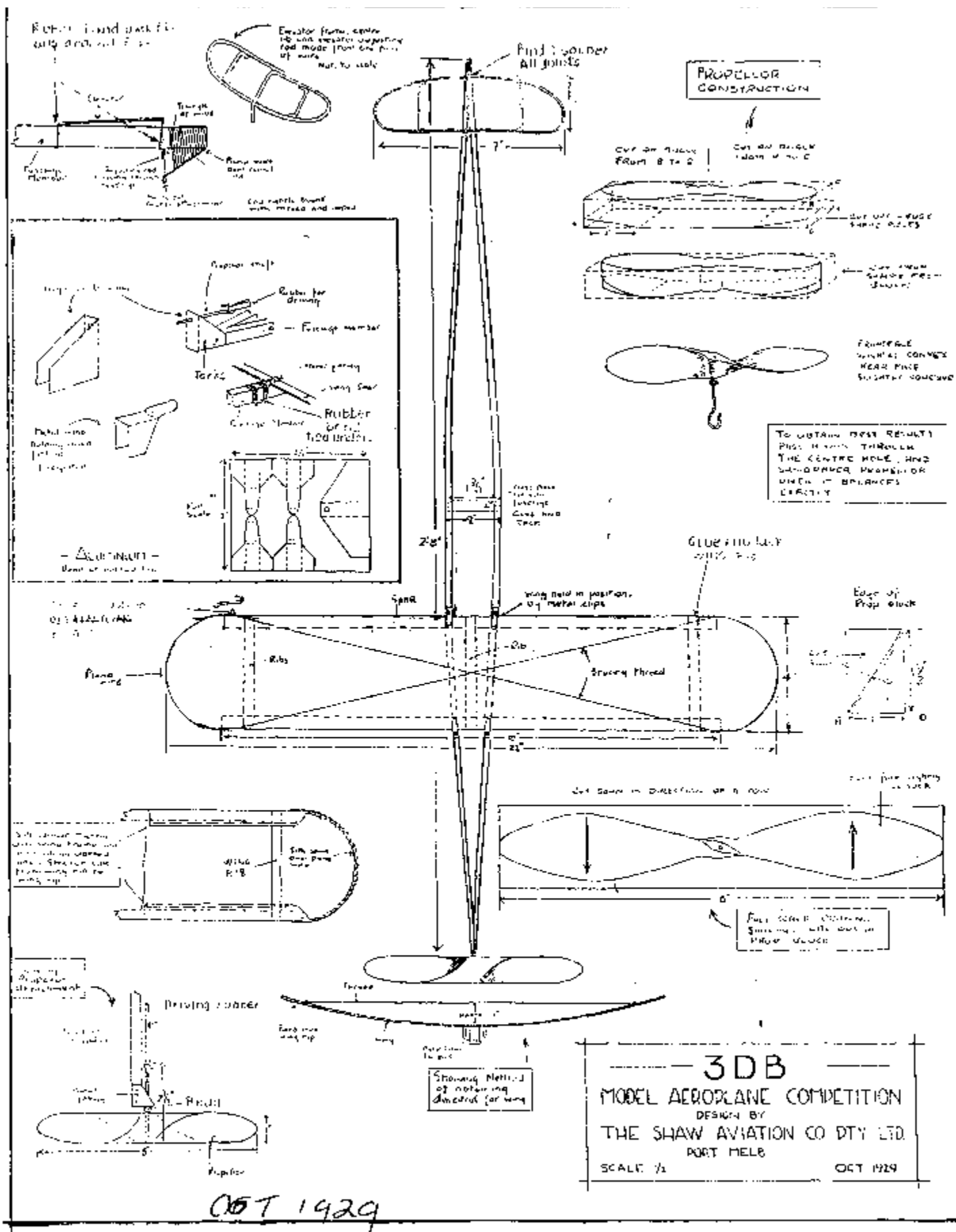
Combined Vintage

	Name	Flight 1	Flight 2	Flight 3	Total
1	Jim Christie	180	180	180	540
2	Roy Summersby	112	73	69	254
3	Adrian Bryant	161			161
4	Albert Fathers	136			136

P-30

	Name	1	2	3	Total
1	Mike Glaister	120	84	120	324
2	Sean O'Connor	120	120		240

The First Shaw Cup Model - where it all began



Time to start building for next year?

SPEED DATING

FF, CL or RC?



WHAT?



NEXT!



ALL AUSTRALIAN BOYS NEED A SHED

by Adrian Bryant

Stretching F1B motors on the farm was easy. Connect one end to the back of the land rover and the other to the cattle crush. Place a log, the length you want stretched, in front of the land rover. Drive to the log. Sit on a roundup drum for 10 minutes, thinking of all the work you could be doing. Then back off – motor stretched.

Now I'm a townie, things are different. The door handle method didn't work. So why not stretch vertical instead of horizontal? My shed has a 12 foot roller door – it goes up and down. Fix one end

of the rubber to the bottom edge of the door and one to the floor. Pull the door up to the stretch you want. This only tells you the motor is stretched.

I now fix one end of the rubber to the bottom of the door and the other to a 10kg weight. Pull the door up till the weight is well clear of the floor. This gives about a 7 to 1 stretch on a 26 strand F1B motor. If you want a longer stretch, add more weight. Measure from the bottom of the door to the bottom of the motor. Measure again after 10 minutes relaxing

in a squatter's chair. Do this test for each motor.

Even from the same batch of rubber there is often a big difference in the increase in length.

Small gain – more torque

Big gain – more turns

While the motor is stretched, it's a good time to lube.



Adrian likes a good chat

Something for the Shaw Cup in 2015?
"Dawn Patrol". American Big Iron.
600 sq. ins. 6 foot fuse
and 3 minute motor run!



when nothing
goes right...
go left.



AT HOME

FRONT SECTION

Remove cowl

Replace fuel lines and bladder if necessary. If using latex, this is a "must"

Yellow/Orange bladder will last a long time, but has to be replaced sometime

Check brake and flood off lines

Check for leaks

Check engine bolts. Are they tight?

Replace prop bands (cut from fuel tube)

Check prop blades. Are they in good shape?

Check timer screws, most important are the ones under the disk

BOOM

Inspect for damage

Check bunt. Clean and ensure it moves freely

Check bunt line. A kink will stop the bunt from working

Check other lines (wear and freeness)

STAB

Inspect for damage

Put stab on boom using two No.8 bands stretched four times, or use bands cut from bladder tube

Pull both VIT and DT lines together and make sure stab comes up quickly when you let the lines go

Check stab screw – it must not be loose

Put boom on fuse, set timer, connect lines, start timer and watch. Bunt, VIT and DT – did they work how they should?

WINGS

Inspect for damage

Check hinge pins (fully in place)

Wing opening arms – are they working freely?

Wing lines – not sticky near fuse? They get oil on them

ASSEMBLE MODEL

Take outside and check all functions

AT THE FLYING FIELD

ASSEMBLE MODEL

1. Tracker
2. RCDT
3. Boom, tighten and check alignment with wing dowel when stab is on
4. Fit stab. Check lines and function. Two x No.8 bands. Replace at midday
5. Fit wings. Two x No.8 bands or one from bladder tube. Replace at midday
6. Have starter gear etc. in place along with streamer on pole

GETTING READY TO FLY

Check engine mount (tight)

Check boom (tight)

Prepare model for flight

1. Wind timer
2. Run timer to desired engine time
3. Put DT in desired scroll

Hook up lines

- 1 Bunt
- 2 IMMEDIATELY check that the bunt is FULLY UP by using finger on back of arm, as well as by sight
- 3 Wing release line
- 4 Take some slack on DT line then hook up pull down/VIT line
- 5 Fold wings and hook up. Make sure they are locked (tap wings)
- 6 Hook up DT
- 7 Fill tank
- 8 Check bunt is UP. Check stab and rudder. Both should be free. Can you move them with your finger? Ensure stab and rudder are not caught on anything
- 9 Ensure there are no crossed lines

Time for a nervous pee? NO, not yet.

