

FREE FLIGHT

DOWN UNDER

NEWSLETTER OF THE AUSTRALIAN FREE FLIGHT SOCIETY INC

VOLUME 46 NUMBER 2

WINTER 2014

THE NEW STATE FIELD

AFFS CHAMPS

KOTUKU CUP

SOUTHERN CROSS CUP

QUEENSLAND COMPS

WA COMPS

F1D WORLD CHAMPS



FRONT COVER:

No one deserves a front cover more than Vin Morgan. His performance this year in F1B has been spectacular. And it was only at Narrandera that I was finally able to capture his launch style. He's so fast!

Free Flight Down Under Winter 2014

Volume 46, Number 2

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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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**Flying on the
NEW FIELD**

5



**THREE World Cups
at Narrandera**

26



**Queensland
competitions**

30



**West Aust
competitions**

41



**Construction
Corner**

PRESIDENT'S REPORT



Once again the dust has settled following the last AFFS Championships and AGM, and so it is timely to review how it all went and see if there is anything that we might want to change or improve.

The field was in excellent condition and probably the best I have ever seen, with short grass and enough scattered saltbush to help prevent models being blown around. The weather was also kind, with just one day turning a bit nasty as a front moved in. The total number of entries (92) was up slightly from last year (80) but still down from the peak of over 200 from some years ago. The total number of entries was boosted by the presence of the five New Zealand fliers, Brian Van Nest from USA and Jama Danier from Canada, as well as some welcome new faces (Craig Hemsworth, Donna Grey and the Hannafords). Having

three World Cup events (Kotuku Cup, AFFS and Southern Cross Cup) no doubt helped somewhat. If you have any suggestions how we might attract more competitors, please pass them on to me or anyone on the AFFS committee (contact details elsewhere in this magazine).

One change agreed at the 2013 AGM was to move the AFFS championships to a date after Easter but missing Mother's Day and the Veteran's Gathering, and have it linked with the New Zealand event. The main advantage of this was to avoid Easter, making accommodation easier and the possibility of generally lower cost airfares for those who have to travel, and also improve the chances of less wind. The downside was recognised for those few of us who are still working. This change appeared to have been well received, though if any of you have concerns please let us know.

We were again fortunate to have many willing helpers and CD's who ran the events and our heartfelt thanks go out to them. Their efforts really do make the difference between an enjoyable experience and a traumatic one. Thank you one and all.

The AGM was again held along formal lines and a full agenda was managed in just on an hour. Part of the process is to have nominations for all office bearers in writing at least a week before the meeting and also any items to be raised at the meeting at least 14 days before the

meeting. While some may unfortunately see this as a way of hindering discussion or stacking the nomination process, it is actually required by the AFFS Constitution and certainly assists in running the AGM efficiently. It also ensures that all members have advance warning of any matters being raised. Other topics of general interest are now discussed at the Free Flight Forum held immediately after the AGM and this year topics included: the future of the Rose Bowl trophy; how to better recognise Australian World Championship podium finishers; issues with the next free flight nationals in Qld; the proposed purchase of a field at West Wyalong by the NSWFFS; and the future of competitions at Narrandera.

The Australian team selection process was considered at the AGM, as was the role of AFFS (in its capacity as the Free Flight National Special Interest Group) as The Organiser of the team trials. Following on from this, the role of the Team Manager in any dispute resolution was endorsed and the interaction with the MAAA Free Flight Technical Committee clarified.

Finally, we again thank Malcolm Campbell for his tireless efforts as Editor of FFDU. All of us can help Malcolm by contributing letters/articles well in advance of the publication deadlines. Please, please, if you have got something interesting that you have seen or discussed, write it up and send it off to Malcolm!

Happy flying,

Paul Rossiter

The Three S's



FROM THE EDITOR:

Well, the Winter edition of "Free Flight Down Under" has turned into a bumper edition, thanks particularly to the contributions from Matt Hannaford, Rob Wallace, Graham Maynard, George Car, Roy Summersby, Tahn Stowe, Terry Bond, Vin Morgan, John Lewis, Phil Letchford, Paul Rossiter and Tim Hayward-Brown. We also have Australia's only State-owned free flight field to talk about, at West Wyalong, NSW. An excellent set of State Champs were conducted there in June and the feedback has been very positive. Australian flyers will be the envy of flyers world-wide, as we are now in a position of having a permanent place to conduct our competitions.

Don't think I'll say much more now, as there is just so much reading material in this latest edition I'll just head off to the chiropractor to re-align my back after so much typing!

Cheers, Malcolm Campbell



NSWFFS editorial from Free Flighter June 2014

Hi Team,

This time it is good, good, really good news. We now have a 701 acre paddock. It is located in West Wyalong at 1390 Clear Ridge Road. Our field is now owned by the NSWFFS and is suitable for all F1 and other events. You will read more about this in this "Free Flighter" and it is so exciting to have a home at last.

This has been donated by a very generous person who wishes to

remain anonymous. Please bear in mind that this is not part of the money held in store for the purchase of fields by the MAAA. You may remember that the original field purchase on the same block of land with the full DA requested by the NSWFFS was denied by the MAAA.

We now hope that our membership will increase and include all free flighters from Australia. At the recent MAAA council conference I spoke with a number of state executives and they

all said that all free flighters should affiliate through the NSWFFS.

Currently we are in the process of CASA approval and discussions with the local gliding club. We do not see any of these things being a problem and we will fly our state champs there on the June long weekend. Book your motels now*.

Terry Bond

* The NSW State Champs have been run and won. The field is great! ED

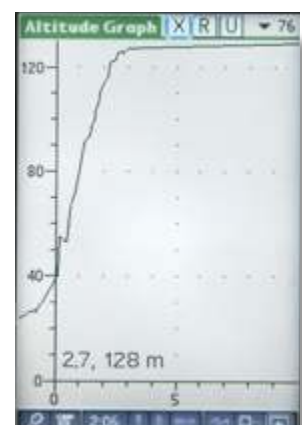


Jama Danier says: "I was training yesterday and reached some better launches than I usually get. I made some modifications to the hook and changed the acceleration part of the launch. Instead of utilizing just the high tension I tried to create a high speed as well before the final kick. It is a riskier

way to fly the model but it worked all day yesterday. Wind was 3 m/sec. Attached are the data and graph snap shot."

Ed: Probably he's already beaten this height by now! And he's doing very well in the World Cup scores.

Altitude Data				
Time	Height	SinkSpeed	PredTime	
1.7	111.0	-15.00/-16.26	-	
1.8	113.7	-27.00/-16.98	-	
1.9	116.0	-23.00/-17.10	-	
2.0	117.0	-10.00/-16.96	-	
2.1	118.0	-10.00/-16.82	-	
2.2	119.6	-16.00/-16.81	-	
2.3	122.0	-24.00/-16.94	-	
2.4	122.2	-2.00/-16.67	-	
2.5	122.9	-7.00/-16.49	-	
2.6	125.6	-27.00/-16.68	-	
2.7	128.8	-2.00/-16.42	-	
2.8	128.9	-2.00/-16.10	-	
2.9	129.3	-10.00/-16.00	-	
3.0	129.6	-7.00/-15.85	-	
5.0	129.8	-0.25/-11.95	-	
0.10	129.9	-0.24/-7.45	-	



Kotuku Cup Narrandera Australia 2014

report by Rob Wallace, photos by Malcolm Campbell



Canadian Jama Danier was the star attraction at Narrandera, with his fearfully dynamic launches

The Kotuku Cup contest was tagged onto the front of the Australian Southern Cross Cup and The AFFS World Cup contests.

This gave the people from this end of the world to have a good go at the World Cup by having 3 contests close together and on the same field.

The Kotuku Cup was set up to be simple and easy to run and with the help of the likes of Vin and Leigh Morgan, Terry Bond Roy Summersby, Di Hanna, Tahn Stowe and others providing tents and equipment. It made our job easier. A great vote of thanks also goes out to Pam Lagan who did a lot of scoring so Paul Lagan and myself could compete in our own contest.

24th April F1B, F1H, F1J

There were 12 entries in F1B. The weather was fine and sometimes very calm causing people to drop flights. Nine made the first round 210 second max but by the 7th round Richard Blackam was in 1st place with a full score closely followed by Ted Burfein who only dropped 2 seconds in round 5 and Vin Morgan who had dropped 4 seconds in round 5, a tricky round.

A relatively new couple on the field were Donna Gray and Matthew Hannaford. Donna was doing well and seemed keen to outdo Matthew which she did taking 6th place over

Matthew's 10th place. Paul Lagan dropped badly in a couple of rounds so withdrew early to save energy for further events and Albert Fathers was having problems so withdrew to sort things out.

F1H had 3 entries but there should have been 4 as I had left ½ a wing behind in NZ so he missed out on 2 events because of it. Phil Mitchell and Brian Van Nest both maxed out but Brian had badly injured his knee and decided not to fly in the flyoff to try and recover for further events. He got a free consultation from Dr K and I had a frozen water bottle to loan Brian as an ice pack which seemed to work well. Phil put in a flyoff time of 221 seconds to place 1st. Malcolm Campbell took the final place with 3 good maxes, but his model developed a time stealing stall in rounds 3 and 5.

F1J also had 3 entries with Roy Summersby getting 577 seconds and Tahn Stowe getting 559 seconds. Both were using state of the art carbon models while Des Slattery was using a wooden model to place 3rd but was having lots of fun.

25th April F1A, F1C, F1G

F1A had 10 entries (injury affected BVN sat out this one) but the weather wasn't as kind as the previous day. There was some light rain to start with and later the wind got up but everyone

persevered and managed to finish the 7 rounds.

Albert Fathers was pleased with his new acquisition, an electric bicycle kit, which he described as brilliant for retrieving.

Jama Danier formerly from Uzbekistan but under the Canadian umbrella was flying an LDA glider with some impressive launches and literally diving at the ground as hard as he could to sling the model to great height off the line. It certainly worked as he ended up with a full score of maxes, and also broke four 250 lb towlines! He was to go into Wagga the next day to seek out 300 lb line.

Antony Koerbin had unlatch problems to score a depressing 0 in round 4 and Craig King was having some difficulties with his Yablonovsky models. Five flyers were affected by turbulence in a particular part of the field during the 4th round - Phil Mitchell, Vin Morgan, Tahn Stowe, Malcolm Campbell and Craig King all recorded low scores. The 6th round caused six flyers to score low.

Vin Morgan had only dropped in the 4th round to come 2nd followed by Phil Mitchell who also dropped in the 4th round to come 3rd. Rob Wallace had got the irritating 179 second score in the 2nd round then dropped another round to come 5th behind Tahn Stowe.

A small discussion on the age of some of the models being used revealed that some of the models are "not young" and rumour has it that Craig is going electronic. It was good to see Brit David Brawn attend as he was doubtful he could make it.

Gary Pope's F1C performed an outside loop under full power directly over tents before comprehensively crashing not far away. This caused Albert to throw himself into the boot of Roy's wagon, for protection! RDT saved a lot of damage to several F1Cs. Roy Summersby was clean after R4, so

he packed up. Terry Bond was having some trim issues so he also withdrew, to go searching for Jim Christie, who'd spent a long time looking for his F1G.

F1G had 3 entries with light winds, increasing by R3. Jim Christie won with 5 maxes and Paul Lagan dropped the last round to take 2nd. Paul Rossiter lost a wing tip in R3 (VM towline!). Vin helped with the repairs and Paul went on to take 3rd.

All in all it was a tricky day with some long retrieves but some free flighters are a persevering and determined lot and fought hard to place.

Rob Wallace



Kotuku Cup results



F1A

1	Jama Danier	CAN14008	210	180	180	180	180	180	180	1290
2	Vin Morgan	AUS19046	210	167	180	149	180	180	180	1246
3	Phil Mitchell	AUS12594	210	180	180	118	180	180	180	1228
4	Tahn Stowe	AUS3184	210	180	180	95	180	180	180	1205
5	Robert Wallace	NZL AM2550	210	179	180	180	180	74	180	1183
6	Malcolm Campbell	AUS52060	210	180	180	95	180	94	180	1119
7	Antony Koerbin	NZL AM4499	210	180	134	0	180	120	180	1004
8	Craig King	NZL AM3300	210	167	149	67	147	69	93	902
9	David Brawn	GBR52517	58	146	94	180	180	123	76	857
10	Albert Fathers	AUS86516	205	154	47	20	113	138	96	773

F1B

1	Richard Blackam	AUS8740	210	180	180	180	180	180	180	1290
2	Ted Burfein	AUS16390	210	180	180	180	178	180	180	1288
3	Vin Morgan	AUS19046	210	180	180	180	180	176	180	1286
4	Craig Hemsworth	AUS8828	210	180	180	165	180	180	180	1275
5	Paul Rossiter	AUS20577	210	180	180	180	150	135	180	1215
6	Donna Gray	AUS77209	145	180	164	180	180	180	180	1209
7	Terry Bond	AUS3107	210	180	180	180	123	162	138	1173
8	Roger Morrell	NZL AM10930	210	180	180	180	124	155	101	1130
9	Leigh Morgan	AUS48321	210	147	147	180	64	180	180	1108
10	Matthew Hannaford	AUS30384	155	180	180	180	56	180	161	1092
11	Paul Lagan	NZL AM107	155	180	180	180	132			827
12	Albert Fathers	AUS86516	139	112	137					388

F1C

1	Roy Summersby	AUS2153	210	180	180	180				750
2	Terry Bond	AUS3107	210	180	170	165				725
3	Gary Pope	AUS38115	10							10

F1G

1	Jim Christie	AUS3951	120	120	120	120	120			600
2	Paul Lagan	NZL AM107	120	120	120	120	82			562
3	Paul Rossiter	AUS20577	120	80	75					275

F1H

1	Phil Mitchell	AUS12594	120	120	120	120	120		600	222
2	Brian van Nest	USA23122	120	120	120	120	120		600	0
3	Malcolm Campbell	AUS52060	120	120	107	120	90		557	

F1J

1	Roy Summersby	AUS2153	120	97	120	120	120			577
2	Tahn Stowe	AUS3184	120	120	120	120	79			559
3	Des Slattery	AUS34	79	52	66	85	120			402

2014 Southern Cross Cup

It's a pity no formal report is available for the Southern Cross Cup. I was simply too busy flying F1A in the breezy conditions and, without Kathy to help me (she was stuck back at work), I couldn't be everywhere, as usual. Maybe age is creeping up on me?

I do recall the magic effort Jama Danier put in to wrest the win away from Phil Mitchell, by just 4 seconds, and the altimeters that showed 1.2 m difference in launch heights. Sink rate from 1.2 m = 4 secs! And poor Rob Wallace missed the fly-off by 2 secs.

The FANTASTIC max out in F1B by old timers Richard Blackam and Vin Morgan and the new kids on the block, Craig Hemsworth and Matt Hannaford was a highlight. The fly-off was a beauty, with only 31 seconds separating the first 4 places.

Roy Summersby put in a strong performance in F1C from sand groper Neil Pollock who showed some real talent during the week. One to watch. Terry had an event he'd rather forget and I'm sure he has.

Oh, Roy also dismantled "Dianne", again, and this time it will take longer to fix.