Start engine. First run you might need an extra ¼ turn open on the needle

Lean engine until max RPM then open needle as much as possible before going rich. The motor will need a bit more fuel in the climb. DO NOT LAUNCH

This is just the test run, to make sure everything works as it should.

.....Now turn to the next page....



Holding the model vertical, start the timer counting the seconds in your head, and WATCH the stab -

- You should hear the motor stop
- You should see the stab drop
- You should see the stab rise to glide
- Be prepared for the wings to open. Try and have the model level now as it will be in this position at the end of its climb
- Watch the DT work

If everything went well and you are happy with EVERYTHING, and I mean everything including the engine tune, you are NOW ready to fly

Now go back to the step "GETTING READY TO FLY"

NOW it's time for that nervous pee!

FLYING

You now have the model set up as before and are at your starter:

1. Look at the streamer, stand directly behind it. You want the wind equal on both wings when you launch
2. If windy, have the wind at your back when starting to keep the folding blades forward. Remember to turn back to the streamer pole
3. Check the ground around you. Is there anything to trip on or step in?
4. Check for grass tufts. Are there any that might catch the stab?
5. Take hat off
6. Do not wear any loose clothing that the stab might hit after the model leaves your hand. Remember, when you lean back to launch your model your jumper can bulge. Ask me, I know!
7. Have a few dummy launches, try and figure where you want the model to go, or be at by the end of the climb
8. Check once again BUNT. Is it FULLY UP and is the stab FREE?
9. Time to kiss the model – on the wing is best
10. Start engine and be happy with the tune. If not happy, DO NOT LAUNCH

11. Keep the wing trailing edge horizontal to the ground (having someone in front to guide you can be helpful)

12. Gently throw the model as vertical as possible. A straight launch is much better than a hard throw in the wrong direction

13. When you return from your MAX, check the model for any damage while you are cleaning it

And Roy concludes by saying **"F1C is easy, but mistakes can happen quickly, and they can be expensive. I have made most mistakes and I am sure there are a few more out there for me still. If you have any thoughts to add to the above which will help F1C flyers, please let me and the editor of FFDU know."**

Appearing below is an extract from Bill Hartill's book "World Free Flight Review" printed in 1977.

Apart from the engine run, the rest still applies:

"What does it take to win in F1C? Common characteristics that are observable in the winner's circle are: reliable airplanes that groove, reliable engines that don't go sour, timers and auto-mechanisms that work right every time (no Mickey Mouse lash-ups), and a good air sense by the flyer. A super-hot engine is useful but not essential. Your equipment must be ready and dependable. You should have your flight preparation and engine starting routine carefully orchestrated. Anything abnormal then becomes easier to pinpoint and fix. Failure to correct some minor glitch (sick plug, leaky fuel line, loose prop, empty tank, broken brake, auto strings fouled, etc.) cannot be made up by superior performance. Air sense means, pick the right air and right time to fly. F1C models will max off a 7 second engine run if you don't allow something wrong to happen, and if you don't launch into a downdraft. Thermals are useful but not necessary and besides there is always a downer next to them. These you positively don't need. F1C is a challenge to the spirit. When you get ready to launch that screaming ship into the air, the feel of the forces you are about to release are very real. The trim had better be right at the moment of truth."

Happy Flying, Roy

Good launches



Bad launches



Letter to the Editor

Dear Malcolm

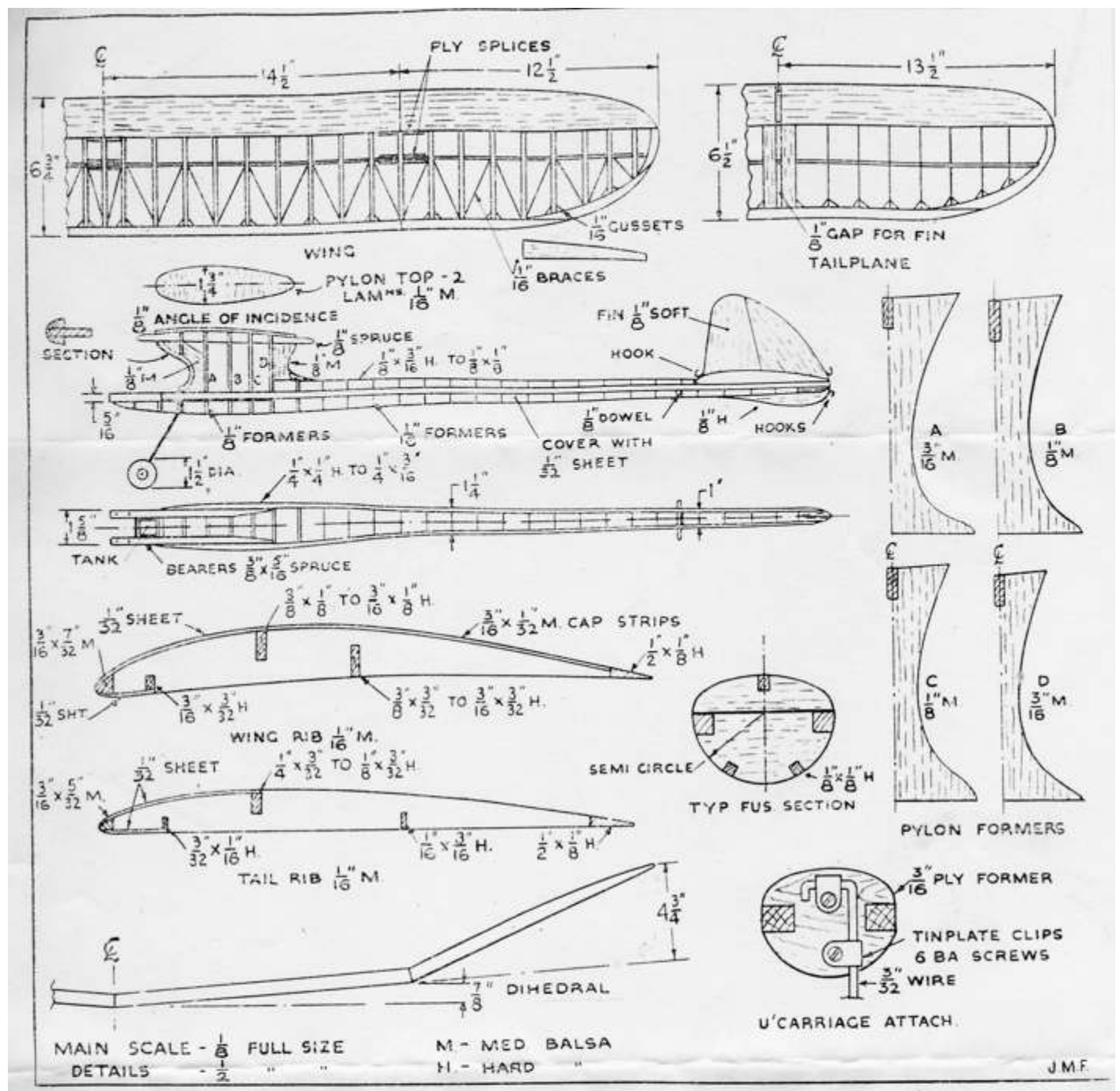
With regard to Roy Summersby's article on his "Flying Pencil", I have news for Roy. That ETA powered model is not the definitive version of this design. That came a year later when the second version won its class at the 1950-51 Nationals which were held on the site of what is now the Adelaide aerodrome. In my report I described the spectators as being "Electrified by the scream of this beautifully built model". And for Roy's benefit, it did have a Dooling.

In the following year at Camden, Alan just about swept the Free Flight events with a team of three different models, all of the same basic design but in three different sizes, namely A1 with an Elfin 1.49, Class A with a McCoy 19, and the Dooling in Class B. The two smaller models won their classes, while the bigger one managed a second place.

I drew the plan of the Elfin powered model, but gave the main dimensions of the other two versions.

Yours,

Jim Fullarton



The Flying Pencil Junior

How to build a replica of the class A1
National Free-Flight winner.

AEROMODELLING

Conducted by
Jim Fullarton

THIS month's design features one of the now famous fleet of three Flying Pencils, used by Allan King in his unprecedented feat of winning two firsts and a second in the three free-flight events at the recent National Championships. Though the smallest of the trio, Junior was tops in performance, with an average ratio of 19.4, but paid the penalty for flying too well when it was lost on its last contest flight. Reports indicated that some local youths had made off with it; a sad fate indeed for such a fine piece of craftsmanship.