Memorable moments at the SCC 2014



Jama and Phil's great F1A fly-off



Fledgling Donna Gray's stellar F1B debut



Roy's Big One



The pressure shows in the OR fly-off



Albert Father's dominant display in OR



The prevalence of sparky bikes

And of course the superb F1B fly-off

SCC RESULTS

F1A

								Total	Flyoff
1	Jama Danier	180	180	180	180	180	180	1685	425
2	Phil Mitchell	180	180	180	180	180	180	1681	421
3	Rob Wallace	178	180	180	180	180	180	1258	
4	Albert Fathers	180	180	180	180	180	97	1177	
5	Brian Van Nest	180	180	180	87	180	180	1167	
6	Antony Koerbin	180	180	180	131	180	180	111	1142
7	Malcolm Campbell	180	173	180	180	180	91	150	1134
8	David Brawn	140	169	177	180	90	106	180	1042
9	Craig King	180	28	180	180	120	123	180	991
10	Vin Morgan	180	176	180	180				716
11	Tahn Stowe	180	180	160	121				641



F1B

1	Vin Morgan	180	180	180	180	180	180	1515	255
2	Craig Hemsworth	180	180	180	180	180	180	1501	241
3	Matt Hannaford	180	180	180	180	180	180	1491	231
4	Richard Blackam	180	180	180	180	180	180	1484	224
5	Roger Morrell	180	180	180	158	180	180	163	1221
6	Ted Burfein	180	180	180	180	138	180	180	1218
7	Paul Lagan	180	143	180	180	168	180	180	1211
8	Leigh Morgan	180	180	180	119	180	180	180	1199
9	Terry Bond	180	180	180	149	180	106	180	1155
10	Paul Rossiter	180	180	45	180	180	180	180	1125
11	Donna Gray	180	94	130	180	113	180	180	1057
12	Graham Maynard	180	133	180	0	180	180	180	1033
13	Bill Pudney	180	180	180	0	DNF	DNF	DNF	540



F1C

1	Roy Summersby	180	180	180	180	180	180	174	1254
2	Neil Pollock	174	163	180	86	139	156	180	1078
3	Terry Bond	180	-	180	142	9	180	180	871
4	Gary Pope	97	48	165	61	133	180	132	816



OPEN POWER

1	Tahn Stowe (AUS 3184)	180	180	157		517
2	Roy Summersby (AUS 2153)	180	180	145		505
3	Neil Pollock (AUS 9719)	180	139	112		431
4	Des Slattery (AUS 34)	85	92	66		243

OPEN RUBBER

1	Albert Fathers (AUS 65586)	180	180	180		917	377
2	Paul Lagan (NZL AM 107)	180	180	180		861	321
3	Paul Rossiter (AUS 20577)	180	180	180		779	239
4	Jim Christie (AUS 3951)	180	180	178		538	
5	Graham Maynard (AUS 9879)	180	180	142		502	
6	Des Slattery (AUS 34)	141	137	121		399	



2014 AFFS CHAMPIONSHIPS

enthusiastic report by Matthew Hannaford, photos by Malcolm Campbell

I offer the same excuse, not having much to say apart from I took some nice photos! Matt Hannaford gave his impressions of some events and these comments follow. Maybe someone may provide a full report next year?

P-30 - the Premier event



Matt Hannaford gets away



Gentleman Jim tries his best

P-30 was programmed for the last day, which meant no fly-off to come, so your first flight was counted as your fly-off flight if only you maxed the next two flights.

Your first flight was to be made by 9am. The morning was absolutely brilliant! With little lift or drift early on but soon things started to change. As the morning warmed up, Thermals soon became abundant! The king of rubber' Jim Christie current NSW P-30 state champ is up against current Aust champ Donna Gray, with the Morgans not far behind. Team Hannaford has a box full of throw away models with

no trackers or DT fitted. For such an event, the stakes were high.

With an over lap between two comps, Team Hannaford need to make their flights early to then compete in scramble.

I put up my first flight at 8 am and my time was 3 min 09 secs, shortly after Jim did 4 min 30, Leigh Morgan did a test flight but then lost her model and didn't make the 9 am fly-off cut off time.

Donna picked some good air, and then held up scramble event by putting in a 9 min 44 second flight! The longest official flight of the comp, clearly the winner!

But its not all over yet..... you then have to max the next two flights. After she timed for me for scramble Donna then went on to put up two more easy maxes to seal the deal!

AFFS Scramble

The last but most important event in the program. There were three willing contestants and one that was slightly pushed into it. Thanks to Terry Bond for giving up his model to allow Bruce Hao to fly. Bruce has had many attempts with his foamy delta flying wing, in practice and testing. It doesn't glide that well, just what you need for scramble, but his landings needs some work!

The event was put back 1/2 hour to allow for an overlap between P-30 as Team Hannaford was competing in both. And then had to be put back further after timer Donna was slightly tied up with a monster P-30 flight.

The conditions were fantastic, not much drift compared to other days, This will be down to man and machine; Tahn Stowe has had his eyes on the trophy that Phil Mitchell has held for 5 years running. Nationals Champs winner (me) going for the next trophy,



It was to be the Carpet's day



Phil needed a few seconds more



Matt settled down after his 1st flight



And Bruce had fun!

and Bruce, well he has some work to do.

FREE FLIGHT DOWN UNDER

June 2014

As engines were warmed for the final time Paul Rossiter CD sounded the horn, The Le Mans style start is a tradition. With a burbling of de-tuned diesel engines started we were all in the air.

Phil and Tahn, the fit and healthy F1A flyers, settled into consistent flights while Bruce was being coached. I didn't get to test fly my model after crashing into the tent, breaking my fin.

My model was flying straight even finding some thermals at times. With no trees, dams, cars, obstacles in sight, there were no excuses for I should have done this or that! Not even a near miss with a spectator or timer!

As the half hour drew close it, was clearly down to Tahn and Phil. "*STOP the watches*" was called. Relieved it was all over, I'm sure we were all

thinking the same after a week of long retrieves. The scores were in:

Tahn Stowe	1085
Phil Mitchell	1075
Matt Hannaford	715
Bruce Hao	564

I'm sure will still put on the entertainment for the onlookers!

Come and join us, it's fun!

Matt

I took quite a few photos over the week. I trust you like this selection and hope it makes up for the missing narrative.

Malcolm



F1B Richard Blackam



F1B Donna Gray



F1J Tahn Stowe



F1B Craig Hemsworth



F1J Neil Pollock



F1G Vin Morgan



F1B Roger Morrell



F1J Roy Summersby



O/R Jim Christie

Our Narrandera Times

by ACE reporter Matt Hannaford

Just like the local paper I would like to promote the recent competitions held post Easter at Narrandera.

It was our first time flying at Narrandera and Donna's first time flying F1B. 3 world cup events held consecutively over 9 days well away from work, can it get any better?

Yes it can!

The friends that we made, the times shared with each other, from America, Canada, New Zealand, and other interstate visitors.

We stayed in the local caravan park where we relaxed after a long days flying, living in the tent and doing it on the cheap! We missed out on a lot of 'Pub' relations not being with the rest of the teams in town but made up when we could.

But you all missed out on meeting all of the travellers that come and go every day. I gave the couple that could set up there van without an argument a special award!

We stretched motors off the tow ball of the car some nights and spent time with the Pollock's who also resided there.

Donna's First F1B comp was the 'Kotuku cup' with little tuition in the shed at night setting the timer and hooking up the lines and winding a motor or two, It was time.

She was encouraged to come along so that she could trim the model for me! Turns out the model was just fine! And she finished 6th overall beating me (her teacher) and smashing Terry bond (the mentor) and didn't she give it to him over the next week! Even the Kiwi's tuk the puss oit of hum!

She even made it into the local paper, photo courtesy of Malcolm Campbell.

As the days rolled on with comp after comp.... and getting very tired.

I did manage a 3rd in F1B, and 2nd in Combined vintage but the main event's still to come! Scramble and P-30.... LOL

Donna held up Scramble because of a 9 min 44 sec flight to secure the P-30 first place. I got 3rd

And I got a 3rd in scramble behind Tahn Stowe and Phil Mitchell.

The best of it all was the presentation dinner at the Morundah Pub where a gourmet dinner awaited,

complete with courtesy bus to and from Narrandera. This was where I also negotiated with Craig King from NZ some F1A models. Look out F1A flyers - I'm coming to get you!

I would like to thank all the organisers for the 3 events, the timers and spotters that came to the field even when it wasn't there day to compete, especially our overseas competitors for travelling so far, you have all inspired me so much!

So here is some stats for you!

Distance travelled from Camden to Narrandera = 550 km

Distance travelled to and from the flying field over 9 days 900 km

Distance walked approx. 100 km

Number of F1B motors used.

2 X 7 X 3 = 42

Living in the tent..... we saved \$750 compared to the motel.

And the Facebook friend's requests have been amazing with Donna setting up the NSW Free Flight Society Facebook page since we got back.

If you are on Facebook look it up!

A BIG THANKS FROM WA



We would like to thank everyone involved in organising and running a thoroughly enjoyable 10 days of competition flying.

We had a fab time which made the long drive all worth while. It was great to put faces and voices to all the emails and Facebook messages.

A special thank-you to Roy for all his valued advice, assistance and

those hard to find bits to keep my models in the air.

We look forward to catching up again next year, if not before.

Cheers,

Neil and Lisa Pollock

PS: Well done to Matt and Donna in getting the NSWFFS Facebook page up and running.

2014 AFFS Results



F1A winner BRIAN VAN NEST



F1B winner VIN MORGAN

F1A		1	2	3	4	5	6	7	Total	Flyoff
1	Brian van Nest	180	180	180	180	180	180	180	1260	
2	Jama Danier	180	145	180	180	180	180	180	1225	
3	Craig King	104	180	180	180	180	180	180	1184	
4	Tahn Stowe	180	73	180	180	180	169	180	1142	
5	Phil Mitchell	180	97	180	180	180	142	180	1139	
6	Antony Koerbin	180	180	180	180	180	0	180	1080	
7	Malcolm Campbell	180	133	94	180	180	180	103	1050	
8	Rob Wallace	180	80	149	107	180			696	
9	Albert Fathers	180	96						276	

F1B		1	2	3	4	5	6	7	Total	Flyoff
1	Vin Morgan	180	180	180	180	180	180	180	1260	245
2	Richard Blackam	180	180	180	180	180	180	180	1260	213
3	Craig Hemsworth	180	180	180	180	180	180	180	1260	210
4	Terry Bond	180	180	180	180	180	180	180	1260	203
5	Roger Morrell	180	177	160	180	150	180	180	1207	
6	Donna Gray	180	180	180	180	180	177	129	1206	
7	Paul Rossiter	180	180	180	180	143	180	156	1199	
8	Ted Burfein	180	180	180	180	180	67	180	1147	
9	Matt Hannaford	180	180	180	155	180	139	123	1137	
10	Leigh Morgan	180	174	138	169	128	180		969	
11	Paul Lagan	180	180	135	180	150			825	
12	Graham Maynard	160	70	82					312	
13	Albert Fathers	180	113						293	

F1C		1	2	3	4	5	6	7	Total
1	Terry Bond	180	162	180	180	180	180	180	1242
2	Neil Pollock	180	126	180	180	180	151	180	1177
3	Roy Summersby	34			180	180	180	180	754

F1G		1	2	3	4	5	6	7	Total
1	Jim Christie	120	87	120	120				447
2	Vin Morgan	112	120	74	120				426
3	Paul Rossiter	120	111	68	120				419
4	Paul Lagan	120	87	120	120				447
5	Leigh Morgan	120	96	69	65				350
6	Albert Fathers	120	68	120	120				428
7	Terry Bond	120	100						220
8	Graham Maynard								0

AFFS Results continued



F1H		1	2	3	
1	Phil Mitchell	120	120	120	360
2	Malcolm Campbell	72	85	69	226
3	Brian van Nest	120	54		174

F1J		1	2	3	4	5	
1	Neil Pollock	120	120	120	120	120	282
2	Roy Summersby	120	120	120	120	120	279
3	Tahn Stowe	120	120	120	120	120	266
4	Terry Bond	120	120	120	120	95	575
5	Ted Burfein		120	114	120	84	438
6	Des Slattery	92	120	64	59	94	429
7	Matt Hannaford	12	31	33	43	27	146

Open Power		1	
1	Des Slattery	87	87

OPEN RUBBER		1	2	3	
1	Paul Lagan	180	180	180	540
2	Graham Maynard	177	180	180	537
3	Jim Christie	180	166	174	520
4	Paul Rossiter	180	180	128	488
5	Albert Fathers	180			180

P-30		1	2	3		
1	Donna Gray	584	120	120	360	584
2	Jim Christie	275	120	120	360	275
3	Matt Hannaford	189	120	120	360	189
4	Vin Morgan	170	120	120	360	170
5	Graham Maynard	120	120	102	342	
6	Terry Bond	107			107	



Combined Vintage		Model	Year	F1+	F2+	F3+	Total	
1	Jim Christie	Bilgri	1956	180	180	180	540	234
3	Matt Hannaford	Jim Bowler	1954	180	180	180	540	127
4	Albert Fathers	Fred Boxhall	1956	180	163	166	509	
5	Des Slattery	Stomper	1953	150	180	57	387	

HLG		1	2	3	4	5	6	
1	Albert Fathers	28	34	60	32	60	60	180
2	Paul Lagan	50	42	60	9	50	60	170
3	Malcolm Campbell	52	50	42	40	37	60	162
4	Phil Mitchell	32	39	48	24	35	2	122
5	Graham Maynard	29	6	49	20	17	14	98
6	Tahn Stowe	40	19	23	23	28	19	91
7	Tahn Stowe	28	2	13	5	1	42	83
8	Des Slattery	5	23	8	4	4		36

Scramble

1	Tahn Stowe	1085
2	Phil Mitchell	1075
3	Matt Hannaford	715
4	Bruce Hao	564

Oz-D		1	2	3	4	5	
1	Roy Summersby	120	120	120	120	120	600
2	Martin Williams	120	81	80	120	72	473
3	Des Slattery	89	73	81	120	92	455
4	Fred Roberts	120	30	120	60	120	450
5	Malcolm Campbell	54	72	120	76	120	442

Combined Open		Max	1	2	3		
1	Phil Mitchell	A1	120	120	120	100.0	392
2	Paul Lagan	OR	180	180	180	100.0	248
3	Malcolm Campbell	A1	120	120	113	98.1	
4	Terry Bond	F1J	120	64	45	63.6	
5	Ted Burfein	F1J	120	49		46.9	

David Anderson F1A prize

Brian van Nest

Arthur Cooper Rubber Trophy

(Best rubber flier)

Jim Christie

Champion of Champions		C of C points	events entered
1	Phil Mitchell	4.526	5
2	Paul Lagan	4.485	5
3	Terry Bond	3.973	6
4	Jim Christie	3.963	4
5	Tahn Stowe	3.852	5
6	Malcolm Campbell	3.797	5
7	Matt Hannaford	3.436	5
8	Des Slattery	3.056	5
9	Vin Morgan	2.963	3
10	Albert Fathers	2.949	6
11	Graham Maynard	2.814	5
12	Paul Rossiter	2.806	3
13	Roy Summersby	2.604	3
14	Donna Gray	1.957	2
15	Neil Pollock	1.948	2
16	Ted Burfein	1.876	3
17	Leigh Morgan	1.547	2
18	Brian van Nest	1.456	2
19	Craig Hemsworth	1.000	1
20	Richard Blackam	1.000	1
21	Roger Morrell	0.958	1
22	Jama Danier	0.940	1
23	Craig King	0.906	1
24	Antony Koerbin	0.833	1
25	Martin Williams	0.788	1
26	Fred Roberts	0.750	1
27	Bruce Hao	0.520	1
28	Rob Wallace	0.219	Page 14 1



A selection of photographs from the MAGICAL MORUNDAH PUB dinner



Paul and Pam Lagan



Roger and Lindy Morrell



Brian and Janna van Nest



Phil and Noels Mitchell



Kathy and Paul Rossiter



The Birthday Boy 21 today!

Selection criteria for award photographs - photos displayed only if three are present



Kotuku Cup F1G



Kotuku Cup F1H



Kotuku Cup F1J



AFFS F1G



AFFS F1H



AFFS Open Rubber



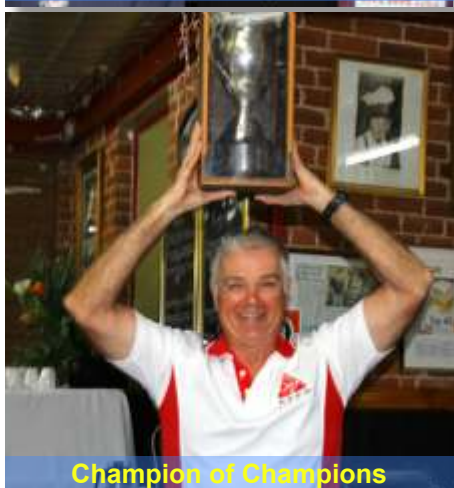
AFFS P-30



AFFS Scramble



AFFS Combined Open



Champion of Champions



David Anderson F1A prize

2014 AFFS President's Report

Over the past twelve months and following the running of a very successful 2013 AFFS Championships, much of the time of the Executive Committee has been taken up with team trial matters (again!), clarification of the role of the AFFS as the MAAA Special Interest Group and its interaction with the Free Flight Technical Committee, clarification of the role of Team Manager, consideration of a possible Asian-Pacific Championships in Australia (which did not turn out to be very feasible), organising the 2014 AFFS Championships, consideration of a NZ World Cup event to precede the SCC-AFFS events, a possible free flight field purchase, and archiving past issues of Free Flight Down Under on the MAAA website. This has led to a number of items for consideration and noting at the 2014 AFFS AGM as follows:



2013 AFFS Championships

Unfortunately, the overall attendance at the Championships saw no change to the general downwards trend evident in recent years, even though numbers were aided by the Chinese team and four visitors from Europe, including two previous world champions (Per Findahl and Igor Vivchar). This means that the number of local participants has in fact continued to drop, which is a pity given the excellent weather and condition of the field.

One change agreed at the 2013 AGM was to move the AFFS championships to a date after Easter but missing Mother's Day and the Veteran's Gathering, and be linked in with the New Zealand events. The main advantage of this is avoiding Easter, making accommodation easier and the possibility of generally lower cost airfares for those who have to travel, and also improving the chances of less wind. The downside is for those few of us who are still working, but it was already usually necessary to take some leave under the old arrangements. This has been implemented this year and we will see how it all works out. As in previous years, we were again fortunate to have many willing helpers who ran the events and our heartfelt thanks go out to them. Their efforts really do make the difference between an enjoyable experience and a traumatic one. Thank you one and all.

Last year also saw the introduction of a Free Flight Forum held after the AGM, where a number of interesting topics were discussed. Among these was the conundrum of motors approved in vintage events, with the problem of modern replicas being allowed but not some original motors from around the period. We all agreed it was indeed a conundrum!

We were fortunate to be able to organise a "clinic" on F1A, B and C with interesting presentations from Per, Igor, Vasily and Slava. Per covered his successful approach to winning competitions, with detailed consideration of the four key elements: models/equipment; flying and tactics; physical preparations and mental preparations. Igor covered developments in F1B including rubber matters, and Vasily and Slava did a duet on F1C model set up. The Chinese team also brought along some very nice flight boxes (with some nice models inside!).

Team Trials

On the team trial front, at the behest of Richard Blackam we have tried to produce a clear set of guidelines for the next selection round for the World Championships to be held in Mongolia in 2015, and these are presented to this AGM for information. Hopefully they will help avoid any confusion in future selection processes. Also presented for noting is the schedule of events for the selection of team members for the 2015 World Championships.

CLARIFICATION OF THE ROLES OF THE FFS AND FFTSC. THE INTERACTION BETWEEN THESE TWO BODIES HAS BECOME SOMEWHAT CONFUSED OVER RECENT YEARS, PARTICULARLY IN AREAS OF POTENTIAL OVERLAP SUCH AS THE TEAM SELECTION PROCESS. FOLLOWING DISCUSSIONS WITH GRAHAM MAYNARD, CHAIR OF THE FFTSC, AND MYSELF AND WITH REFERENCE TO MOP 024: *INTERNATIONAL TEAMS PROCEDURE* AND MOP 020: *RECOGNITION BY THE MAAA OF A NATIONAL INTEREST GROUP PROCEDURE*, WE HAVE DRAFTED A DOCUMENT TO CLARIFY THE SITUATION. THIS WAS AGREED BY THE FFTSC AND AFFS EXECUTIVE AND IS PRESENTED TO THIS MEETING FOR NOTING.

Role of Team manager

Albert Fathers was a very capable Team Manager for the 2013 World Championships and is to be congratulated in managing a difficult situation that presented itself at the championships. After discussions with Albert it was thought desirable to clarify the role and authority of Team Manager to help facilitate resolution of any such occurrences in the future. As a result and guided by MOP 024: *International Teams Procedure*, the Executive has agreed to recommend the processes described in the document *Australian Free Flight Team Organisation and Role of Team Manager* and this is presented for endorsement.

2013 World Championships

Well, what a World Championships! Roy Summersby is World Champion in F1C, a very rare honour indeed, and I cannot think of anyone who would deserve it more. He has done the hard yards over many years of endeavour as well as helping many others along the way. Heartiest congratulations to Roy. Also, a number of members of the Australian teams also made the fly-off rounds: Terry Bond in both F1B and F1C and Phil Mitchell in F1A. Surely this

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AustralianFreeFlightSocietyInc.

*A Special Interest Group of the Model Aircraft
Association of Australia*

AGM Minutes 27th April 2014 Narrandera Ex Servicemen's Club.

Members Present: T Bond, M Campbell, J Christie, A Fathers, T Burfein, G Maynard, P Mitchell, Morgan, P Rossiter, D Slattery, T Stowe, R Summersby, P Wright

Visitors present: Noelene Mitchell, Roger Morrell, Rob Wallace

The meeting opened at 7.01 pm with President Paul Rossiter in the chair.

1. Minutes of the previous meeting as published in FFDU were accepted.
Moved T Bond, seconded P Mitchell, carried.
2. Business arising from the minutes was picked up under agenda items; 5 (Field Status), 6 (AFFS Champs) 8 (Competition Rules), 10 (Trans Tasman), 11 (Sponsorship) and 12 (Memorial Trophies).
The changes to the AFFS constitution as passed in 2013 were noted as being advised to the Dept of Fair Trading by the Secretary. There was no other business arising.
3. Presidents' report. Paul Rossiter referred the meeting to his report (see attached), and thanked Malcolm Campbell for his production of FFDU. He also thanked the executive committee for their work. The report was accepted.
Moved M Campbell, seconded T Bond, carried.
4. Treasurers' Report.

AUSTRALIAN FREE FLIGHT SOCIETY INC.			
Statement of assets and liabilities as at Dec 31, 2013		Statement of income and expenditure January 1, 2013 to December 31, 2013	
CURRENT ASSETS		INCOME	
Community Solutions Cheque a/c	2550.92	Competition entries	1450.00
Cash on hand	193.81	Dinner fees	1360.00
Merchandise	1300.00	From NSWFFS - share of competition costs	633.38
NON-CURRENT ASSETS		Subscriptions	940.00
Property	0	Paper FFDU	290.00
Equipment	385.56	Interest	8.77
TOTAL ASSETS	4430.29	TOTAL INCOME	4682.15
CURRENT LIABILITIES		EXPENDITURE	
NON-CURRENT LIABILITIES	0	Free Flight Down Under	425.99
TOTAL LIABILITIES	0	Printing	111.6
NET ASSETS	4430.29	Postage	0.75
		Bank fees	84.00
		NSW Dep Fair Trading	44.00
		NSW Fair Trading	200.00
		World Ch Team expenses	625.70
		W/Ch wine & labels	27.50
		Ex Services Club	358.88
		2013 competition	902
		All Trophies	1190
		Leeton Hire	200.00
		Dinner	
		Donation, Salvation Army via Wayne Durnan	
		TOTAL EXPENDITURE	4170.42
		OPERATING Profit	511.73

As tabled. The report was accepted.

Moved P Mitchell, seconded A Fathers, carried.

5. Field Status.
Terry Bond read out a document in relation to the acquisition by NSWFFS of a site known as "Kelso" at West Wyalong (see attached)
6. AFFS Champs.
The motion "That, where possible, in future AFFS contests F1A, F1B, and F1C be held on separate days" which was passed at the 2013 was rejected by the FFSC and so lapsed. There was some discussion around the move away from Easter with general agreement that it was positive.
7. AFFS / FFSC / MAAA.
The document detailing the functions and inter-relationships of these bodies was noted. (see attached)
8. Competition rules.
Graham Maynard outlined the rule changes as published by CIAM .These will be discussed at the MAAA annual Council Conference in May 2014.
9. Team Trials
The requirement of the MAAA for annual approval of the multi trial system was noted. The document outlining the process by which a Team Manager could exclude a team member for misconduct was tabled (see attached)with the provisions being covered under MOP 028.A motion to endorse this function of the Team Manager was moved. *Moved M Campbell, seconded by T Bond, carried.*
10. Trans Tasman.
Although the process for selection of an Australian Trans Tasman team was agreed at the last meeting there was no commitment from FFoNZ to continue the competition, being unable to raise a team. Some discussion took place with regard to the "Rose Bowl" but no proposal was put forward.
11. Sponsorship.
Mention was made of the World Champs celebratory wine, and the profit that accrued to the society. There were no other proposals.
12. Memorial Trophies
The one off memorial trophy for Arthur Cooper as approved at the 2013 meeting would be presented at the dinner, for "the best overall performance in the rubber events"..There were no other nominees.
13. As the only nominations received for the executive positions were for the incumbents, a returning officer was not required.
14. The existing Executive Committee comprising P Rossiter President, Roy Summersby Vice President, Vin Morgan Treasurer, Tahn Stowe Secretary and Phil Mitchell Public Officer was returned. Carried .

The meeting was declared closed at 7.55 pm

Continued from page 16

indicates that, while we might be struggling for numbers in some disciplines, the quality is certainly there. So I once again congratulate Albert Fathers (Team Manager) and the whole team for representing Australia at the world level, this time with rare distinction.

Possible Purchase of Free Flight Field

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. Arguments for and against this result have been passionately exercised elsewhere and we will get an update at the AGM.

Before closing I want to again acknowledge the magnificent effort of Malcolm Campbell as Editor of FFDU, the official publication of the AFFS, and send out a plea for AFFS members to make his job somewhat easier by providing material for inclusion in the magazine. The poor response to the questionnaire in a recent edition of FFDU was not particularly encouraging and I hope it does not indicate a general lack of interest in the publication.

Finally I thank the Executive Committee for their efforts in organising the AFFS Championships and for their assistance and contributions throughout the year.

PAUL ROSSITER, PRESIDENT, AFFS



Kathy and I started our week-long drive through NSW (a road trip on the roads less travelled) with the State Championships for F1A, B and C. These were held at the brand new State field at West Wyalong.

It's still a 2 day trip from Brisbane but the second day is much shorter and it allowed us plenty of time to drive out to the field to watch F1B and also do some practice with my F1As. It was also closer for NSW flyers and a couple of hours longer for those from Victoria.

The field is a pleasant surprise but more on that later. Actually, Des and I checked the property out on our way back from the AFFS Champs in May and it still had a dividing fence dissecting the field, making it hard to assess the paddock for flying.

Kathy and I met Ray Smith, the CEO at Bland Shire, attempting to enter the wrong property, so he followed us to No. 1390 Clear Ridge Road to meet with other council officials and NSWFFS committee members. Percy Wright had brought a scramble model and some catapult gliders were also on hand to entertain the visitors and some youngsters.

The **F1B State Champs** were running when we got there and it was good to see the dividing fence had been taken down. It changes the appeal of the property so much for the better

without the fence. So the flight line started and I was told a few had landed just outside the boundary fence. Everyone was in good spirits as you'd





Bland Shire's Jeff Stein launches Percy Wright's scramble model while his son looks on



Most of the F1B brigade - only Donna was missing



Vin Morgan won F1B



Terry Bond came second



and Ted Burfein took 3rd place

expect when you are flying on a field owned by fellow free fliers. F1B had 6 entrants, 2 from each eastern state, and the maxes were starting to

fill the score board. With a blue sky and a light breeze the flyers were happy. Well, maybe not Donna Gray. Her stooge wires let go, hurling her

fully wound model to destruction, fortunately not hitting her. Partner Matt Hannaford also experienced problems early on and Terry Bond had come to their aid with two spare models. Donna now had an electronic model to learn! I think she eventually liked it, finishing ahead of Matt.

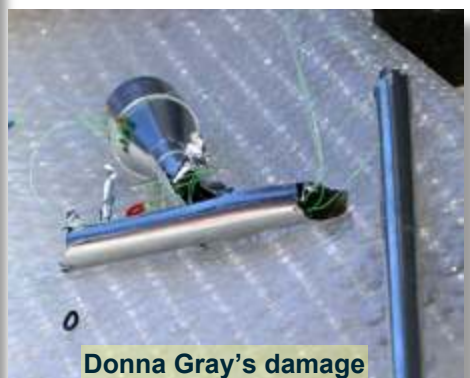
Ted Burfein dropped 2 secs in R2 but stayed focused with 4 straight maxes, only to drop the final round. As it



Matt Hannaford was a busy boy



Leigh Morgan flew well



Donna Gray's damage



Some lift around on Saturday!



Mr and Mrs Morgan had a successful weekend

turned out, it didn't change the results. Terry Bond was the real unfortunate one, being clocked off at 179 secs in the final round. Thanks Percy! So Vin Morgan was the only one to max out, with the enviable tale of 7 full houses out of 9 comps flown this year. Leigh Morgan maxed 4 rounds but sat out the final round as it wasn't to change the placings if she flew or not. Matt Hannaford followed up the rear, 10 secs behind Donna and both with 2 maxes. But they had a lot of fun.

Saturday's breeze was southerly, varying from 1 – 5 m/sec during the day. This was across the paddock. Very few had to climb any fences. With a little more breeze forecast for Sunday and from the same direction, the glider flyers were keen to try out the new field.

During the day, Tahn had lined up everyone to go to a meal at the Royal Hotel. It sounded good and for most it was. The Royal is a grand hotel, well restored and with an inviting restaurant. But the pub had a lot of customers and we ended up outside on an uncovered deck, huddled around one decent light and a big gas heater. Still, most enjoyed the food and stayed until the end, although we may see what else is on offer next time. We trialled various accommodation as well. At least 3 motels were booked and Kathy and I stayed in a self-catering unit in the



Our West Wyalong farmhouse once had a tennis court, and a pool!



F1A didn't start until 10 am Sunday

caravan park. We'll compare notes someday.

F1A/F1C State Champs started with a fog that didn't lift until 10 am. Vin and Malcolm put up some test flights that disappeared at launch – nice to have RDT. Matt and Terry removed a dead tree while waiting and lined up

another tree that also needs "attention" as it is simply not in a good place for flyers. Partial cloud made for a cooler day than Saturday and the winds were a bit stronger too.

Once again, there were 6 entries, two from each eastern state. Wind speed was between 2 and 5 m/sec and



Albert Fathers



Tahn Stowe



The green keepers were busy



Donna launches for Matt Hannaford



Martin Williams had to reach for a second model when this one was damaged

the small thermals were hard to pick. Maxes were not as prevalent suggesting the air was not as kind for the gliders, with Matt Hannaford and Martin Williams dropping the first round, and Albert Fathers and Tahn Stowe joining them in R2. Vin Morgan and Malcolm Campbell stayed focused with 5 straight maxes and then Vin slipped up in R6. Malcolm was the only one to max out and, while several of his maxes were from great height, a couple were nail biters that seemed to float at about 50 feet towards the end, although his worst flight was 202 secs. Martin Williams finished strongly although he had to revert to his second best model after his good one sustained tip damage after a long flight into the neighbouring field. His final flight maxed, displacing Tahn Stowe back to 4th place,

It was good to see the various styles with Vin and Tahn towing for extended periods, Albert and Martin dispatching models after just a few circles, and Matt and Malcolm going up and off. Matt was new to F1A and was flying quite an old Craig King model. Matt really was enthused, giving Albert a real wake up call in R5 when the two had a line tangle, although Albert then got away OK.