We selected Junior for publication because the A1 models, using motors up to 1.5 cc, are easily the most popular free-flight size. But for those readers who prefer to build either of the larger Flying Pencils, the following table will serve as a guide.

	Class A	Class B
Motor	McCoy 19	Dooling 29
Wing span	72 in.	81 in.
Wing chord	9 in.	9½ in.
Tail span	34 in.	36 in.
Tail chord	8½ in.	8½ in.
Length	47 in.	52 in.

As can be seen from the plans, construction is fairly complex, and the design cannot be recommended to the inexperienced modeller. There are several unusual features in the wing construction. The leading edge is sheet covered on both top and bottom, the ribs have cap strips on their rear upper edges, and diagonal braces are used to add stiffness. Before adding these braces, the right hand panel should be given a washin of 5/16 in. at the dihedral joint. Airfoil section is the NACA 6409, and tip ribs should be

reduced in proportion from the main rib shape.

To make the fuselage, first lay down the motor bearers and main crutch longerons, and then cement the lower half-formers in place. When dry, the upper formers and pylon structure are added, and the whole covered with 1/32 in. balsa, excepting the pylon. This is covered with silk attached around the outer edges only, and stretched so that it does not touch the internal formers, thus giving a smooth, streamlined finish. The tailplane should be kept as light as possible, to avoid possible tail heaviness. The dethermaller is actuated by a fuse passed through the rear rubber bands, and upward travel of the tailplane is restricted to about 45 degrees by a cord attached inside the tail end of the fuselage.

(Continued on page 62)

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AIRCRAFT, April, 1952

Roy Summersby recently suggested to me that readers may enjoy a quick "blast from the past" courtesy of the vast library of FFDU editions he has secreted away in the lower story of his humble abode.

Maybe you will like Roy's idea too? So we wind back the clock to Vol 1 No 1 way back when to well, when Roy was almost a Boy, as we go "**Back To The Future**....."



Where it all began

Words from first FFDU editor Alan Edwards,
October 1969

FREE FLIGHT

DOWN UNDER

EDITORIAL

For many years now Free Flight printed matter in Australia has been almost non-existent. "FREE FLIGHT down under" will be printed bi-monthly with details of Free Flight models and news from Australian and New Zealand Clubs, to help cure this situation.

The assistance of Australian and New Zealand modellers in sending details of models, contests, results etc. will be more than welcome.

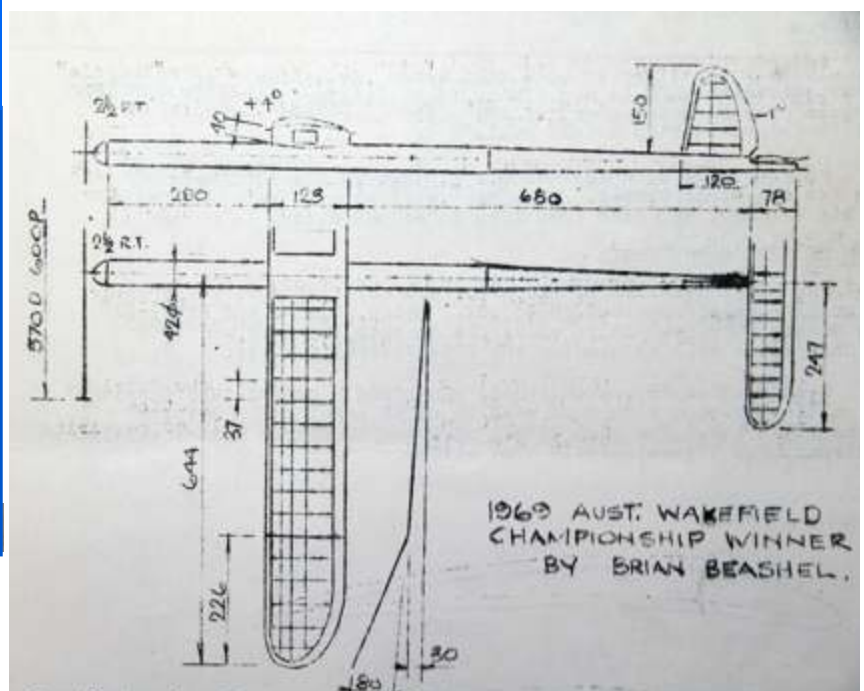
VOL. 1 No. 1
Oct 1969

Compiled and published by SOUTHERN CROSS M.A.C.

All correspondence to: A. EDWARDS, 4 Bare Avenue, MILLVIEW 2170 AUST.

PIRELLI RUBBER

PIRELLI hopes to make available in the near future 6 mm x 1 mm Pirelli at a cost around \$2.00 for 500 gm. The cost will be decided after an initial order has been placed with Pirelli, and import duty paid. Rubber availability in Aust is long overdue so write and let us know your requirements as soon as possible.



So be prepared for some more of this in each edition. Who knows, you may even be mentioned in the text. But this would only apply to the older fossils in our ranks.

RICHMOND SCALE RALLY

5-6 July 2014

F4A TRANS TASMAN CHALLENGE



**Come and join the biggest and best
Free Flight Scale Rally
in the Southern Hemisphere**



- Dozens of Free Flight Scale models on the beautiful turf at Richmond NSW
- Sumptuous Buffet Dinner on Saturday night at the Hawkesbury Race Club
- Witness Australia and New Zealand do battle for the David Hope-Cross Trophy
- Prizes for the "People's Choice", "Next Time" and "Spectacular Arrival"
- Also includes a Power Scramble on Sunday Morning (8.00 am). BBQ lunch and Control Line Fun Fly on Sunday
- Hot soup and bread rolls available on the field

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stowes@ozemail.com.au



CONSTRUCTION CORNER

Roy's Little Tips



The model under construction is a Sopwith Swallow 1/8 scale. The tail surfaces on my last WW 1 models have been built as follows:

The outline is 3 mm aluminium tube formed on a ply or similar former before being attached to very light 1/16 sheet. The panels are joined using 1 mm copper wire which allows for some flight adjustments.

The result is a very ridged stab and fin and, once covered in silk, looks the part.

And I also use a brass block (see photo on left) when setting up



Tahn's W.I.P



First photo is my rebuilt PM 3/1 circa 1934 (the original not my model), it only dates back 7-8 years ago. PM stands for Piero Magni Italian of course. Model was successfully test flown a few weeks ago with new wings (lots of washout) and rebuilt undercarriage and firewall/bearers. Since been repainted with the assistance of Peter "Jasta" Jackson in Mazda red. It awaits final detailing and fuel proofing of the cowling. Powered by Elfin 1.49 (ABC) repro.

Second photo is my version (2014) of an SE5 (Ebeneezer?)

And Ivor's 1948-50 original appears in sepia below. He still has the prop although the model is long gone.

Roy reckons he remembers seeing it fly in the early 50's



So was Ivor the "inventor" of the Ebenezer????

**So what have you been up to?
Surprise me.**

Fred Roberts appears to have the biggest toy

Fred Robert's NIMBUS VP

This is a new Vintage model I have ready for the Victorian FF Championships. It is a Ben Shereshaw "Nimbus", 10ft 4in span and weighs 4kg.

It is powered by a Madewell 0.49ci spark ignition engine and is fitted with a 13x5 prop.

DT and engine cutout is by remote control.

The model was partly built by the late Bob Greenhill a decade or three ago and was never finished.

I finished the fuselage, rebuilt the wings and built a new tail plane and fin/rudder over the last 3 years.

Regards Fred

Ed: *I would have loved to seen it fly at Springhurst but the weather sure wasn't kind enough for such a significantly historic model*



P-30 CONSTRUCTION TIPS



TEAM HANNAFORD MASS LAUNCH AT RICHMOND

Report by Matt Hannaford, photo by Mickey Towell

P30 development and "THE JIG"

Team Hannaford consisting of 3 Junior boys, my partner Donna and myself have had some success with our P 30 models in the last few months, 1st and 2nd at the nationals with new models,

So how did we do it?