So I was flying, taking photos and trying to see what was happening in the **F1C State Champs**. It wasn't easy. 3 flyers from NSW entertained the small crowd, alternating between powerhouse climbs with great glides and wounded birds, tumbling from the sky with unfolding problems. Terry Bond could have saved one of his misdemeanours although there was some confusion as to who actually had

the RDT! Matt Hannaford stood his ground during one of these forced "landings" – a brave man. Roy Summersby decided it was best to



Ted Burfein launching for Albert



Terry Bond flew into first place



Gary Pope took second



Roy saved his models for Mongolia

keep his models for Mongolia, withdrawing after R3. Terry stayed on clocking up 5 straight maxes, retiring when he knew his position was safe. Gary Pope stayed out of trouble but couldn't max, accruing enough points to move into second place by the end of R5, and then flying out the two remaining rounds.

So that ended the first major competition at West Wyalong, the first ever held at an Australian field that was actually owned by the flyers. So history was made, and it was fitting that each of the 3 events was won by each of the 3 States that attended.

I think the F1As tested the field most, with a few models leaving the property, but the competitions were conducted with southerly and SSW and SSE winds blowing across the paddock. And we weren't right down against the southern tree line, perhaps 200 metres out from there. No models were lost, treed, fenced or drowned. And it's great to report the paddock is easy to walk on, as there are only a few sheep on the field. As the field is 1.4 klms by 1.9 klms, flying length-wise in the field will be something to look forward to. And, as the northern end of the paddock was OOB due to some

lambling sheep, we still have a lot of land to explore and fly over.

I can safely say that the first test of the West Wyalong field was passed with flying colours. Jim Christie did a great job as CD on both days. I think Australian free flight owe a big thanks to the NSWFFS for the foresight and selection of the new field.

And a very big thanks must go to the benefactor who loved the sport so much as to acquire it for us to enjoy.



Members of the NSWFFS flank Bland Shire CEO Ray Smith when he visited the new flying field on Saturday.

Matt Hannaford, Tahn Stowe, Terry Bond, Ray Smith and Donna Gray are in this photo.



NSW State Champs West Wyalong 7-8 June 2014

F1A	R1	R2	R3	R4	R5	R6	R7	Total
Malcolm Campbell	180	180	180	180	180	180	180	1260
Vin Morgan	180	180	180	180	180	137	180	1217
Martin Williams	151	180	180	87	180	180	180	1138
Tahn Stowe	180	180	90	127	180	180	180	1117
Albert Fathers	180	116	107	127	180	71	116	897
Matt Hannaford	129	86	84	32	180	180	180	871

F1B

Vin Morgan	180	180	180	180	180	180	180	1260
Terry Bond	180	180	180	180	180	180	179	1259
Ted Burfein	180	178	180	180	180	180	166	1244
Leigh Morgan	180	180	160	130	180	180	167	1177
Donna Gray	166	171	180	176	150	180	110	1133
Matt Hannaford	180	141	147	180	160	140	177	1125

F1C

Terry Bond	180	180	180	180	180			900
Gary Pope	137	131	145	143	38	28	77	699
Roy Summersby	180	180	180					540

Proposed competition at the West Wyalong field September 2014

NSWFFS is proposing to hold some non FAI competitions on their new field at West Wyalong

Dates: 13th and 14th September 2014.
The program is subject to change but would be along these lines.

Saturday

Open Rubber, Vintage Power, Vintage Glider

Saturday evening (before dark)
Dixielander comp to Roy's fun rules.

Saturday Night

B-B-Q on the field

Sunday

Open Power, P30, Vintage Rubber

Comments and acceptances:

To Roy Summersby by 20 Oct 2014

VSM Sunrise challenge

running from 1 July 2014 until 30 June 2015

This is a self-running contest where you can fly any regular class models F1A, F1B, F1C, F1G, F1H, F1Q, or P-30. It is a world-wide event honouring the late Victor Stamov.

Essentially, flyers abide by the following rules:

- * Between July 1st 2014 and June 30th 2015 you go out as often you want as individual or in a group for sunrise flying in dead, calm air
- * You make 5 (minimum 4) flights to the ground without thermal assistance
- * Your timekeeper times your flights and records your data
- * You make online registration + enter results after flying and pay the VSM fees
- * You will see the actual scoring of results on website. Full details at www.vsmsunrise.org website page.



Letters to Editor re West Wyalong field

We have just finished the first competition at West Wyalong. on the first free flight field ever owned by NSWFFS. The field was great, the towns people welcoming and it was a wonderful feeling to fly on our own field.

Di Hanna

It just great to fly on a field we will be able to call our own, and only 10 minutes drive from town. West Wyalong council have even done some work to Clear Ridge road just for us. The two trees that looked trouble some, well one has died already and is ready for the B-B-Q, the other is in the process of dying. Thanks Matt. No doubt there will be many more improvements as time goes by. Let's hope we all use the field as much as possible.

Roy Summersby

EXTRACT: The NSWFFS has flown its' first competition on our new Field at West Wyalong, with competitors coming from Queensland, Victoria and NSW.

It is unfortunate that the MAAA did not back this proposal, as our members funds would have been applied to the proposed development instead of the purchase.

Our numbers are already on the increase now we have a permanent "home". Several members of the West Wyalong Radio Club also visited on the weekend and were most enthusiastic about the field and Free Flight in general.

They expressed keen interest in relocating to this facility once we provide some runways, this prompted in part by the fact that a house was planned to be built in close proximity to their current flying field.

Regards

Tahn Stowe

Hon Treasurer NSWFFS

I am sure you have had plenty of emails this week on the West Wyalong field after last weekends NSW State Champs. I would just like to add my hearty cheers for all involved in the sourcing the site, and the foresight, wherewithal and wisdom to pursue the project to fruition despite the setbacks experienced along the way.

Tahn, the NSWFFS, and, especially a very generous benefactor have probably made the most significant contribution towards sustaining Free Flight (and aeromodelling in general) into the future that we will see in our life times! Congratulations to all involved.

Ted Burfein

We had a really good weekend on the NSW Free Flight field at West Wyalong. I was very impressed with the field.

It looked to me to be at least twice the size of Springhurst, and the few trees are not a problem. In a moderate wind, field is big enough for a three minute flight to remain in the property and the fence into the next property was not difficult once stiles were purchased and put in place.

The field is the first to be owned by a Free Flight Club in Australia. It is a good field and only 10 minutes from the town - no more 100 km round trip every day and no more sore ankles and knees, from retrieving models over extremely rough ground. I think this field will provide stability and a focus for Free Flight within Australia and revive and improve the standard of flying.

I am very grateful to the benefactor, whoever they may be, for providing such a wonderful boost to Free flight in Australia.

Leigh Morgan

We flew the NSW State Championships at West Wyalong on June 7 and 8. It was a pleasant competition and fair test of the field. There had been rain in the days before and there was some wind, mostly about 2-3 m/s but up to 5 m/s on Sunday afternoon. On Sunday morning despite the breeze there was thick fog until 9:30. We waited and started the first round at 10:00. The time between 08:00 and 10:00 was usefully occupied by Terry, Matt and a couple of chainsaws.

The field has trees (although one less after Sunday). The wind on the weekend was from the South which is not the best direction but it was possible to locate the flight line so it was a pretty clear for a kilometre down wind. No-one managed to score a tree. A few flights went into the next property past a tightly strung fence along the Northern boundary which was difficult to climb over until Martin went back to town and picked up one of those ladders that convert into two stiles. I was a bit concerned about fetching from the cropped field in the next property without permission however a fortuitous accidental meeting between Roy and the owner of the field to the North (and the East and the West) and cleared the way for retrieving from these fields. The owner was not at all fussed especially now he knows that although the NSW Free Flight Society was reported in the West Wyalong Advocate to have 200 members, free flight competitions here are actually attended by only a couple of dozen somewhat elderly and fairly harmless individuals.

The field has been used for sheep and there were still quite a lot in the far corner south of the house. As a result the grass is short – mostly only a few cm with small patches up to 30 cm. The ground is smooth to drive over and good to run on but is a bit bumpy on a bike – a full suspension bike is useful.

It's really nice being only 14 km from town.

Vin

Queensland State Champs

F1A



Phil Mitchell and Ben Lewis.
Flying buddies from years back.

report by LouiedaFlyCD John Taylor

After being postponed due to heavy rain in March we were lucky enough to get some reasonable weather in which to fly F1A. Some light rain the night before made for some slightly sticky retrieves in round one and two with the dreaded black soil. The day began calm but by round 3 the wind was gusting to 7ms with around 5ms average. As is often the case at Dalby the wind began to abate from 11am onwards, although it was sometimes upwards of 5 m/sec for the final 3 rounds. Light winds were prevailing by late afternoon for the flying of F1H.

In round 1 John was away first but only gained minimal height with his launch in the still conditions and almost glided into the trees next to the club house before landing in the car

park just short of a max. Ben was less fortunate having his model unlatch prematurely falling off the line to be down in less than 100 seconds. William had a total disaster with his model disintegrating on impact after the model went out of control on the tow. Albert like John gained insufficient height on his first launch falling a few seconds short of a max. By comparison both Malcolm and Phil in particular comfortably made their first round max, with Phil's LDA M & K model gaining far greater launch height than anyone (going off at 90- 95 metres).

In round 2 everyone got away in good air however Ben's problems continued by DT-ing prematurely at 2 minutes after choosing the wrong scroll on the timer. Both Malcolm and

Albert suffered in round 3 as the wind picked up creating some turbulence closer to the ground. Round 4 was good for everyone except John who made a mess of his launch. Similarly round 5 was full of maxes except for Albert who fell 30 seconds short. Round 6 and 7 were flown for team selection points with Phil, Malcolm and Albert easily maxing these rounds.

As was suggested to me the day before, Phil is in a class of his own when it comes to F1A in Australia and his perfect score looked like a walk in the park as his fired off 7 effortless maxes. Both Malcolm and Albert scored well too, clocking over 1200 being a useful contribution to their team position aspirations.

As usual the Dalby club members looked after our needs and it turned out to be a beautiful sunny day, with very pleasant temperature in the low twenties.



What stubble remained was easy to walk over. Kathy retrieves Malcolm's model.

	Name	R1	R2	R3	R4	R5	R6	R7	Total
1	Phil Mitchell	180	180	180	180	180	180	180	1260
2	Malcolm Campbell	180	180	156	180	180	180	180	1236
3	Albert Fathers	170	180	165	180	150	180	180	1205
4	John Lewis	173	180	180	116	180			829
5	Ben Lewis	99	126	180	180	180			765
6	William Jones	1	-	-	-	-			1

Last men standing, winners in both the State Champs and Team Selection Trial



Malcolm was very happy with his Superbone. It performed well in the first 2 rounds.



Driving out to the field visibility was down to fifty meters due to thick fog. By 7am the fog had cleared but we had a light easterly breeze which was the opposite of what was predicted. John was away first with a comfortable max landing about 500 meters away from the road. Ben and Mark had similar flights soon after however George missed his max by 3 seconds. Ted was

a little more unlucky to miss out by one second flying just before 8am.

4 maxes were recorded in round one and by the end of round 4 there were still the same four people in contention for a possible fly-off. John soon made this three finding poor air to be down in just over two minutes on his fifth flight. Graham also found the down air on his 5th flight to spoil an otherwise good score while Ted

pulled out after round two with two sub max scores. George also succumbed to the sink on his fifth flight however Ben, Mark and William made it through to the fly-off at 11.30am.

Both Ben and William comfortably made the 5 minutes however Mark missed the helpful air to drop into 3rd spot. The second fly-off was scheduled after lunch. William had a



malfunctioning switch and resorted to a reserve model but a sudden increase in wind and the prospect of a long 7 minutes retrieve probably contributed to William's failure to make his flight. Ironically Ben found the dreaded sink to score a flight of just over two minutes but sufficient to win the event.

Except for a few gusts of wind after lunch it was a perfect day with an average wind speed of around 1 m/s for the nine competitors. A very special thanks to John Taylor, who gave up his weekend to CD for us all weekend and did an excellent job and the Dalby club members for their catering and hospitality.



Although unwell all weekend, William put on a good show



Ted had a shocker and decided to wait for another day



Albert tried hard all day but failed to max



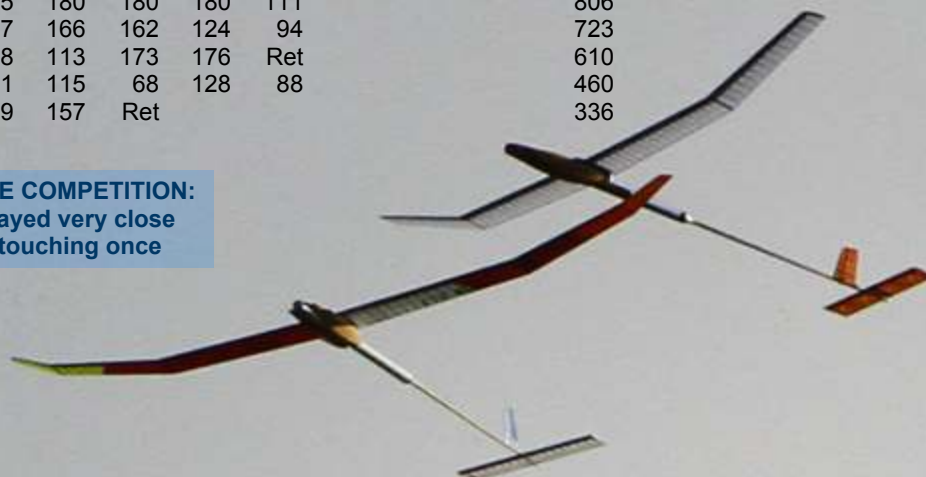
George also tried hard but never caught up



Ron needed two models but smiled on regardless

Name	R1	R2	R3	R4	R5	Fly-off	Fly-off	Total
1. Ben Lewis	180	180	180	180	180	300	127	1327
2. William Jones	180	180	180	180	180	300	-	1200
3. Mark Armour	180	180	180	180	180	220		1120
4. John Lewis	180	180	180	180	126			846
5. Graham Maynard	155	180	180	180	111			806
6. George Baynes	177	166	162	124	94			723
7. Albert Fathers	148	113	173	176	Ret			610
8. Ron Munden	61	115	68	128	88			460
9. Ted Burfein	179	157	Ret					336

IT WAS A VERY CLOSE COMPETITION:
Graham and Mark stayed very close
on this flight, even touching once



Queensland State Champs F1H

It was always going to be a hard ask to fly another 5 flights straight after 7 rounds of F1A but the weather continued to improve after lunch providing us with light winds. The temperature was extremely pleasant as the sun sat at around 30 degrees producing an orange glow with a distant rainbow.

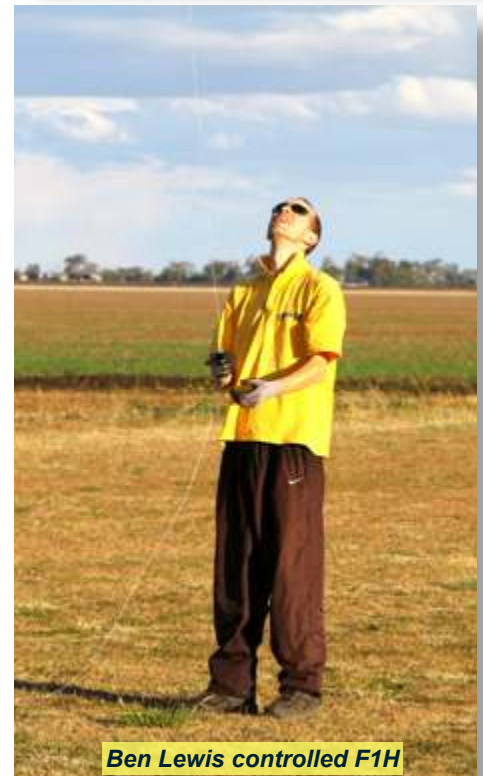
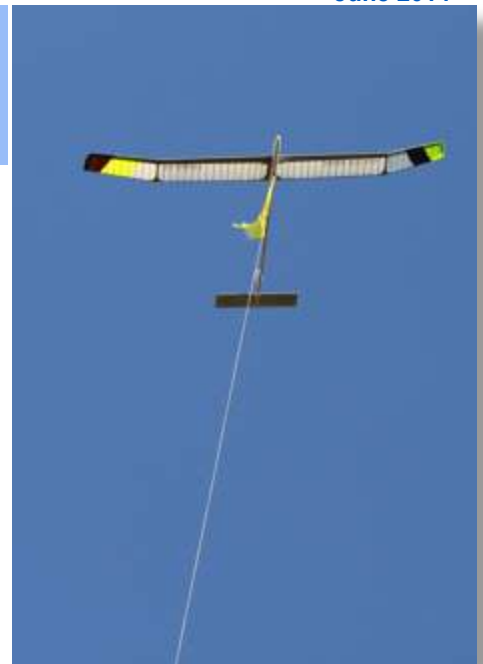
Potentially we had seven competitors but William was somewhat fatigued after searching most of the morning for his son Darren's glider lost the day before and Phil seemed happy to sit and watch. Ben, John and Mark were quickly away scoring a max a piece and Kathy flying a low tech model was close behind. Malcolm's model, although looking like a serious contender, developed a mind of its own and refused to behave on the tow resulting in a couple of attempts, bouncing of the roof of the shade structure over the pit area on one occasion where Sandra thought she would be safe. As the model flew perfectly on Friday's test, the only explanation

was a near flat NiMH battery that wouldn't hold its charge.

As the contest progressed it became apparent that the Lewis team was in control with four maxes a piece and looking good to make it 5 each when John lost his model due to a faulty tracker (*not one of Vin's*). Ben made his fifth max while John resorted to a reserve model only to find it was unflyable due to a flat battery. Finally resorting to an old mechanical zoomer John was unable to make the fly-off leaving Ben in first place.

As day turned into night John's model was found and our attention focused on the evening meal. Ron, Sheila, George, Sandra, John and Ben managed to get into the Leagues club while Malcolm, Kathy, Phil and Noels went to the Chinese restaurant. From all reports everyone had a great meal and a well earned sleep in preparation for the following day.

Name	1	2	3	4	5	Total
1. Ben Lewis	120	120	120	120	120	600
2. John Lewis	120	120	120	120	88	568
3. Mark Armour	120	84	120	90	94	508
4. Kathy Burford	104	75	89	57	84	407
5. Malcolm Campbell	11	-	-	-	-	11



Ben Lewis controlled F1H

23rd Annual Worldwide Postal Competition 2014/2015

"Welcome to another year of non-stressing, friendly, and laid back competition. This year will see some major changes in the categories available. We will continue to include the past categories as many still are familiar with those, and wish to continue flying in those categories."

Ed: There are now over 20 categories to compete in, and there is simply too much information to fit into FFDU. If you wish for more information, email me at actrain@ozemail.com.au and I'll forward the full details to you.

P-30 at Richmond - 25 May

report by Matt Hannaford



I know, I've used this photo before, but the fly-off is always the same!

Today was combined open, diesel duration and P-30.

I will leave the results to those who know about combined open but I think the fly-off between Jim Christie and Terry bond has been postponed for another date. I don't know the results for Diesel but as for P-30 I can report this:

There was 7 competitors today, Team Hannaford up against the 'King Of Rubber' Jim Christie and the Designer of the Bond P-30..... Donna and I put up our flights early as the kids were trying to eat their breakfast and remember how to put the models together and wind them... it's been a while for them.

With busted motors everywhere the kids finally made some good flights,

Terry dropped a round BOOO HOOO, His excuse was he should have put more turns on, But still boasts he gets 3 comps out of one motor! Sam the Birthday Boy turning 10 dropped a round by setting his DT a bit short, very disappointed but took it well, and I'm sure that's a mistake we have all made!

So with the fly-off to come. The wind was building and turned a bit cold just as we launched. Just what I wanted, it's hard knowing you might lose 4 models in a big thermal. No trackers and no DT set for our models. All 5 models were away in yet another spectacular display of P-30 models.

I only had eyes on my model it climbed perfectly, crossing with several models that look all exactly the same, you could throw a blanket over them, and as they landed you couldn't

pick a winner! Until Josh started to fly himself down the paddock with arms out stretched like his was a plane! Circled himself around us all. Really funny!

The results for the fly-off the closest I have ever seen:

Josh Hannaford	144 sec.
Matt Hannaford	138 sec
Tim Hannaford	137 sec
Donna Gray	136 sec
Jim Christie	135 sec

Terry Bond just 1 sec short of a max. Sam Hannaford dropped 9 seconds.

So come on and join the fun that is P-30! Today we were just racing for Pink Slips not sheep stations.

Do you want to build a real model? Build a P-30!

West Australia HLG/CLG State Champs and Power Scramble State Champs.....and Ebenezer Report May 2014

report by CD, George Car

This time of year has the best free flight weather - interspersed with some of variable quality. Not this time, though! Forecast was for gentle breeze till noon, when it would get calmer - and it did, even though cooler than expected. There were gentle thermals there for the picking (I missed them all), for the good field entering this year; a dozen in H/CLG, nine in Scramble, and a very good showing of 17 Ebenezer models.

Power Scramble

Scramble was flown to the MAAA rules, but with a 1/2 hour time slot to aid aging legs. Mayhem, maligned models and chaos as usual, this fun event proceeded in the time honoured tradition. Fun was had by all!

Newcomer Kim Parkes had the very rational, and in the mild-breeze conditions, obviously advantageous approach of flying a Cox RTF plastic helicopter. Let down by reliability on

this occasion, however anyone who did watch the few flights that actually



Newcomer Kim Parkes about to release his secret weapon - a Cox RTF helicopter



Scramble winner, Troy – ably assisted by son



The traditional Ebenezer lineup photo – very good entry of 17

Rob Mills (KK Ladybird) fuels up for 3rd place

took place would have been impressed - pretty well straight up then a safe autorotation down to land closest to launch. Just a bit of trimming and Kim may well show us how it's done in the future.

But it was the consistent flights of the well-tempered Veron Cardinal powered by the ever reliable Mills that took the event for Troy from Dicko (Mills in the purpose, Russ Hammond, designed 'Hatchetman' scramble model - Aeromodelling Digest, 1992). One of two Hatchetmen flown, it is indeed indestructible - no matter how many times it crashed into any, and eventually, all, contestants and timekeepers to the left of launch point! It may have been the many crashes that let Dicko down, as trim seemed to get worse with each flight, but still good enough for second place from newcomer, Rob Mills, flying a very well-trimmed KK Ladybird, resplendent in yellow transparent covering - certainly the best flying model in the contest.

H/CLG winner, Hans Van Lewen, with grandson Mitchell Cameron taking 3rd place

HLG/CLG

Hand and Catapult Launched glider were flown in a combined event, and traditional hand launch of course including the new-fangled discus launched glider. Though obviously having much potential, the DLGs simply weren't consistent enough (some indeed disintegrating upon launch) to place.

It was Hans' CLG that had the well-deserved win, earned by careful trimming and practice - good on you, Hans. Second place was Greg using a series of well and not-so-well trimmed HLG models. Third place went to rising star, Mitchell Cameron. Note must also be made of Dicko's keen fostering of farmer's nephew, Euan Mitchell, who managed a creditable 27s for his

score - for the first time ever flying HLG.

HLG/CLG results

1 Hans Van Lewen	CLG	97
2 Greg McClure	HLG	79
3 Mitchell	CLG	73
4 Ian Dixon	HLG	65
5 Rod McDonald	DLG	62
6 Philip Lechford	HLG	58
7 Kim Parks	HLG	53
8 Troy Latto	HLG	45
=8 Kevin Hooper	HLG	45
9 George Car	CLG	39
10 Euan Mitchell	HLG	27
11 Garry Dickens	CLG	5

..... continued on Page 36

COMBINED OPEN Meckering 16 March 2014

1	Paul Rossiter	F1B
2	Neil Pollock	F1C
3	Philip Letchford	Slow 520 K&B 20 and T Bird 25LA
4	Noel McMillan	Dreamweaver PAW 15
5	Ian Dixon	Scram CS Oliver

**STATE SLOW OPEN POWER Meckering 13 April 2014**

1	Philip Letchford	Slow 520 K&B 20
2	Adrian Dyson	T34 PAW19
3	Greg McClure	Dreamweaver OS15FP
4	Rod McDonald	Maverick 600 OS20FP
5	Noel McMillan	Mini Weaver 1.5 MVVS

**STATE OPEN RUBBER Meckering 13 April 2014**

1	Paul Rossiter
2	Rod McDonald
3	Greg McClure
4	George Carr

STATE F1A, F1B AND F1C Meckering 1 June 2014

Only F1B was flown

1	Paul Rossiter	240	180	180	180	180	180	180	1300
2	George Carr	112	106	133	90	106	97	100	744
3	Rod McDonald	113	115	28	122	dnf	145	159	682

**ESCARGOT TROPHY FOR SLOW OPEN POWER Meckering 30 June 2014**

1	Colin Crowley	106	180	180	466
2	Adrian Dyson	131	138	180	449
3	Rod McDonald	180	5	180	365
4	Mark Sherburn				0

OPEN RUBBER Meckering 30 June 2014

1	Paul Rossiter	180	127	180	466
2	Rod McDonald				DNF



Going Underground



Report and photos by Tim Hayward-Brown

Following on from the last instalment... here are a few highlights from the F1D World Championships held in Slanic, Romania.

Eventually, all the preparation is done, and you are on a plane with a box of models hoping to do your best. Yes, you do get some questions and quizzical looks from security and other passengers with box of F1Ds as your carry-on luggage. But once you have explained what they are, maybe shown a picture of one assembled and flying, the conversation is more usually one of fascination and interest. In the two trips so far we have had no problems, and happily, no damage.

The salt mine in Romania is the biggest indoor venue in the world. A rusty old elevator drops the flyers, 4 or 5 at a time, down 400ft to a huge cavern cut from the rock. The biggest 'man cave' in the world is some 210 ft (65m) from floor to ceiling. The rough-hewn walls taper upwards to a flat-sectioned roof surrounded on all sides by a tiny looking wooden catwalk.

The warmth of the few human competitors below is enough to create a helpful wall-hugging air current that tends to 'centre' the models as they climb upwards.

Some models were caught on ledges and other rough surfaces. But the Romanians have a unique way to bring these models down. A pile of crumpled newspaper is placed at the bottom of the wall below the model and set alight. Then the fire is stamped out.

A minute or so later, a 'bubble' of warm air created by the flames reaches the model and wafts it gently away from the wall and releases it downward. Sometimes it takes many goes at this to bump the model free – but usually it works beautifully. At one point the flyers ran out of newspaper and we watched on as one flyer sacrificed his copy of Playboy to the flames – showing just how much they love their models...

Another model was recovered from a high side cave with a balloon and stick arrangement. When it was

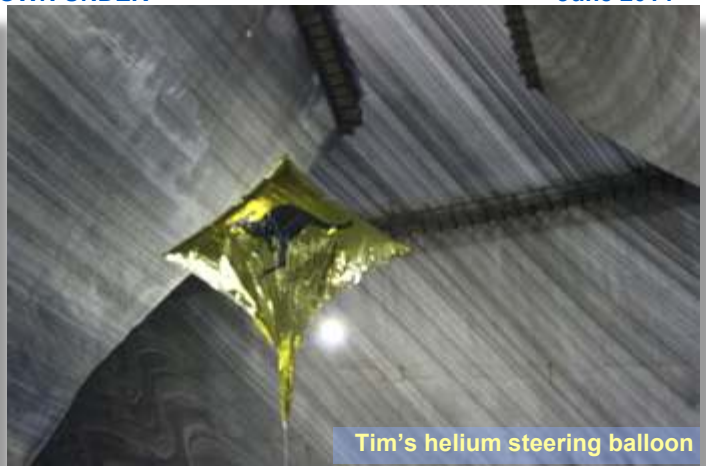
finally released, it came down tangled in another model that had been there for over 25 years! The second model was an old 65 cm fully rigged F1D with remnants of microfilm hanging in ghostly wisps from the intact spars. A crystallised lump of Pirelli still clutched the prop hub. Indoor archaeology.

As far as strategy goes: *'The higher you get, the longer it will take to come down. It's simple physics,'* said newcomer Kang Lee of the US team. He encouraged me to give up the variable pitch systems and focus on the fixed pitch props. By the end of the first event I had a new best time of 27:30.

On the competition Jury for the World Champs event that followed was Willem Helm. He made a bee-line for me and introduced himself. He was a proxy flyer for the 1975 Australian team (flying glider). He remembers David Anderson (AUS team manager), Allan Edwards, Tom Prosser and others from the time and was glad to see Australia back in the F1D business.



Tim and his model



Tim's helium steering balloon

As the main event began, I had another good flight of 28 min+ and eventually managed a new Australian National record time of 29:22.

I used 7/99 rubber for most of the comp. In Belgrade, this rubber was blowing up in the heat and I wondered if it had had its day. So I packed several batches for Slanic. Once I saw the 7/99 was responding well to the 10 deg temperatures, I stuck with it. I have found that if you keep swapping batches, you lose track of what's working and why... so limit the variables.

As the competition continued, previous champs such as Kagan, Treger and Schramm started putting up big times in the 35-36m range. But there was only seconds between them late in the comp. Here is a description from Tapio Linkosalo (Finland) of the final flights.

"The finale was a real thriller. On the last round first Mangalea (Romania) and then Treger (Slovakia) failed, leaving only Brett Sanborn the option to drop Kang Lee off the first place (both US). They both had a re-flight after the final round had ended, so Tim and I took first-row seats, popped some brew, and Tim started a stop-watch on Brett's launch (good thinking). Half an hour later it was obvious, that Kang is not going to improve, while Brett was coming down, but clock was also ticking... only after the 34 min mark it was clear that he is coming down too fast to make the 37 he would have needed to take the title, but his 36+ was still enough to move him to runner-up position. Great entertainment until the end of last flight!"

Congratulations to Kang Lee for securing top spot in his first World Champs.

Thanks go to all those who encouraged and supported the Aus presence at this years' event.

Shortly after the event, a CIAM meeting resulted in proposed changes to F1D rules being approved. So from 1 Jan 2015 – the game changes again. Minimum weight goes UP from 1.2g to 1.4g and the rubber allowance goes DOWN from 0.6g to 0.4g. So my chances of getting 30mins just got a bit harder...

Meanwhile, some Slanic video highlights can be found at:

<http://youtu.be/v1HUYJ4qCd0>

Tim Hayward-Brown

AUS 17083

Adelaide Aeromodellers Club



The Milky Way, as seen from Mars



It was good to catch up at Narrandera, I hope you had a good time. I certainly did, except that I have decided that my free flight time is up! As a result I have some F1B stuff for sale.

I can be contacted at pudney.bill@gmail.com

All the best to all my free flight friends, it's been a ball!!