Easy as mate! All you have to do is.....

Build a Bond P30!

Well the journey begins way back, I moved in to Studley Court, Narellan and was introduced to 'The Lord Mayor of Studley Ct' Terry Bond, I was an experienced R/C flyer for many years with sport models and a 1/3 scale Pitts Special on the building board and many a home-made contraptions like a leaf blower powered hovercraft and a whipper snipper powered Go-Kart kept the locals intrigued.

One day Terry said "Why don't you build a real model? Why don't you build a P30!"

Not long after, Terry and I were in the fly-off at the 2005 Nat's in Richmond for P30. As we launched I can still remember, "So Matt what did you set your DT for?" Me "It's worth losing a model to beat you hey!" Sadly after 4.5 mins my DT clicked

off. After a 13 min flight Terry was the winner, and got his model back after landing in the river and was found weeks later. I learnt a lot that day!

So 9 years later, an ex-wife and a house. A box full of busted arsed models etc...I found some new inspiration, Donna saw the light in my eyes whenever I talked about my models..... We decided to build some new ones.

I always started with what I call a set-up sheet of which I recorded as much info as I could regarding the set-up of the model, during the day I recorded on a running sheet, the changes made to each model for every flight, with little scribbles to show how the launch looked, changes to the front end and tail height, then at the end of every day measured them all up again a made a finishing sheet.

It really bugged me that when you just got the model right it would be launched into a big boomer of a thermal and you would never see it again! And all that info would be lost! Most of us modellers will build a model, trim it, fly it and it's basically a one-off. I am now going to build several models but want to make them all the same. I have to make them all exactly the same.

The fuselage Jig

(See Fig 1) It is made from 25mm square tube. The model is placed upside down only sitting on the wing mount, this is the datum, the fin protrudes through the tube in a slot cut out. I have two nuts welded to it with screws that are positioned to the tail mount, there is an adjustable angle plate at the front end to measure the right thrust etc. (See Fig 2 and 3)

Now we can measure and duplicate what we know that works, so incidence, tail differential, and thrust angles.

The rudder is adjusted at the field.

The wing jig

As if I was going to give away all my secrets!

RH in-board panel about 1/8" wash in both tips about 1/8" wash out.

But I have a building board with the basic plan laid out onto which I build the wings. I have strengthened the main spar and leading edge due to many crash damages to the original. I have changed the section slightly.

Tail, no changes to original plan. Except a small nylon screw for adjustment.

My thoughts and major changes to the original plan

I have lowered the wing pylon by ½" but kept the same incidence, A P30 model has a burst for the first 5 to 10 seconds of the motor run, (especially when Donna winds it). With a high wing mount the torque effect being the thrust of the motor and the drag of the wing causes the model to pitch up, sometimes causing a stall. With a low wing mount this effect is reduced. Now no room to fit the DT timer so a small pod was made up the front which can accommodate the timer and tracker. If ever I build a model too light needing a tracker to be fitted this is where it will be.

The front end

I used to sand the front of the model to produce the trim for thrust, now that I have achieved what I think is the 90% setting for this, I have drilled the nose block to this angle, If you have a nose block that is concentric and true to the centre-line and then modify the tube that it rests in, it is hard keep that in place without a secondary retainer. It may fall out during the glide. If I need to change thrust angles I need to change nose blocks.

There is no carbon fibre or aluminium reinforcement. Just some high tech card-a-board i.e. a dunny roll but smaller! Sourced from model rocket parts and motors. This makes for a consistent size and inter-changeability of nose blocks.

I have just started to do some propeller testing as I have always used the grey Peck Polymer props and now the yellow one, it's 1 gram heavier but I will give it a go.

The motor, 4 strands of 1/8th gets you a nice long motor run. I used to get 1900 turns out of a brand new motor, be prepared to throw a few in the bin! You can get a lot more with practice! 2080 is not un-common, 2180 is rare. A well stretched motor works the best. We use two different winders, the first 1500 turns are put on with a 30:1 and the rest with a 10:1 with more feel. We need to make some more stands and adapt some more winders so we all can wind at the same time which is letting us down in a fly-off.

Also it's getting hard to spot a small model far away so we are planning to get some light weight spray paint and put a splash of different colour on them plus a spotting scope, and some more trackers.

So now we have 6 models that work, all still under development and always will be.... A bunch of kids having some fun flying them. It's an awesome sight every time we do a mass launch!

STOP PRESS!

P30 Wins combined % at Richmond!

3 people qualified for the fly off for combined %. Tahn Stowe with his F1J, and Donna and myself with our P30's. Tension mounted as the officials worked out the rules, fly off in 5 minutes! Unlimited!

Donna and I didn't want to risk losing our qualifying models and to make it fair for Tahn..... flipped a coin to see who would pull out other models from the box. I choose No 6 last flown by son Sam, Donna Picked No 9 last flew by son Tim.

I launched at the same time as Tahn, bad mistake! It was like a Cessna taking off in the Jet wash of a Boeing 747, Donna a few seconds later. We had trouble spotting them and the watches clicked accordingly..... 3 min 45 seconds later I won, so as a P30 flyer you can still mix it up with the big boys and their toys!



Figure 1



Figure 2



Figure 3

LOST MODEL? First tip - never give up while you have a signal!

words of encouragement, by Malcolm Campbell



The start of a big day

Kathy and I were the only ones at Coominya today and planned to fly my 3 new gliders, and Kathy's old mechanical F1A, starting with Kathy flying her F1A. 3rd flight and the timer didn't start. Of course it hooked a thermal. Kathy walked and watched as I quickly packed my model and towline away. Turning the tracker on I had a signal and was relying on Kathy to have the direction.

We blind-tracked it in the car for 5 hours, covering a criss-cross pattern over 60 kms of what roads seemed close to the signal. Most times it must have been extremely high as we never saw it at all in the binoculars. On each of the many roads we got strong signals at varying points. Returning back to some roads, the signal appeared weaker so it must have been cruising around quite a bit. But why? That had me confused.

We stopped at a high point after 4 hours to have lunch, and it seemed to fly over us unseen. This is when I rang Vin for some reinforcing retrieval suggestions. I was doing all the right things, but, at times, we felt like giving up. But that's hard to do when you still have a signal. Leaving the tracker on the roof of the car to report progress, we had lunch, and then resumed the search.

Eventually we tracked it down to the entrance to a "No Through" road. We had been here before but the signal led us away. This time the signal was encouraging. Driving to the end of the road, the signal became stronger, even with the gain turned down, so I knew we were now close.

We asked permission to enter a lady's property where the signal seemed

promising, and we found the model 4 metres up a tree at the edge of a very large patch of dense scrub; many hundreds of acres in size, according to Google. Fortunately my model was just 10 metres in from the fence. I got it down by shaking the tree a couple of times to shift it to where I could grab its wing tip. It had only flown a direct distance of just 9 kms.

Had the DT gone off? No it hadn't. And the answer was fortunately obvious. The timer starts when the tow hook swings back. It did so when I manually swung the hook back but, when I swung it forward, it stopped and the hook wouldn't swing back. I did this test when I retrieved the model.

Looking further I saw the spring had come off the rudder. And that swings the hook back! So in its final flight I may have towed it up with no rudder control! I know it pulled left on tow and I compensated for that. Then the launch looked dreadful (as you would expect with no rudder) and it commenced flying straight. Until it found its first thermal, and it began circling left, with no spring to control the right glide circle, and it was away on the start of its long jaunt.

Kathy flew the first 2 flights that day and the second of its three flights yesterday terminated in a rough landing and that may have dislodged the spring line, as it

did release the rear wing pins, as it tumbled. I had taken a photo before the first flight and zooming in revealed the spring intact and securely fixed. Getting it ready for its third and final flight, I focussed on hatch and timer only. I did notice the timer didn't sound 100% right so I wound it up and simply hooked up after hearing it running when I played with the hook. When I picked it out of the tree, the rudder spring was dislodged from the control arm. And that is how I think it flew on that final flight.

We were both pleased and surprised to recover it undamaged. Made for a pretty tiring day. Needless to say, I didn't fly my



Found! On the edge of dense scrub



9 km flight path, and the roads we traversed, many not on this map

other models because I think I'd used up all my luck. Kathy wanted me to fly - she's such a tough manager!

The misbehaving model was the ex Phil Mitchell model that flew in the World Champs at Lost Hills in 2001. It has now easily broken its 3.75 hour flyaway record set about 7 years ago when it flew off with towline attached.

And from Vin Morgan:

Well done. You have to be persistent.

If you can hear it you can get it. The difficulty is when it does land the range suddenly goes from the air range of > 50 km to the usual ground range of maybe 1 km. So you need to be one the ball and have a direction at the time of landing so you can then get close enough to hear it. Usually it gets weaker first so you have some warning.

But you could hear it all the time???

Only 9km in a straight line but if it flew for 5 hours, 5 hours x 5 m/sec is 90km!! But of course this is circling.

You need to attend to that DT.

And later from Vin: *You need a complete loop at the end of all springs.*

BUT THAT WAS JUST THE WARM-UP!

On Sunday 9 March in the Victorian State Champs, Albert Fathers launched into a BIG bit of lift in round 4 of F1B. After 5 minutes, I rushed out to him hooking up my yaghi aerial to his receiver.

At about the 10 minute mark, we proceeded to follow the beeps, by car, for about an hour. The model was circling but Albert's receiver was misbehaving so getting a consistent direction was difficult.

We did know it was heading in the general direction of Wangaratta. It appeared that we had overtaken the model at one stage but I was unhappy with the integrity of the signal. It was soon to stop, making me think it had landed. We checked all the roads in the immediate area without success.

We were soon to learn the receiver had a well-used battery. Returning to the field we took a compass bearing on flight direction, and a back bearing. Heading off with a GPS we checked for a signal on each cross-road, all the way to the Hume Highway. Nothing.

Near the rail line adjoining the highway,

we got the faintest of signals. Eureka! After 4 hours we were in luck. Albert and I walked over the slip road and onto the northbound verge and tracked for about 1.5 klms. The signal appeared to cross the road. I found a one lane underpass and this enabled me to cross the highway. Albert walked back to retrieve his car and to check on Adrian.

I elected to rush ahead as the signal was encouraging and strengthening. Walking in to 5 metre high scrub, the signal started to come from everywhere. The model was in a

tree. But was it close? Walking through the scrub it started to go quieter but then, as I broke into a clearing it strengthened again as I approached a large excavation with water and reeds in it. Then it weakened again.

Walking past the water I crested an area that overlooked what was once part of a dump. The signal increased, so I moved right, towards the road, but then it dropped off. Had I walked too far? No, was it behind the large rock spoil to my left? I checked but no it wasn't. I ran ahead to a taller land fill section but no real direction.

I then decided that I should track back about 2 klms to find Albert and recommence the search, frustrated that I hadn't been successful.

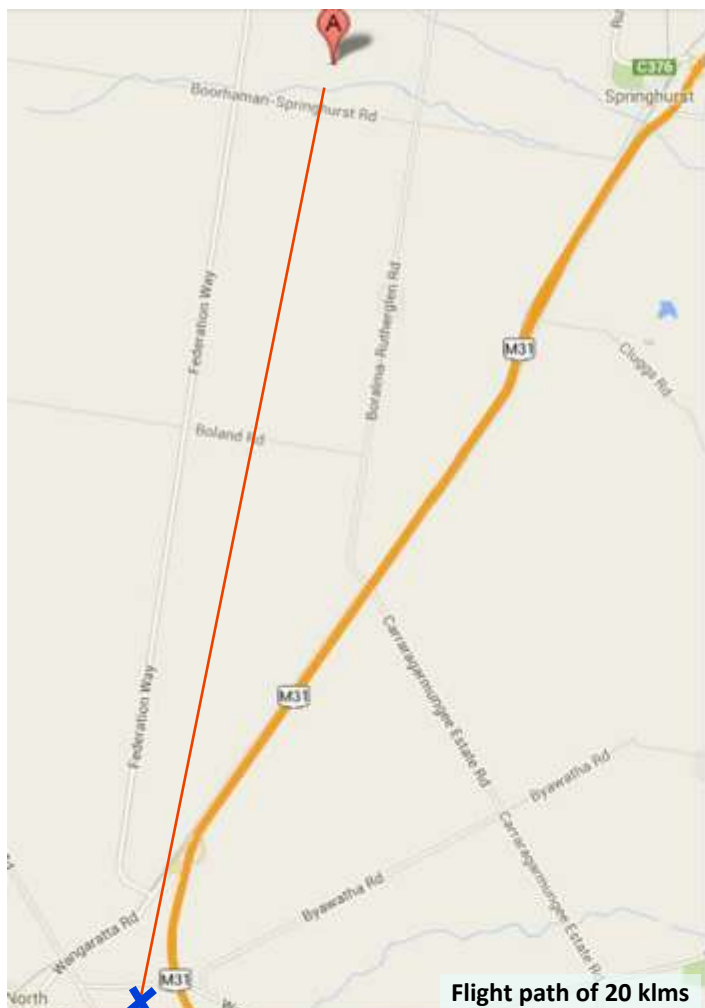
We both retraced my steps noting how unreliable the signal was. I crossed the fence and walked out onto the highway median strip. The signal still seemed to favour the southbound verge. Walking another few hundred metres, I arrived at an 8 foot chain wire fence, with locked gate. This was the entry to the current dump. At this stage it was 6.30 pm, I had a strong signal pointing across the road and I could see an overpass 200 metres down the road. The highway had kinked to the left, so the model now appeared to be on the western side of the highway.

I really wanted to get to that bridge, but we had to get Adrian back for dinner. Drat! We'll have to wait until the Open Rubber event is flown.

Overnight, increasing wind had me worried Albert's model, that was obviously in a tree, could be blown out losing the signal and maybe being flung onto a road, maybe even a highway. Albert had already surmised his model may have already been destroyed by highway traffic and all we would find would be the bug!

The next day, we replaced the battery and resumed the search on the western side of the highway along a dirt road that led towards that bridge I wanted to check out. The signal increased so I started to turn down the gain, climbing up onto the bitumen approach to the bridge. Walking a further 200 metres past a high fenced equipment storage yard I started to fear it was locked in there, on a Sunday!

Dropping the gain further the signal increased encouragingly and the indications were it was very close, on the other more open side of the road. As we



crossed the road, Albert saw it nose down and tail up, sporting a simple break to an outer panel, at the foot of a moderate sized gum tree. The stab was detached and miraculously rested alongside, undamaged.

I'd say it had been in that tree for some time, on the side that fortunately had no dense canopy. It may have fallen overnight breaking the wing.

The model was found 19 – 20 klms from the launch site all intact. Albert was very pleased.

Footnote: Ever resilient Adrian had sought shelter under a tree 50 metres from the car and he was approached by 2 walkers. He asked them if they'd seen two

blokes in yellow shirts with a yaghi. They said "No" and one added "I've walked this scrub for 27 years and have never seen or

heard of one! If they have one, they must have brought it with them"

Or at least that's what Adrian told us!



Standard fuel blends are:

Glow fuel: 72% methanol 10% nitro 18% oil (castor or synthetic). Glow fuel for break-in: 80% methanol 20% oil (castor or synthetic).

The object of running in an engine, is to get the engine to the point where all the rubbing surfaces are perfectly mated to each other at all temperatures likely to be attained, while causing as little wear to the engine as possible in the process. The benefits of doing this properly are twofold; the engine will be a 'better' engine throughout its life, and that life would also be extended.

A good tip is to use an old glow plug when first running in an engine, as often minute pieces of metal from the running in process or swarf left from manufacturing can destroy a glow plug in seconds. The

the first half hour of the engine's life when it should be ready for its first full speed run. During all running of new engines, the setting should be on the rich side of peak power.

All running-in during the first tankfuls is done with the throttle fully open.

Ringed Engines:

Start by using one of the smaller propellers recommended by the manufacturer and a minimum of 20% of oil in the straight or low nitro fuel. When using synthetic oil, addition of castor for the first run/s is recommended by most manufacturers and engine authorities.