Thanks a lot, and all the best in the future.

cheers

Bill Pudney

			Item Price	Postage in Australia
1	Andruikov kit F1B 1520mm span	DPR (not VP)		
		DPR wire stuck		
		Stab needs recovering		
		spinner dented, but still functional		
		Test glided and low power flights only	\$300	\$25
2	bp designed "Pink Djinn 1"	first three maxes at recent Southern Cross Cup, then retired due to stab covering damage	\$200	\$25
		Vivchar simple DPR front end, Stepanchuk blades		
3	bp designed "Pink Djinn 2"	bp designed slimline DPR front end		
		Test flown only, but some wing root damage, repairable	\$150	\$25
		With wing jigs to enable repair		
Both Pink Djinns for \$300				\$30 the pair
All three Wakefields for \$500				\$40 the three
	Prop Blades, brand new and unused			
4	2 sets	Andruikov F1B, with EZ clamp fittings	\$50/set	\$10
5	1 set	Stepanchuk F1B, with EZ clamp fittings	\$40/set	\$4
6	1 set	IMG F1B, carbon on balsa with fittings	\$10/set	\$4
7	1 set	Vivchar F1B, glass on balsa, no fittings	\$10/set	\$4
8	1 set	Vivchar F1B, glass on balsa, with fittings	\$10/set	\$4
9	1 set	Vivchar F1B, carbon on balsa, no fittings	\$10/set	\$4
10	1 set	Vivchar F1B, carbon on balsa, no fittings, drilled (not by me) and split a little	\$10/set	\$4
11	1 set	Moulded blades, F1B, unknown make but commercial, with fittings	\$10/set	\$4
12	1 set	W Hobby F1B, glass on balsa, no fittings	\$10/set	\$4
12a	1 set	Bukin FIG, medium, balsa on glass, with EZ clamp fittings	\$20/set	\$4
14	bp made blades	box containing:-		
	1 set	blades from "Wakeup" George Schroedter designed similar to Bob White		
	1 set	Joe Maxwell "Opt Prop", glass on balsa		
	1 set	Similar to Stepanchuk, glass on balsa with fittings, in primer		
	1 set	Similar to Paul Lagan "Thermal" blades, carved from Western Red Cedar, ready to finish	\$20 boxfull	\$10
	1 set	Similar to Paul Lagan "Thermal" blades, glass on balsa, painted orange		
	1 set	Similar to Stepanchuk, glass on laminated balsa with fittings		
15	Prop Moulds	Joe Maxwell "Andruikov"		
16		Joe Maxwell "Stepanchuk"	\$50 the three	\$20
17		bp designed 2 piece mould for F1B blades		
	Brand New, Unused Timers			
18	2 off	Polish "Model Technik", 3 functions F1B	\$20 each	\$2 each
19	1 off	Andruikov 4 function F1B	\$30 each	\$2 each
20	1 off	Vivchar, 4 function FIG	\$20 each	\$2 each
	Brand new Tomy Toy Based Timers			
21	1 off	"Bob's Tomy" 1 function		
22	2 off	"Super Mini Timer"	\$30 all four	\$5
23	1 off	un-named, may be Bukin, 3 function, metal scroll		
	Used Timers			
24	1 off	Polish "Model Technik", 3 functions F1B	\$10	\$2
25	3 off	Seelig F1B/F1J timers two may be useable, 1 definitely spares	\$10 the lot	\$5
26	2 off	KSB DT timers, free to a good home, if you pay the postage. They may or may not work, they are KSBs after all		
	2 off	KSB Engine timers, free to a good home, if you pay the postage. They may or may not work, they are KSBs after all		\$5 post
27	2 off	Andruikov Al/Carbon/Al tail booms	\$50 pair	\$10
28	1 set	Vin Morgan Tracker, consisting of 1 x Rx and 2 x Tx and rubber duckie antenna	\$250	\$10



Ebenezer trophy winners, George and Jaime - an inside job?
Well, not quite, George has been organising these launches since 1996 - chances are he would win it eventually

making available a ready to fly Ebenezer biplane complete with well run-in MPJet 060 classic - so an easy starter.

Hard to choose a suitable recipient for the Ebenezer trophy, this year to be given for the longest flight - which was by George's PAW 0.8 powered Ebenezer biplane which, when on the flight line and running, was handed over to Jaime to launch (as Jaime couldn't get the Ebenezer Moth going). So the trophy went to both 'flyers' (and the Moth did also start in time for the launch, too)...

Scramble results Page 31

1 Troy Latto	518
2 Ian Dixon	368
3 Rob Mills	305
4 Greg McClure	298
5 Rob Bovell	219
6 Chris Edwards	180
7 Rob Rowson	128
8 Hans Van Lewen	61
9 Kim Parks	53

A trimming session lead up to Ebenezer Mass Launch at midday - with the best of the weather, too! Not all of the 17 models lined up for the photo made it into the launch, as entrants with multiple models couldn't of course get more than one going at a time- and there were at least two Cox motors that simply couldn't be coaxed into life.

Nice to see several new builders and their models, and the many lovely flights. Once again, mention must be made of Dicko's fine efforts in fostering Euan Mitchell - this time, by

Better luck for Chris Edwards next time - entering his Frog 100 powered Madcap in Scramble, he put up a trimming flight shortly before the start - with a full tank of fuel. The model flew into a neighbouring paddock.....

Nice to see several new entrants to these events, and thanks to farmer Steve Mitchell for making the cow paddock available again - and the rain gods for being gentle enough so it wasn't boggy.

Ebenezer Mass Launch



BIG T SALE

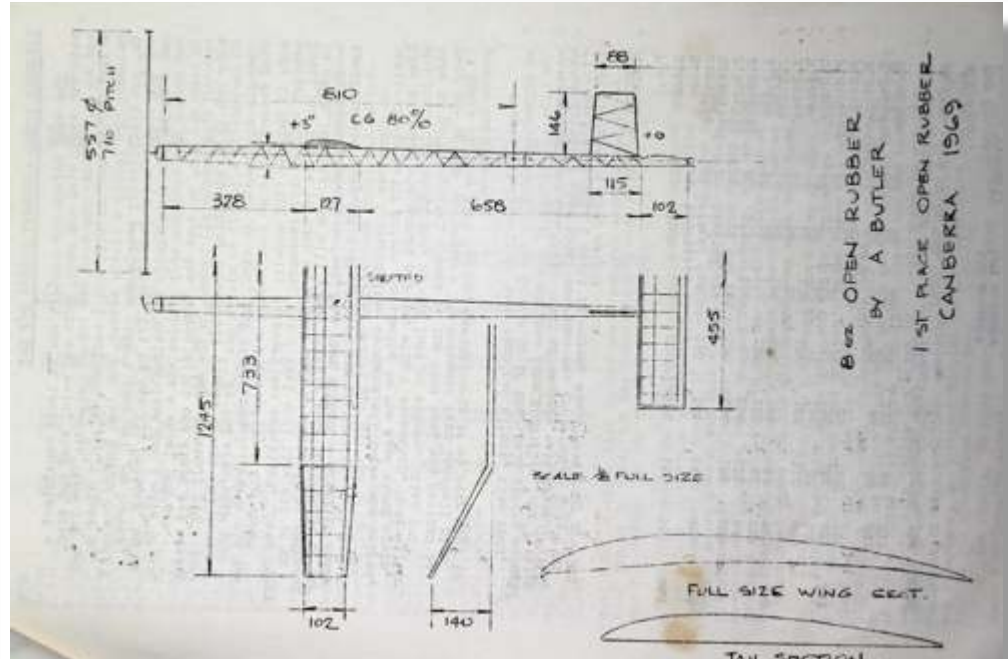
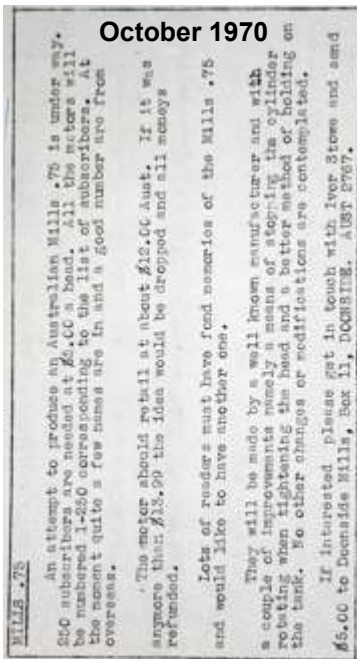
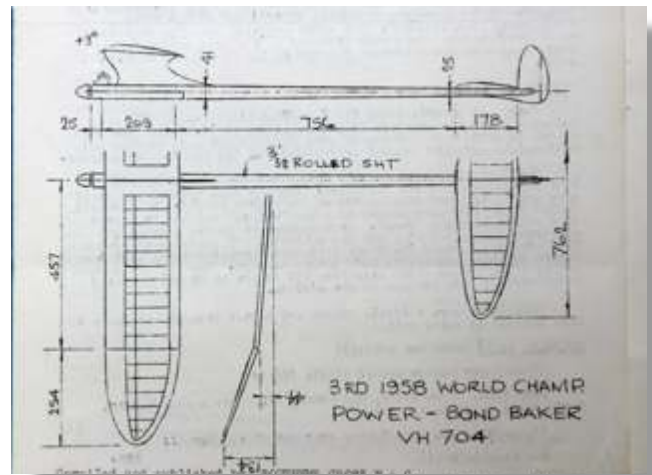


Item	Description	Price
1.	SIG ABC Scrambler Kit complete (open power classic)	\$60
2.	Galaxy Geodetic 585 Kit complete (open power model)	\$50
3.	Airsail Kit 1939 Heron Gas Buggy - 1.0 to 2.5cc power model 48" span kit complete	\$45
4.	K&B 21 FIRE Glow new, suitable for Item 1 or 2	\$75
5.	E36 Setup including 1/2A Maverick power kit + Texas timer package including electromechanical timer unit, power package including motor, LiPo battery and prop, and, matched LiPo charger unit. Worth over \$300AUD	\$200
6.	Seelig 4 funct F1C timer (excellent condition)	\$45
7.	Seelig 5 funct F1C timer (New)	\$55
8.	Seelig 5 funct F1C timer (excellent condition)	\$45
9.	Tadus (Polish) 5 funct F1C timer (New)	\$55
10.	Yabo short F1A mechanical model, has been repaired, spare boom and various spare parts.	\$375
11.	F1A short wings and fuse with simple circle hook suitable for setup for circle practice model.	\$120
12.	Vasily 4 panel mechanical F1H model - little use good condition.	\$325



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VALE J Wantzenrieter

Jean Wantzenrieter was a regular contributor to the "Vol Libre" magazine, under the pseudonym of 007. He was a popular and internationally recognized figure in the Free Flight community. My French friend Frederic Nikitenko kindly supplied the following story about Jean:



We have all read something written by Jean Wantzenriether, aka Wantz. We all knew him as a writer, and as one of the famous F/F researchers. We all know (and sometimes experiment with) his PGI theory (PGI meaning roughly "Down thrust, Balance point, Incidence"). There would be a lot to say about this approach.

In fact, it is very difficult to say much about Jean, because he was such a discrete person in the "real life". For instance, this picture (sent

from André Schandel, "Vol Libre") is the only one I know of him. Although we developed a true friendship exchanging

letters and emails, it was difficult to know much about the personal aspects of his life. No secrets, only a lot of discretion.

Jean Wantzenriether was a catholic clergyman, living in this north-east part of France which, over time, has been sometimes French and sometimes German. Jean spoke both languages and also Latin). During the last 40 years, this region has been a hard place, with a lot of mines (collieries) and a hard working poor labour people. So, every day, Jean had a lot of work to do, on the social side. And he did it. He was appreciated for that. He had a big love of life (humour and good food) and he had huge human qualities. He was just a quiet warm guy. A poor bank account but a very rich soul - I will miss him.

Jean had a big culture, he was very good in a lot of domains; mathematics, music, art, thrillers, literature, and

..... continued on page 40

Australian Free Flight Team Organisation and Role of Team Manager

It is clear that there is a body of knowledge on how to organise an Australian Free Flight team to best effect, and no doubt this has been built upon considerable experience over a period of time. In order to facilitate the organisation and operation of future teams, the following actions need to occur:

1. Capturing all this experience into a briefing document for the benefit of future teams and Team Managers.
2. Providing an agreed way of handling the problem of a recalcitrant team member if their attitude and behaviour is likely to disrupt the team's performance.

The first is largely just a matter of ensuring that the matters of retrieval assistance, flying order, what to do with a drop/model failure, time keepers, assistants, uniforms, etc. are all considered AND AGREED at an early team meeting. The minutes from a meeting of the 2013 team (attached) give an example of how this may be done.

The preferred way of dealing with the second is of course by direct negotiation by the team/Team Manager should such an issue arise, and no doubt this is the way it has been handled in the past. Nevertheless, the 2013 WC showed that where this does not lead to a resolution, the team/Team Manager may be uncertain on how to proceed.

All that is needed to avoid such a situation in the future is a clear understanding that, if an issue could not be resolved by negotiation, then under MOP 028 the Team Manager has an ultimate authority to stand down a team member. However, given that Team Managers are also only human, it would be prudent to require that any such action be the consensus view of the other team members. Nevertheless, it would ultimately fall to the Team Manager to take the action.

This requirement should be brought to the attention to all people participating in the team selection events, and again when the team is announced. Since all team members are members of MAAA and have agreed to comply with MAAA rules each time their annual membership is renewed, there is no need to obtain any further signed acceptance. If they continue to argue the toss either before the event commences or at the event and their attitude and behaviour is likely to disrupt the Team's performance, then the Team Manager with approval from the rest of the Team has the authority delegated by MAAA to have their name removed by the event organiser from the list of competitors. A report of such action should then be sent to MAAA for consideration of any further action.

So, in summary, the correct resolution process is as follows:

1. The Team Manager should try to resolve any dispute in the first instance by direct negotiation. During this process the miscreant should be reminded that, under the rules of MAAA, he/she could be stood down if they continue with the dispute.
2. If they still refuse to comply, then the Team Manager should call a meeting of the other team members and, if agreement is reached, the person be given a formal warning that, acting under the authority of MOP 028, if they persist with the dispute the Team Manager will have them excluded from the team and their name removed from the list of entries and a report sent to MAAA for consideration of any further action.
3. If there is still no satisfactory resolution, then the Team Manager should take the action proposed.

Notes:

Section 4.4 of MOP 028 states:

In areas where the MAAA is directly involved such as National Championships, team selection trials, international events, interstate competitions or other MAAA activities, any misconduct by an Affiliate Member should be dealt with initially by the deputised officers involved e.g. Team Managers, Nationals Committees, Contest Directors, Special Interest Groups etc. using the Contest Rules and/or Rules of the Association involved if these are appropriate. The details of the incident and result of the disciplinary action shall be reported to the MAAA Executive, which is to establish what further action, if any, is required.

P.L. Rossiter
President AFFS
February 2014

Interaction between the FFTSC and AFFS

Graham Maynard, Chair Free Flight Technical Sub-Committee (FFTSC) and Paul Rossiter, President Australian Free Flight Society (AFFS), have been reviewing the roles of the two bodies with the aim of optimising the interaction between them and avoiding areas of potential overlap.

The FFTSC comprises representatives nominated by the State bodies, with one member being nominated as the Chair. Its role is to provide technical advice to the MAAA on all matters pertaining to free flight such as model specifications, MAAA rules, act as the conduit of CIAM rules and liaise with the NSIG. As such it is desirable that its members have technical expertise across a range of free flight disciplines.

The role of AFFS, being the officially recognised free flight National Special Interest Group (NSIG), is defined in MOP 020 under which a body is recognised as a NSIG of the MAAA. The relevant clauses are:

1. Only National Special Interest Groups that have been officially recognised by the M.A.A.A. and act in conjunction with the relevant M.A.A.A. Sub-Committee are authorised to complete all arrangements on Team Selection.
2. A statement that it agrees to liaise with the M.A.A.A. Executive and the N.S.I.G.'s related M.A.A.A. Sub-committee on the issues of safety, insurance, frequencies, notification of trials, requirements re overseas teams, rules and publication of rules, flying sites, running World Championship events in Australia, National Championships, mediation on disputes and if required, the appointment of appeals boards to resolve disputes.

As such, AFFS has the delegated responsibility to manage the team trial process within the rule framework approved by MAAA (mainly MOP 024), and is The Organiser. It thus has oversight of the policy of team selection and how the team selection format (e.g. multi trials) is managed. It also determines eligible events and how team places are awarded. As far as practical it should also have a coordinating role in the programming of selection events to maximise the opportunity for participation by team contenders. Having a clear constitution, national membership and elected Executive Committee, AFFS is also the appropriate forum to manage all the interstate discussions and politics regarding proposals to review rules etc.