Run the first tankful absolutely soggy-rich, keeping the glow-plug lead attached if necessary to keep the engine running. Keep all runs of short duration of one-half

method used to achieve this is simple. Run the engine very rich and lightly loaded at first and gradually increase the amount

of work the engine is allowed to do, at the same time gradually increasing the temperature that the engine is allowed to attain, by judicious use of the main needle valve.

This gradual process is spread over approximately

to one minute, with a few minutes cooling down time between each. The number of heat cycles makes the metal "set" and speeds up the final fit of the components. The rich mixture and the short runs prevent the temperature from rising too much. Debris that forms will be washed away by the excess fuel and oil.

For the next few runs set the main fuel needle to give a very fast four-stroke with just the occasional hint of two-stroking. Allow engine to run for 30 seconds and then stop for a two minute cooling period, Start again for 30 seconds then allow to cool again. Gradually increase the length of the full throttle runs, unless the engine shows a tendency to bind, which can be heard by the labouring sound and unwillingness to maintain a steady rpm.

At the end of two tankfuls lean the engine out to the point where the engine is on the verge of two-stroking and four-stroking and go fly, reducing throttle from time to time to allow the engine to cool a bit. Keep this up for about four litres of fuel. By now the engine should be steady running, without any tendency to sag, and can be leaned further to the point, that max. power is achieved. Always back off the needle a bit until a clear drop in rev's can be noticed. That is the standard flight setting for longevity and strong running in the air. During flight, the engine will lean out a bit, so you will be on the safe side of disaster with this setting.

If the engine is to be used under more harsh conditions (e.g. with a tuned pipe or high nitro fuel), then it will need some extra running-in under the short-run procedure, using the same fuel as for it's intended use, but with extra oil added. 25% oil is not

too much for the first runs of a racing engine and will do it a lot of good.

All this might seem a long-winded process but it is necessary to get the best surface finish with the least wear inside your precious engine.

The reason for everything being done in small and gradual steps is that the rubbing surfaces have to be mated at gradually increasing pressures and to further complicate this the shape of the parts change as temperatures are increased. As an illustration, the cylinder and piston are round and parallel sided when made. As the engine warms up the top half of the cylinder gets hotter than the bottom half and so expands unevenly, worse than this the exhaust side of the liner runs hotter than the transfer side, then to add to the problem the front of the engine (in the airstream) runs cooler than the rear of the engine, so you can see the liner would be anything but perfectly round and parallel when thoroughly hot.

That is the reason, that a well run-in engine has a bit less compression during starting than a new engine. The piston and ring are subject to similar stresses. The ring alters its length depending on temperature and is also going up and down a bore which is no longer round or parallel sided and is guided through this operation by a piston which gets hotter at its head where it is in contact with the burning fuel mixture and therefore the diameter of the head is bigger than the walls.

The exhaust side of the piston is hotter than the transfer side so the piston is no longer round or, as mentioned earlier, parallel sided either. All these distortions are larger or smaller depending on the temperature of the engine, so the running-in process has to allow the engine to make the mating working surfaces suitable for all these varying conditions.

During the run-in check all screws and bolts for security and if you have to tighten any cylinder head bolts, remember to tighten a little at a time and in diagonal rotation. You might also find the glow-plug has been affected by small metal particles fired at it during running-in. If you have any doubts change it and keep the old one only for running-in only, or throw it away. It did serve its duty.

Running in ABC engines:

An 'ABC' engine is one with special liner and piston metallurgy, e.g., the piston is aluminium (A), the liner is brass (B), and the brass is chrome plated (C). Generally these are performance orientated engines. When an ABC engine is warmed up, the top of the liner, which made of brass, will expand more than the piston which is made of aluminium. Consequently, as the engine reaches working temperature the piston seal would not be very satisfactory. The manufacturers have taken steps to counteract this undesirable state of affairs by making the liner and piston the correct sizes for when the engine is hot. This means that when cold the piston is a very tight fit at the top of the liner, to the point where some make a light groaning noise when forced over Top Dead Centre (when the piston is at the very top of its travel, or TDC for short).

Warning: a new ABC engine should never be turned over slowly, especially when still lubricated by the original preserving oil that the engine is shipped with. That will cause slight, but immediate damage to the top part of the piston fit, because the surfaces are still rough.

Little running-in is required with these engines, as the cylinder temperature must be raised to full working temperature as quickly as possible to avoid excessive piston wear due to the very tight fit at lower temperatures. As a matter of fact, it is best to fly these engines out of the box, using a rich setting with occasional four stroking. It is important to use an extra 5% of oil on top of the normal mixture.

When bench running, my usual method is to use about 5% extra castor oil in the fuel and set the engine for just below full speed running (throttle fully open, main needle just a little bit rich), and run the engine in short cycles of approximately 30 sec's. full speed and 5 sec's. at 1/3 speed, for the first 15 minutes. This keeps the cylinder temperature up and the slow running should give time for any hot spots to cool down somewhat. For the next 45 minutes use the engine normally but keep it just a

touch rich (just 2 or 3 clicks). After that, normal fuel can be used as per manufacturers recommendations.



Setting the main needle:

This is a most important setting as not only does it set maximum power but it also controls the running temperature of the engine and from there the length of the engine's life, the life of the glow-plug and the overall reliability of the engine's running in flight or elsewhere. Engines don't very often cut out in flight because they are set slightly too rich, but they most certainly do when set too lean.

It takes about five minutes to learn the drill for correct needle valve setting so it's worth taking the trouble for the long term benefits gained.

The drill is to start the engine on low throttle, for safety and usually easier starting due to higher gas speeds through the venturi and consequent better atomization of the fuel droplets. Once started, open the throttle fully and set engine to just four-stroking rich.

Leave the engine to warm through thoroughly at top speed for a few moments, then adjust the needle until the engine is just off four stroking and running smooth. At this point, further leaning of the mixture results in RPM increase. From this established point richen up slowly again until a small but definite drop in RPM is noticed, with the engine still two-stroking.

Lift the nose of the model up vertically and if the small loss of RPM is regained then you should have a good flight setting. If the model has a tendency to go rich or go lean in flight then an extra allowance will have to be made for this on the final setting.

The aim of this is to give maximum power from the engine when it is needed most, either when the model is climbing or when turning sharply and will also give sweet and cool running during level flight, the best of both worlds.



Schedule of Events to Select the Team for the 2015 World Free Flight Championships
The selection Period shall extend from 1st Dec 2013 to 30th Nov 2014

Event	Class	Date	Location
67th Nationals (F/F)	F1C	29 Dec 2013	Springhurst
	F1A	30 Dec 2013	Springhurst
	F1B	1 Jan 2014	Springhurst
Vic State Champs	F1A, F1B,F1C	8-10 Mar 2014	Springhurst
Qld State Champs	F1A	29 Mar 2014	Dalby
	F1C	12 Apr 2014	Dalby
	F1B	17 May 2014	Dalby
Qld Addit Event	F1A	23 Oct 2014	Dalby
	F1C	23 Oct 2014	Dalby
	F1B	24 Oct 2014	Dalby
NZ World Cup Event	F1A, F1B,F1C	23-24 Apr 2014	Narrandera
SC Cup	F1B	25 Apr 2014	Narrandera
	F1A, F1C	26 Apr 2014	Narrandera
AFFS Championships	F1B	29 Apr 2014	Narrandera
	F1A	30 Apr 2014	Narrandera
	F1C	30 Apr 2014	Narrandera
NSW State Champs	F1A, F1B, F1C	7-8 Jun 2014 (9 Jun reserve day)	Narrandera
WA State Champs	F1A, F1B,F1C	30 Jun-2 Jul	Meckering
WA Addit event	F1A, F1B,F1C	17Aug 2014	Meckering

One result from an overseas open international event may also be counted



Results of the AFFS Member's Survey



*Not too many replied. Perhaps you are still formulating your reply?
Specifically I would like a few more regular/occasional contributors. We really need an appointed representative in each State to do competition reports. This is essential for our magazine, and may even increase entries at your events.
Remember, good photos invigorate articles and competition reports.*