The link between the AFFS and MAAA is the FFTSC in its "liaison" role. In this sense the FFTSC, as well as being an expert advisory panel to MAAA, has a role of review of AFFS proposals to ensure that they are in compliance with the MAAA rule framework. In each case the AFFS would prepare any documents (proposals for team trials, team places, any recommendations for rule changes, etc.) for transmission to the FFTSC and hence the MAAA. Should there be a dispute arising from the way the AFFS has handled a matter then the FFTSC also has a role in resolving the dispute, either through mediation or by setting up a body to adjudicate on the matter (but not necessarily adjudicating on the matter itself).

Similarly, if FFTSC wanted to canvas the opinions of the free flight community on an issue such as a proposed rule change from CIAM, for example, then it would normally do so through AFFS as the official NSIG.

This division of responsibilities is not inconsistent with arrangements between other MAAA Technical Sub-Committees and NSIG's, though direct comparison is not always possible since there

are many cases where there is no direct correspondence between the two. For example, Glider seems to have no active technical sub-committee, while control line, helicopter, scale appear to have no SIG. Where there is a direct correspondence the following are examples of how the NSIG's describe the relationship:

"AMPRA (Australian Miniature Pylon Racing Association) provides a focal point for establishing rules for the classes of racing that are flown in Australia, and is accomplished via a Technical Subcommittee to the MAAA."

"The APA (Australian Pattern Association) is dedicated to the promotion and running of National and International Pattern competitions in Australia and the formulation and administration of Australian F3A rules".

JAAA (Jet Aerosport Association of Australia): *"We intend to pursue this objective (promoting the sport under the aegis of the MAAA rules) through an active association with our National Governing Body, MAAA, and"* (The President of JAAA is chair of the Technical Sub Committee).

In all cases the NSIG's are incorporated bodies (as required by MAAA) and so have the same membership issues as AFFS: prospective members need to apply to join and (probably) not all fliers in the discipline are members, but presumably those that wish to influence the agenda have taken out membership.

Graham Maynard
Paul Rossiter.
2013

..... continued from page 37

so on. Very early in the fifties, he has been able to read some famous German books about aerodynamics, and we can understand what followed then.

Because of his job, Jean was busy at church on Sundays and then unable to compete in most of the weekend F/F competitions. Nevertheless, he has been many times French champ of rubber classes!

He retired to an institution, living in a small room built around his computer, and fighting against serious health problems. His computer had special equipment because he recently became almost blind (and very deaf), but he still continued his research. And he suffered a cancer. About 3 months ago, he went to a hospital for chemotherapy and we then stopped emails. Very recently, he went back to his little room, to find rest and peace with a lot of clever medications to avoid suffering.

There is one thing I would like to stress about Wantz, more from a modelling point of view.

Probably after Dieter Siebenmann in Europe, I think Wantz was the first in France to use VIT on F1B, during the sixties. But he didn't find this approach was a good one. For Wantz,

the challenge was to design good "no frills" rubber models. No Frills was a real philosophy, and a challenge. He thought that the essence of real free flight was on "no frills", the propeller being the only thing allowed to move.

For instance, Bob White was probably on the same side, flying good right/left models. But Wantz did not like right/left, because of the risk of falling out of the thermal. So, he wanted to fly right/right "no frills" rubber models. All that he did and wrote during the rest of his life was about "no frills" models. This idea is so simple, but the writings of Jean were so difficult to understand that it took time to me to understand such a simple thing.

Jean had the time to organise an "au revoir" peaceful email to his friends. He had given his sister, Rose, a list of addresses and he asked her to send this short message after his passing:

"Things went away the best they could. No regrets. We did together all the maxes we had to do. I am now retrieving at the end of the field, waiting to see you there, one day. But, no hurry, of course..." That was Jean.

Frederic Nikitenko

CONSTRUCTION CORNER

Sopwith Swallow 1918

report by Roy Summersby

My FE8 was getting lonely being the only British plane amongst three German and a Russian in the hanger so I decided to build it a stable mate.

I picked on the Sopwith Swallow, to keep the FE8 company, as it is First World War and should be a good flyer with its high swept back wing. The short nose was going to be a problem, even the Aeromodeller plan from the 1950s showed 45g of lead in the nose along with a Frog 150. I solved this problem by taking the R100 out of the Brandenburg and replacing it with a MP Jet, a much lighter engine and the Brandenburg was carrying some lead in the tail. The R100 can now go into the Sopwith so it's a win-win situation for both models.

The model is 1/8 scale drawn up from the three view in the English "*Windsock*" magazine. The big difference from the aeromodeller plan is the wing. I drew it up with the correct sweep back along with scale rib and riblet spacing. Like the Brandenburg, I used a carbon tube centre spar and a 2.00mm balsa trailing edge, with carbon front and back. This does not warp and lets the ribs show right to the rear of the wing. Stab, fin and rudder have 3.00mm aluminium tube bent around very light 1.5 balsa sheet. Once again I have used this method before and seems to be very stable. Elevators and rudder are adjustable being attached, using copper wire.

With the successful flying of both the FE8 and the Brandenburg using a throttle system, I have used this system again. The timer sits alongside the radial mounted engine, all nicely hidden by the beautifully spun aluminium cowl, made by Matt Hannaford. Thanks Matt. The open structures, wing and fuselage are covered with Icarex and had one coat of dope before painting. All the rigging wires are light weight control line wire.

The model certainly looks "First World War", complete with its twin Vickers machine guns. All it has to do now is FLY.



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

This one caught my interest

CAUTION 90,000V

By Pierre Chaussebourg

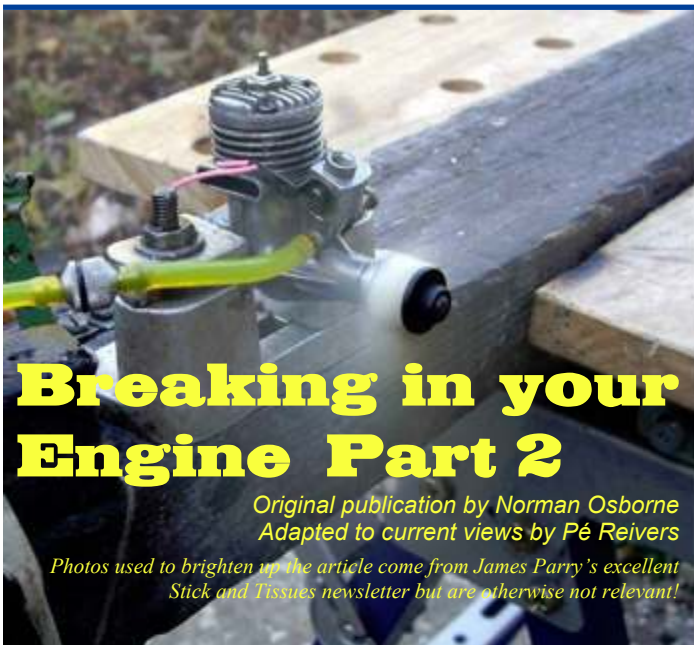
At an FIE competition in March Guillaume Vaucelles put his model on a pylon, in the bottom of the eastern slope of Tourtenay. The power is 90 000 volts!

model stayed there for about one hour, and suddenly, they heard an explosion, and saw a big black cloud of smoke...

Later on, the people from EDF (Electricité de France) came to change the "isolateur" (that glass part between the line and the pylon). They explained to the modellers that when something like that happens: a model on a pylon, it is absolutely necessary to keep away from the pylon: they said no less than 20 meters around, as the model is charging, and suddenly, there is an short circuit between the line and the model, and the current is following the pylon down to the earth. If somebody is there, around the pylon, and too close to it, he may be killed.

Seen on Facebook, so I believe it!

When a model is on the lines, it is less dangerous, as the short circuit is between lines and the model which is destroyed before falling to the ground.



Breaking in your Engine Part 2

Original publication by Norman Osborne
Adapted to current views by Pé Reivers

Photos used to brighten up the article come from James Parry's excellent Stick and Tissues newsletter but are otherwise not relevant!

DON'T RUN YOUR ENGINE TOO LEAN - What happens when an engine is set too lean:

The glow-plug engine keeps running because the heat of compression and the catalytic action of the glowing plug material with the methanol mixture ignite the charge in the cylinder at the correct moment. This catalytic action also keeps the plug lit. Sometimes an engine will start without adding glow to the plug after it has been stopped for several minutes. A little thought will let you see that the whole system is very temperature dependant. No spark to set it off, no injection of fuel to set it off, Just the combination of these two properties.

When an engine is set lean i.e., for maximum RPM at the start of a tankful

of fuel, anything which slows the passage of the fuel through the needle valve will make the engine run over-lean. Some engines will not continue to run in this condition and so cut dead but the majority will continue to run to some degree.

As the tankful of fuel gets used the fuel pressure, as seen by the needle valve, gradually reduces and as a result the engine

gets a progressively leaner mixture as the flight continues. As the engine started set in a lean condition it must progress into the over-lean condition and maybe go so far as to cut out, suffer from overheating and get damaged.

When the engine runs flat out, ignition timing and engine temperature should be as the designer intended but as the mixture gets into the over-lean area temperatures will start to rise. This is due to lack of extra internal evaporation of excess fuel, and hotter burning of lean mixtures. Over-lean mixtures can change combustion characteristics in a way that imparts more heat to the surrounding engine structure leaving less for useful work. The fit of the moving parts becomes worse, and friction rises.

As a result of this the incoming charge is heated a little more than it should be and when compressed is at a higher temperature than it otherwise would be. The secondary effect of the engine structure being at a little higher temperature is that the glow plug element is also a little hotter, which advances the onset of ignition.

As already explained, ignition timing is controlled by the temperature of the compressed fuel/air mixture combined with the temperature of the glow-plug element. The net result of both of these being raised is early ignition in the next cycle. This early ignition gives just a little more time for even more heat to be transferred to the engine structure before the hot gasses are exhausted from the engine and so jacking up engine temperatures just a little more, resulting in the next cycle jacking up temperatures yet again.

This is the slow build situation that causes engine seizure in some cases and in other cases runaway early ignition that makes an engine stop quickly in the air and even throw the prop, as though it has seized, but in fact feels perfectly O.K. and runs O.K. when it has cooled down again.

Many of the modern engines do not reach these extremes but keep running at a steadier but much higher temperature than they were ever designed for. These engines run other risks which are much less obvious.

One risk common to all engines which are run at elevated temperatures is that

the oil gets very hot, thins out too far and so can no longer lubricate as effectively as it should, resulting in excess wear and shortened engine life. Synthetic oil will evaporate at very high temperatures without leaving a trace of lubrication.

The less obvious damage that can occur is not usually laid at the door of a lean fuel setting but I believe much of the time it is a relevant factor. When the engine has overheated and reached the point of too early ignition the burning mixture expands the gasses well before top dead centre and so the pressures inside the cylinder are much higher than they should be. These extra high pressures at the wrong time in the combustion stroke try to force the piston down with greater power than the designer intended and therefore overload the gudgeon pin in the piston and the little end bearing, the con-rod is more highly stressed, the big end bearings and the main bearings on the crankshaft are also subjected to higher loads.

In four stroke engines it is not uncommon that the engine will knock and even kick back and throw the prop. Knocking can be heard, and is a typical sound like tin foil being rubbed. These extra stresses may only result in wear being more rapid than necessary but if it is a regular occurrence it can result in very early bearing failure, and if it happens to be the con-rod that gives up first the resultant damage can be very expensive.

With all this in mind, when adjusting the main needle of your engine the catch phrase should be 'The future of your engine is in your hands'.

Setting the low speed:

The need for a low speed adjustment on the carburettor is because as the throttle is closed it lets less air through into the

FREE FLIGHT DOWN UNDER

engine and to keep the fuel air mixture within combustible limits the fuel flow has to be altered, it's too fussy to leave to chance.

Most manufacturers have opted for a two needle configuration or something which works in a similar manner. To adjust this low speed mixture start the engine, warm it up and make sure the main needle is properly set. Connect the glow plug lead to energize the plug and slow engine down by gradually closing the throttle until the engine starts to run badly. At this point adjust the slow run needle to give smoothest running characteristics just a little on the rich side of fastest setting. Having made this adjustment slow the engine further until it runs badly again, now adjust slow needle until engine runs smoothly once more and continue this step by step procedure until the desired tick-over has been reached, with the throttle barrel barely 1mm open. Now remove the plug lead and repeat the whole process. If the engine cuts dead in the middle of adjustments it's usually because it is too lean.

Having reached a slow tick-over we have to check if the engine will pick up properly. Open the throttle to full speed with a smooth sweep, without jamming the controls. I know of many people who demand their engine to respond well to slamming the throttle open, but in two-stroke engines, this is asking for trouble and not to be recommended. If the engine picks up but splutters a little whilst doing so, the low speed needle is a little on the rich side. If the engine appears to miss and then picks up suddenly the low speed needle is slightly lean, and if the engine cuts dead when the throttle is opened richen the low speed needle 1/4 turn and try again, adjusting in small increments.

If the engine starts to pick up pretty well and then cuts at about 1/3 speed or so, try opening the main needle two or three clicks.

On many engines there has to be a compromise or two to get the low speed, midrange, top speed and pickup to a useable whole, and usually the compromise is that somewhere in the range the carburettor has to be set a little richer than would be considered ideal. Rich mixtures are an assurance for longevity and seldom cause the engine to stop, unless extreme.

Four-Stroke engines:

The previous sections are written specifically for two-strokes, but exactly the same principles apply to a four-stroke, just some of the symptoms are slightly different.

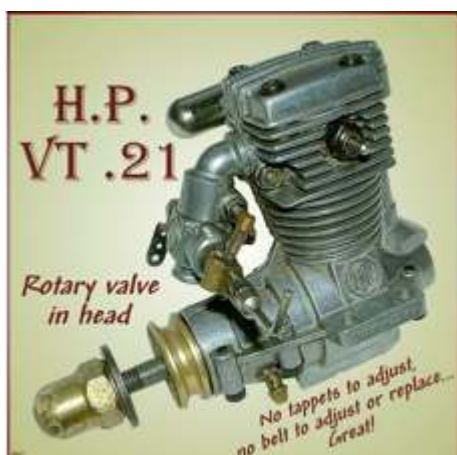
When running-in from new use a fuel with 20% oil of which at least half is castor oil for the first runs. A four-stroke cannot be made to four-stroke when rich, it's already doing it, but what does happen is the engine misfires in a rather uneven manner, the richer the setting the more pronounced the misfire. The main needle, after running in, is set in exactly the same manner i.e., just on the slightly rich side of maximum RPM., when the engine is thoroughly hot. The use of a rev. meter is invaluable here, because adjustment by ear is more difficult than in two-strokes.

If the main needle is set too lean the engine may slow down with the exhaust exhibiting a more leaden note than usual and may progress to the point where the engine stops with a bang due to 'detonation' and throws the propeller off in flight, or on the ground and perhaps at whoever is standing in the way.

'Detonation' is like early ignition but the difference is that instead of the mixture burning progressively from the glow-plug outwards, the temperature and pressure in the cylinder are such that the whole fuel charge ignites at the same time, before TDC, stops the piston dead, and blows it back the other way.

'Knocking' or 'Pinking' are like a slightly milder form of detonation that happens late enough in the compression stroke for the flywheel effect of the propeller to get the piston over TDC and therefore for the engine to keep running. Always close the throttle and open the main needle a bit more when this happens as it over stresses, and may damage the engine.

The main defence against these phenomena is to run the engine a little richer, and mix in some acetone (1% - 3%) in the fuel to stabilize combustion. Adding some 2% of water to the fuel may also suppress Knocking (in hot, humid weather). This works in two distinct ways, first the richer mixture will keep the engine a little cooler, thus making the conditions for commencement of 'knocking' harder to attain and secondly and very importantly, a rich mixture is much less prone to detonation than a lean mixture.



FREE FLIGHT DOWN UNDER

These two effects work together, either for you or against you depending whether you set the main needle rich or lean.

Again, the engine's fate is in your hands.

The low speed needle is adjusted in the same manner as a two-stroke except generally speaking it needs to be noticeably richer than a two-stroke, to ensure a good pick-up when the throttle is opened and also on some engines to stop 'knocking', and the consequent risk of throwing the propeller, whilst the engine is picking up speed. In general, speed pick-up from idle is far more better in four-strokes than that in two-strokes.

A Few General Do's and Don'ts:

1. Always keep your engine clean.
2. Choose the propeller that allows the engine to run in the RPM range that the designer intended.
3. Always filter your fuel from fuel bottle to tank and from tank to engine, and keep the filters clean.
4. Don't wipe model with cloth that sheds fibres, some will undoubtedly find their way into the needle valve or somewhere just as inconvenient, and upset the mixture setting.
5. Don't use a damaged propeller, It has a tip speed of over half the speed of sound, and to shed a blade can obviously be lethal.
6. Always balance propellers and if possible spinners as there will be less vibration to affect the engine, model and radio.
7. Make sure your glow-plug battery is charged before you go out.
8. At the end of a days running 'dry' the engine out by pulling the fuel line off with engine running. Apply glow, and keep flicking the prop, until no sign of ignition is left. Then put a few drops of oil (not fuel) in the carburettor and ensure it is dispersed throughout the engine. Methanol fuel attracts water and is corrosive to steel, aluminium and copper bearing alloys. It is also possible, to make a mix with your standard mix oil and cleaning naphtha, drop a bit in the engine intake, add glow and let the engine run on that mix with the fuel line disconnected. Now all traces of methanol, nitromethane and nitric acid will be expelled from the engine. Beware! The Naphtha mix can not be used on engines which have silicone parts inside the crankcase, like some YS four-strokes
9. Never store the model nose down in the corner of your garage, going home in the car, or even while cleaning it at the field, if it is fitted with a tuned pipe or an extra large silencer. The exhaust residue which collects in these is a dirty mix of condensed water, methanol, nitric acid and oil which is highly corrosive and would run straight back into the engine.
10. If the engine is badly 'flooded' i.e., liquid fuel in the crankcase turn the model over in such a manner that the excess fuel in the crankcase runs up the transfer passage, into the cylinder through the transfer port (make sure it's open-piston at the bottom of it's stroke), across the cylinder, out of the exhaust port and out of the silencer.

Good Engine Break-in Procedure:

Adapted from Ed Moorman

Pre-lube the engine with some after run oil. Make sure the oil content in the fuel is 18% or more. 20% is better for break in.

Castor oil or a castor oil/synthetic blend offers the most protection as synthetic oil burns off during a too lean run and offers no protection. I won't use a 100% synthetic oil fuel as all engines will always lean out in flight, and I want the added protection of castor oil.

Start the engine, let it run rich and at slow speed, not necessarily an idle, until the cylinder fins are warm, then go to full throttle, quickly lean it out to slightly richer than MAX RPM. After 5 seconds, pull the fuel line off or pinch it to kill the engine quickly, so that it doesn't linger at a too lean mixture. Let the engine sit until it is relatively cool to the touch. (The heat/cool cycle)

Now, do it again, but let it scream at full throttle for 10 seconds, kill it the same way and let cool. Another heat/cool cycle. Increase the hot run by 5 seconds each run until you have a 30 second hot run. Then do (5) 30 second hot runs. Now it's essentially broken in, so NOW adjust the idle mixture and you're ready to fly. I usually run a tank through at this point at various throttle settings, while I'm adjusting the idle mixture. NEVER go to full throttle after any engine start until the head is warm to the touch.

Comment received on article: *This is a very good article but to run four litres of fuel in free flight would take for ever. Because most F/F is short runs (not like C/L and R/C) I find 30 minutes run in is enough. The rich mixture and plenty of the right oil are the most important for running in.*



Look what Roy found in Di's drawers when she wasn't home! What is it? I'm not sure, but Roy found a use for it:

It is called a **Bejeweler** and is used for fixing beads. I have found a much better use. Being very small it is just the tool for attaching the Icarex on the under side of the wing on the Sopwith Swallow.

The wing is very close to the Fuselage and getting in and around the cabane struts was going to be a problem. This little tool was just the answer taking the place of the normal model sealing iron.

No doubt they can be bought from shops that sell beads.

Ed: *Love the colour Roy!*

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)	W. Wyalong
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

Australian Team Trials - The Scores So Far

	Aus Nats	Kiwi	Pan Am	Max Men	Vic St Ch	Kotuku Cup	SCC	AFFS	WA St Ch	NSW St Ch	QLD St Ch	WA Trial	Qld Trial	Best 3	Best 4	Best 5
F1A	Dec 28- Jan 3	Feb 8	Feb 11	Feb 14, 15	Apr 20-22	Apr 24, 25	Apr 25, 26	Apr 28-30	May 31- Jun 2	Jun 7-8	Jun 21	Aug 17, 18	Oct 23, 24			
Phil Mitchell		x1080	x1260	1260		1198	1260	1139			1260			3780		
Malcolm Campbell	1231	x899	x1260	1260		1089	1134	1050		1260	1236			3756		
Vin Morgan	1234					1216	716			1217				3667		
Albert Fathers	1157	x798		962		748	1177	276		897	1205			3539		
Tahn Stowe	1169					1175	641	1142		1117				3486		
Martin Williams										1138				1138		
Matt Hannaford										871				871		
John Lewis											829			829		
Ben Lewis											765			765		
William Jones											1			1		
F1B														0		
Vin Morgan	1260	x1069	x1260	1260	1260	1256	1260	1260		1260				3780	5040	6300
Richard Blackam	1260				848	1260	1260	1260						3780	5040	5888
Craig Hemsworth					1070	1245	1260	1260						3765		
Ted Burfein						1258	1218	1147		1244	336			3720		
Paul Rossiter		1260	x1110	x1242		1185	1125	1199	1260					3719		
Terry Bond	1183				1123	1143	1155	1260		1259				3702		
Leigh Morgan	1200				540	1078	1199	969		1177				3576		
Donna Gray						1209	1057	1206		1133				3548		
Matt Hannaford	1079					1092	1260	1137		1125				3522		
Albert Fathers	1056			296	720	388		293			610			2386		
Graham Maynard	539						1033	312			806			2378		
William Jones											900			900		
Mark Armour											900			900		
Ben Lewis											900			900		
John Lewis											846			846		
George Baynes											723			723		
Bill Pudney							540							540		
Ron Munden											460			460		
Gary Pope	343													343		
F1C														0		
Terry Bond	1161					725	871	1242		900				3303		
Roy Summersby	683	x1080	x1260	1260		750	1254	754		540				3268		
Neil Pollock							1078	1177						2255		
Gary Pope	473					10	816			699				1988		
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												

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



It's GREAT to fly in a desert!



Australia's Results in the Free Flight World Championships since 1951

report and table by Vin Morgan

Australians at World Championships

At a recent flying meeting, probably as a result of Roy doing quite well in France (alright, about as well as you can) people were discussing other successes by Australians in Free Flight World Championships. It was suggested that it could be good to know some more about these.

And it also happens that back when I was still working and therefore had some spare time I made a list of Australians efforts in World Champs. They are printed below.

The first World Championships for F1A, F1B and F1C took place in 1951 (although Wakefield has been flown

since 1928). In 1951 Australia fielded a full team of five in F1B and we have had at least one flyer in every W/Chs since. In 1951 I think all were proxy flown but Adrian Bryant (and Dave Anderson??) was there. Proxy flying was about the only way to have an international competition back when travel was difficult and relatively much more expensive. Back in those times the model was everything and the flyer was merely a pilot. Proxys seem strange to us now with the emphasis having changed so much that a flyer can now enter with a purchased model. It was probably circle towing in F1A that finally put the nail in the coffin of proxy flying but whether the

story, which may or may not be true, about Thomas Koster and Per Grunnet had any influence we don't know. The story goes that for the 1979 World Champs at Taft, Per was in the glider team but couldn't go so Thomas, who was flying F1C offered to proxy. After the competition Thomas phoned Per and after they had been chatting for a while about what happened to Thomas in F1C, Per asked "by the way, who won glider". "Oh you did" said Thomas.

The full list is printed below but to summarise:

We have just three of the big ones:

Roy Summersby, 2013 Moncontour, France, 2013, F1C
Bond Baker, Cranfield, UK, 1958, F1B
Alan King, Long Is. USA. 1954, F1B

Considering podium positions brings in:

Richard Blackam, Lost Hills, USA, 2001, F1B, 3rd
Paul Lagan, Goulburn, Australia, 1983, F1A, 2nd
Paul van Leuven, Taft, USA 1979, F1B, 2nd
Bond Baker, Cranfield, UK, 1958, F1C, 3rd
Alan Lim Joon (proxied), Long Is. USA. 1954, F1B, 3rd

Still not too many, so opening it up to getting into the top 10 adds:

Paul Rossiter, Embalse Argentina, 2011, F1B, 9th
Terry Bond, Lost Hills, USA, 2001, F1B, 8th
Phil Mitchell, Kunzenmiklos, Hungary, 2003, F1A, 4th
Vin Morgan, Livno, Yugoslavia, 1985, F1A, 4th
Peter Fauser, Livno, Yugoslavia, 1985, F1B, 8th
Alan King, Long Is. USA. 1954, F1C, 5th
A. Lederer, Cranfield, UK, 1953, F1C, 5th

The full list appears on the next page

Free Flight World Championship Results for Australia 1951 - 1985

FREE FLIGHT DOWN UNDER

June 2014

Year	Location	F1A	Place	F1B	Place	F1C	Place
1951	Jami-Jarvi Finland			Fullarton	17		
				Loneragan	18		
				Lim Joon	25		
				Holmes	50		
				King	51		
				Total entry	51		
1952	Kungsagen Sweden			W. R. Reeve	47		
				L. D. Hopkins	59		
				S. W. Gray	63		
				Total entry	66		
1953	Cranfield UK			M. Chase	54	A. Lederer	5
					57	Total entry	46
1954	Long Is. USA			A. King	1	A. King	5
				A. Lim Joon (P)	3	Total entry	20
				Total entry	28		
1955	Weisbaden Germany	Newnham (P)	38	Baker	39	Baker	32
		King	69	Bird (P)	59	King	69
		Malcolm	79	King	63		
		Total entry	79	Boughton (P)	67		72
				Total entry	70		
1956	Hoganas Sweden			Baker	52		
				Bird (P)	59		
				Total entry	62		
1957	Mlada Boleslav Czechoslovakia	R Howie (P)	56				
		Total entry	73				
1958	Cranfield UK			Baker	1	Baker	3
				Chinchella (P)	53		
1959	Brienne le Chateau France			King	17		
				Fullarton (P)	25		
				Baker	51		
				Total entry	61		
1963	Wiener- Neustadt Austria	No Aus entry		O'Connor (P)	30	No Aus entry	
1971	Save Sweden	Coppock	37	Emslie	56		
		Nitschke	82	Edwards	64		
		O'Reilly	87				
		Total entry	89	Total entry	71		
1973	Wiener- Neustadt Austria	Cincotta (P)	31	Edwards	60	Lever (P)	62
		Anderson	59				
		Edwards	62				
		Total entry	93	Total entry	86	Total entry	65
1975	Plovdiv Bulgaria	Anderson	79	Edwards	18	Prosser	31
		Edwards	81	Prosser	68		
		Simons	85	Tongway	75		
		Total entry	92	Total entry	75		
1977	Roskilde Denmark	Simons	44	van Leuven	34	Gostelow	54
		Boccardo	60	Edwards	40	Pettigrew	57
		Garay	82	Smith	75	East	64
		Total entry	82	Total entry	80	Total entry	65
1979	Taft USA	Nash	20	van Leuven	2	Nash	19
		Lloyd	58	Tongway	49	Hinds	33
		Simons	60	Edwards	58	East	36
		Total entry	66	Total entry	63	Total entry	45
1981	Burgos Spain	Boccardo	30	Chinchella	72	Nash	47
		Nash	31	Edwards	75	East	64
		Smith	71	Smith	79		
		Total entry	83	Total entry	82	Total entry	71
Year	Location	F1A	Place	F1B	Place	F1C	Place
1983	Goulburn Australia	Lagan	2	van Leuven	15	East	13
		Collyer	25	Lewis	21	Hinds	15
		Morgan	28	Lagan	22	Sherlock	24
		Total entry	49	Total entry	47	Total entry	41
1985	Livno Yugoslavia	Morgan	4	Fausser	8	Summersby	61
		Nash	49	Edwards	61	East	70
		Mitchell	70	Smith	67	Gostelow	71
		Total entry	94	Total entry	85	Total entry	72

F/F World Champs Results for Australia 1987 - 2013

1987	Thouars France	Williams Morgan Blackam Total entry	23 54 76 91	Fauser Smith Odgers Total entry	11 44 57 81	Thomas Total entry	31 64
1989	Cordoba Argentina	Morgan Nash Williams Total entry	25 50 63 73	Bryant Smith Chinchella Total entry	11 39 43 74	Nash Total entry	16 48
1991	Zrenjanin Yugoslavia	Morgan Blackam Williams Total entry	43 64 74 75	Baynes Blackam, R Bryant Total entry	13 31 53 65	Thomas Fletcher Nash Total entry	12 22 27 45
1993	Lost Hills USA	de Visser Morgan Williams Total entry	29 82 90 91	Blackam, D Blackam, R Edwards Total entry	29 34 64 85	Fletcher Tsuda Thomas Total entry	29 36 37 54
1995	Domsod Hungary	de Visser Morgan Woolley Total entry	68 78 102 109	Blackam, R Edwards Total entry	95 96 96	Thomas Fletcher East Total entry	22 48 50 67
1997	Sazena Czech Republic	Morgan Niec Mitchell Total entry	40 57 77 107	Blackam, D Blackam, R Edwards Total entry	38 83 87 97	Thomas Fletcher Summersby Total entry	32 38 57 65
1999	Be'er- Sheba Israel	Summersby, P Mitchell Total entry	45 72 79	Blackam, R Bond Total entry	28 46 74	Summersby Total entry	34 41
2001	Lost Hills USA	Mitchell Lacy Total entry	32 63 79	Blackam, R Bond Blackam, D Total entry	3 8 44 73	Thomas Fletcher Summersby Total entry	30 34 36 47
2003	Kunzent- miklos Hungary	Mitchell Nikolov Morgan Total entry	4 73 95 108	Blackam, D Blackam, R Bond Total entry	15 44 90 96	Summersby Total entry	51 62
2005	Embalse Argentina	Williams Mitchell Morgan Total entry	17 25 58 75	Blackam, R Morgan, L Bond Total entry	8 27 30 71	East Summersby Fletcher Total entry	14 36 37 43
2007	Odessa Ukraine	Mitchell Morgan Stowe Total entry	30 72 98 105	Jones Bond Morgan, L Total entry	25 37 62 99	Crowley Summersby East Total entry	14 26 63 70
2009	Croatia	Morgan Murray Mitchell Total entry	45 52 75 107	Bond Jones Rossiter Total entry	69 81 98 110	Summersby Crowley East Total entry	31 33 59 77
2011	Embalse Argentina	Morgan Mitchell Stowe Total entry	18 28 42 75	Rossiter Pope Bond Total entry	9 39 31 68	Bond East Summersby Total entry	24 30 32 38
2013	Moncontour France	Mitchell Campbell Morgan Total entry	43 89 101 115	Bond Oliver Blackam Total entry	21 41 91 102	Summersby Bond Pope Total entry	1 38 58 71

JUST LIKE A FAST STOPWATCH, but in reverse

I was watching a recent fly-off when two models were lost from sight, at much the same time. The timers commenced counting to ten. I noticed one was counting much slower than the other, and I thought more accurately.

They both clocked off and deducted the 10 seconds. The one that had counted faster had the lower score, and, in this case, the margin between the two place getters was quite small.

A game changer, and food for thought?





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 (P-20,CLG and special ladies event, sport and limited RC)	Coominya
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.