1. Do you like the current format of Free Flight Down Under?.....All Yes
2. Would you like to change it?2 Yes
If so, in what way?
 1. Historical bits from old FFDU magazines.
 2. Nominated writer from each State to supply regular competition reports.
 3. A person from each FF club to chase articles.
 4. A "Where Do I Get It" column
3. What articles do you want to see in FFDU?
 - (a) Competition.....All Yes
 - (b) Construction tips.....All Yes
 - (c) Plans.....All Yes
 - (d) Trimming tips.....All Yes
 - (e) Electronic timer topics.....All Yes
 - (f) Working with new construction products.....All Yes
 - (g) Flying tips for F1A, B or C.....All Yes
Extend this to include the other classes
 - (h) Vintage discussions.....All Yes
 - (i) Indoor topics and competition reports?.....All Yes
4. Would you help on a regular basis?.....One NO
5. Would you help from time to time?.....All Yes
The occasional competition report
6. What sort of report/s would you be willing to write?
AFFS President's Report and AFFS matters, occasional articles on electronics
7. Would you write competition reports for your State?.....One NO

NINE contributors in this edition:

- Terry Bond
- George Car
- Jim Fullerton
- Matt Hannaford
- Vin Morgan
- Paul Rossiter
- Fred Roberts
- Tahn Stowe
- Roy Summersby

THANK YOU!

So there you have it. Some good ideas came out of this questionnaire. Everyone wanted the variety of articles proposed, but I'm still waiting for offers to contribute such articles!

I do have a few regulars already and I truly appreciate their support. Why don't you try it? You may be the foremost authority on some items, and you may like to contribute?

Now the best way to send me articles is electronically, using Microsoft Word although I can handle some PDFs, if you must. Send JPG photos separately please, and make them at least 200 kbytes each. EMAIL TO: actrain@ozemail.com.au POST: 1 Rex Street, Aspley, QLD 4034

If you must send hand-written work, please keep it brief as I already have enough layout and formatting work, re-typing and/or changes plus my own contributions. So what are you waiting for? Start writing!



The ever reliable George Car sent me this. He said:

"You may not be aware of an excellent newsletter produced by John Lamont in Victoria – but it's well worth downloading and reading. It will certainly give readers an idea of the wealth of model plane building and flying 'over east'.

John is obviously putting a lot of effort into producing an excellent newsletter – great photos, excellent coverage – of model flying events mainly around Victoria. It covers Old Timer, control line, free flight, indoor,

RC scale (especially!), FF scale, Natsyou get the picture.

It is called "Australian Model News" and is on the Bendigo RC aircraft Club web site, from which it is freely downloadable. It used to be "Victorian Model News" on its front cover until about 2011- I guess reflecting its extended scope. Produced bi-monthly, some issues, including the last six, are freely accessible from the club's web site by permission."

<http://www.brcac.asn.au/index.php/amn>

It's been a while since he launched an F1C.
Maybe you know this past president and editor?



Dave Thomas fuels up his Debutante



My son did this for me for Father's Day, highlighting some key things in my life - my gliders, my MX-5, my camera and of course red wine. A professional artist and animator, his work can be seen at:

www.squidtank.com

www.facebook.com/SQUIDTANK



I raced karts for 7 years in the 80s.
My guess is this guy's got too much grip!

Australian Team Trials - The Scores So Far

	Aus Nats	Kiwi	Pan Am	Max Men	Vic St Ch	Kotuku Cup	SCC	AFFS	OLD St Ch	WA St Ch	NSW St Ch	WA Trial	Qld Trial	Sum of best three
	Dec 28-Jan 3	Feb 8	Feb 11	Feb 14, 15	Apr 20-22	Apr 24, 25	Apr 25, 26	Apr 28-30	Mar 29, Apr 12,		Jun 7-8		Oct 23, 24	
F1A														
Malcolm Campbell	1231	x899	x1260	1260										2491
Albert Fathers	1157	x798		962	180									2299
Vin Morgan	1234				237									1471
Phil Mitchell		x1080	x1260	1260										1260
Tahn Stowe	1169													1169
F1B														
Vin Morgan	1260	x1069	x1260	1260	1260									3780
Terry Bond	1183				1123									2306
Richard Blackam	1260				848									2108
Albert Fathers	1056			296	720									2072
Leigh Morgan	1200				540									1740
Paul Rossiter		1260	x1110	x1242										1260
Matt Hanaford	1079													1079
Craig Hemsworth					1070									1070
Graham Maynard	539													539
Gary Pope	343													343
F1C														
Roy Summersby	683	x1080	x1260	1260										1943
Terry Bond	1161													1161
Gary Pope	473													473
Howard Gostelow	324													324
x Under the trials rules one overseas event can be counted. An x before the score indicates an overseas score not used.														
		OS	OS	OS										



It's GREAT to fly in a desert!

This early in the year with only two Australian competitions one of which, the Victorian State Champs, was nearly blown out, trials results are thin except for those who ventured to the desert of Lost Hills in February.

A number of flyers have only one result so it is hardly worth ordering scores. The next lot of scores after the three events at Narrandera will be more interesting. Note that the Kotuku Cup to be held at Narrandera, although a New Zealand event, is not counted as an overseas competition for purposes of team trials (for the simple reason that it is not flown overseas).

These scores are for team selection for the next World Championships to be held in Mongolia in 2015.



BRISBANE FREE FLIGHT SOCIETY



MONTH	DATE	START	EVENT	LOCATION
February	Saturday 15 th	12pm – 4pm	Club meeting plus “show and tell”	John’s Place
	Sunday 23 rd	8am-1pm	Dale’s Fun and Friend’s day (P-20,CLG and special ladies event, sport and limited RC)	Coominya
March	Sunday 9 th	8am-1pm	2 Minute Class models – “All in” Club Contest (3 flights)	Coominya
	Saturday 29 th	7am-12pm	F1A State Champs (5 rounds + 2 for team selection)	Dalby
	Sunday 30 th	7am-12pm	F1H State Champs (5 flights)	Dalby
April	Saturday 5 th	3pm-6pm	Indoor (IHLG/ICLG State Champs)	BSHS
	Saturday 12 th	7am-12pm	F1C State Champs (5 rounds + 2 for team selection)	Dalby
		1pm-4pm	Open Power (3 flights)	Dalby
	Sunday 13 th	7am-12pm	F1J State Champs (5 flights)	Dalby
	Friday 25 th –		Southern Cross and AFFS	Narrandera
May	Friday 2 nd		Southern Cross and AFFS	Narrandera
	Saturday 3 rd	3pm-6pm	Indoor (F1L/MiniStick/Delta Dart Club Events)	BSHS
	Saturday 17 th	7am-12pm	F1B State Champs (5 rounds + 2 for team selection)	Dalby
	Sunday 18 th	7am-12pm	F1G State Champs (5 flights)	Dalby
	Sunday 25 th	8am-1pm	Scale, HLG & CLG	Coominya
June	Saturday 7 th	3pm-6pm	Indoor (Frog Event)	BSHS
	Sunday 8 th	8am–12pm	P-30 (3 flights 120sec max)	Coominya
	Sunday 22 nd	8am–12pm	A1 Sailplane (3 flights)	Coominya
	Saturday 28 th	12pm – 4pm	AGM	John’s Place
July	Saturday 5 th	3pm-6pm	Indoor (P-18 State Champs)	BSHS
	Sunday 13 th	8am–12pm	100gm coupe (3 flights)	Coominya
	Sunday 27 th	8am - 1pm	Dale’s Fun and Friend’s day	Coominya
			(P-20,CLG and special ladies event, sport and limited RC)	
August	Saturday 2 nd	3pm-6pm	Indoor (Peanut Scale State Champs)	BSHS
	Sunday 10 th	8am–12pm	1/2A Power (3 flights)	Coominya
	Sunday 24 th	8am–12pm	QDP (3 flights)	Coominya
September	Saturday 6 th	3pm-6pm	Indoor (General Indoor Flying)	BSHS
	Sunday 7 th	8am–1pm	Col’s Vintage Rally	Coominya
	Sunday 21 st	8am–1pm	Combined % (3 flights)	Coominya
October	Sunday 5 th	8am-1pm	Vic Smeed and KKK	Coominya
	Thursday 23 rd	7am-2pm	F1A & F1C Team Selection Trial (7 rounds)	Dalby
	Friday 24 th	7am-2pm	F1B Team Selection Trial (7 rounds)	Dalby
	Saturday 25 th	7am-9am	LSq/100 (3 rounds)	Dalby
		9am-12pm	Open Rubber State Champs (3 flights – flyoff 7am Sun)	Dalby
	Sunday 26 th	8am – 12pm	No Frills Wakefield (3 flights)	Dalby
November	Sunday 2 nd	8am – 12pm	Frog rally and P-20 (3 flights 60sec)	Coominya
	Sunday 9 th	8am-12pm	Club reserve day (general flying)	Coominya
	Saturday 22 nd	12 noon	Xmas party and presentation	TBA

CONTACTS:

► John Lewis 3848 4280 ► Malcolm Campbell 3263 9339 ► Albert Fathers 0755 343490

2014 CALENDAR

New South Wales Free Flight Society

Contest & Fixture Calendar 2014

Date	Event	Venue	Time	C/D
Dec28-3/1	Nationals	Springhurst	See Nat's	Program
Jan 17	General Meeting	Harris Park	7:30pm	
Jan 19	Scramble, Scale Rally, HLG/CG	Richmond	7.00am – 1.00pm	Terry Bond
Feb 9	State Champ, P30.+ Comb Vintage	Richmond	7:00am – 1:00pm	Gary Pope
Feb 23	Combined %	Richmond	7.00am --1.00pm	Tahn Stowe
Mar 1-2	Hunter Valley Champs	Muswellbrook		
Mar 8-10	Victorian State Champs	Springhurst		
Mar 16	Combined %	Richmond	7:00am – 1:00pm	Jim Christie
Mar 17-18	MAAA Conference			
Mar 21	General Meeting	Harris Park	7.30pm	
April 6	State Champs HLG/CG. Rocket Glider , Plus Combined Vintage	Richmond	7.00-1.00	Roy Summersby
April 23 to May 1	Kiwi Cup, Southern Cross Cup, AFFS Champs	Narrandera	See AFFS Program	SCC. T.B.A.
May 3-4	Veterans Gathering	Muswellbrook		
May 11	State Champs Scramble, Combined % , Control Line flying BBQ Lunch	Richmond	7:00am – 1:00pm	Roy Summersby
May 16	General Meeting	Harris Park	7.30 pm	
May 25	P30, Diesel Duration, + Comb Open	Richmond	7:00am – 1:00pm	Terry Bond
June 7-8	NSW State Champs F1A,B,C	Narrandera	8.00am--3.00pm	Jim Christie
June 15	Combined Vintage, HLG/CG, P30	Richmond	7:00am – 1:00pm	Gary Pope
June 22	Russell Forth Scramble	Illawarra		
July 5-6	Scale Rally Weekend. Sun 6th ½ Hour scramble, Fun Fly C/L flying & BBQ Lunch	Richmond	7.00am	Tahn Stowe Roy Summersby
July 18	General Meeting	Harris Park		
July 20	Combined %	Richmond	7:00am – 1:00pm	Jim Christie
Aug 10	Combined %, Multiple Entries.	Richmond	7.00am- 1.00pm	Terry Bond
Aug 24	Scale Rally, P 30, Combined Vintage	Richmond	7:00am – 1:00pm	Tahn Stowe
Sep 7	½ Hour Scramble + Tomboy Mass Launch. Fuller Day, Stomper Dixielander, Zoot Suit. B-B-Q Lunch	Richmond	7:00am – 1:00pm	Chris Dudley
Sep 19	Annual General Meeting	Harris Park	7:30 pm	
Sep 28	State Champs F1G,H,J Combined	Richmond	7.00am--1.00pm	Jim Christie
Oct 12	Diesel Duration, P30, HLG/CG	Richmond		Tahn Stowe
Oct 26	State Champs Combined Vintage, ½ Hour Scramble, BBQ Lunch	Richmond	7:00am – 1:00pm	Gary Pope
Nov 9	Combined % Multiple entries	Richmond	7.00am- 1.00pm	Roy Summersby
Nov 16	Mills Trophy Scramble	Illawarra		
Nov 21	General Meeting	Harris Park	7:30 pm	
Nov 30	F1G, H J,(Combined)	Richmond	7:00am – 1:00pm	Gary Pope
Dec 14	½ Hour Scramble, Combined Vintage with SAMS + Fun Fly. BBQ Xmas Lunch	Richmond	7:00am – 1:00pm	Terry Bond
Note	All scrambles start as close to	8.00 am as	possible	

West Australian 2014 Free Flight Contest Calendar

DATE	CONTEST CLASS	LOCATION	TIME	CONTACT
28 th Dec to 6 th Jan	67th Australian nationals	Springhurst		
2 nd March	Combined Open	Meckering	9.00 am	Chris Behr – 9448 9922
16 th March	WAFFS Free Flight Cup	Meckering	9.00 am	Paul Rossiter – 9316 0250
13 th April	Open Rubber State Championships	Meckering	9.00 am	TBA
As above	SLOP State Championships	As above	9.00 am	TBA
25 th – 26 th April	Southern Cross Cup (TT)	Narrandera		
27 th April 1 st May	AFFS Championships (TT)	Narrandera		
4 th May	HLG/CLG State Championships	TBA	TBA	George Car – 6161 9381
As above	Power Scramble State Championships	TBA	TBA	George Car – 6161 9381
18 th May	P30 State Champs / FIG Cup	Meckering	9.00 am	Rod McDonald - 9316 2762
as above	Combined Open / Free Flight Cup	as above	as above	
31 st May– 2 nd June	F1A, F1B and F1C State Championships (TT)	Meckering	9.00 am	Phil Letchford - 9295 2161
as above	Combined Open / Free Flight Cup	as above	as above	
22 rd June	Escargot Trophy	Meckering	9.00 am	Adrian Dyson – 9295 4418
As above	WAMAC Cup	as above	9.00 am	
as above	Combined Open / Free Flight Cup	as above	as above	
6 th July	Open Power State Championships	Meckering	9.00 am	TBA
as above	F1B Crowley Cup	as above	as above	
as above	Combined Open / Free Flight Cup	as above	as above	
20 st July	Fuller, Nostalgia and F1Q	Meckering	9.00 am	Paul Rossiter – 9316 0250
As above	Combined Open / Free Flight Cup	as above	as above	
17 th – 18 th August	FIA Team trials F1A, F1B and F1C (TT)	Meckering	9.00 am	Chris Behr – 94448 9922
as above	Combined Open / Free Flight Cup	Meckering	9.00 am	

- NOTES: 1. WAFFS Free flight Cup is a series of events for the following classes:
A/1 glider; Coupe rubber, 1/2A Power; P-30 rubber; E-30 electric; Co2; Chuck Glider (including CLG).
Competitors may fly one or many classes on each day and throughout the year. Your best scores from the nominated set of flights (normally three in number unless otherwise agreed prior to the event) on three different days, adjusted to a percentage of the perfect score using the appropriate K-factor, are combined to determine your total score for the series.
2. Combined Open is for all classes. Competitors may fly one or many classes on each day and throughout the year. Your best scores from the nominated set of flights (normally three in number unless otherwise agreed prior to the event) on three different days, adjusted to a percentage of the perfect score using the appropriate K-factor, are combined to determine your total score for the series.
3. Results from the specific events may be nominated in advance to count toward the combined events.
4. Sport flying is welcome and encouraged on all competition days.
5. E-30 to have 2 minute max.
6. CO2 to have 2 minute max and 3 cc tank.
7. Chuck glider and CLG to have 3 flights, but 20 sec attempt to apply outside State Champs. CLG may use no more than a 6" loop of 1/4" rubber.
8. All events marked (TT) are events where scores count towards the Australian Free Flight team selection.
- Interstate participation is encouraged. All events for Team Trials are 7 rounds.
9. All competition events are 5 flights except FIA events which are flown in rounds.

H:\WAFFS\Contest Calendar\2014 Free Flight Calendar.doc