

FREE FLIGHT

DOWN UNDER

NEWSLETTER OF THE AUSTRALIAN FREE FLIGHT SOCIETY INC

VOLUME 46 NUMBER 4

SUMMER 2014



**FREE FLIGHT
IN MONGOLIA**

**EUROPEAN
CHAMPS**

**AFFS AND SCC
ENTRY FORMS**



FRONT COVER:

Victorian Craig Hemsworth putting everything into his launch at the F1B Team Trials in Dalby earlier this year.

Free Flight Down Under Summer 2014

Volume 46, Number 4

This edition of **Free Flight Down Under** is edited by Malcolm Campbell, 1 Rex Street, Aspley 4034 Australia
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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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PRESIDENT'S REPORT



By the time this edition appears we will have completed another season of flying, though over here in the West many of the events since mid-year have been blown out (I wish we could be as successful at picking Lotto numbers as we were windy weekends!). The Australian team for the 2015 world championships to be held in Mongolia has now been finalised and we wish all involved every success, though with Roy Summersby's F1C World Championship last year the bar is set rather high!

One of the highlights of the year was undoubtedly the purchase of the field at West Wyalong thanks to the generosity of Jo and Adrian Bryant and support of the NSWFFS. A

number of very successful events have now been held there and next year we will be trialling splitting the AFFS championships at Narrandera and the Southern Cross cup organised by NSWFFS at WW. This is partly to hedge our bets with regard to strong wind and/or rain, but also to give people the opportunity to have a look at the WW field. It also looks likely that NSWFFS will host the 2016 Asian-Oceanic Championships at the WW field, giving us the rare opportunity for a major international free flight event in Australia.

Browsing through a number of web sites, one thing that struck me was the incredible range of sophisticated, light and cheap electronic accessories that could be very useful in free flight models. These include sub-gram servos and 2.4GHz receivers, microcontrollers, GPS (and, for us, highly illegal 6 and 9 axis accelerometers and magnetometers). Certainly a long way from a bit of smouldering string for a DT! Then there is the mind-boggling array of very inexpensive electric motors, batteries and speed controllers. In fact, as I write this I am looking at a 13 gram quadcopter that has 4 electric motors, 4 speed controllers, 6 axis accelerometers, 2.4 GHz receiver and LiPo battery and cost under \$40, and that includes the transmitter! This must surely be the electronic tinkerer's heaven.

On the administrative side of things, Tahn Stowe has been suffering for some time with Ross River fever and decided to de-hassle his life a bit by stepping down as Secretary of AFFS. The Executive committee subsequently invited Graham Maynard to take over this role and we have been very fortunate with his acceptance. Graham brings enormous experience from his previous role as Chair of the MAAA Free Flight Technical Committee. While that latter committee no longer exists, MAAA has invited all previous Chairs to stay on CIAM representatives and provide other services on an ad-hoc basis and Graham will continue in those roles. We hope that Tahn manages to get the dreaded fever under control sooner rather than later.

That finally brings me to the AFFS AGM to be held at the next AFFS Championships. As required by our Constitution, any matters to be raised need to be notified to the secretary in writing at least a few weeks prior to the meeting (the earlier the better). Similarly, any nominations for the positions on the Executive Committee need to be sent to the Secretary at least 7 days prior to the AGM.

Happy Flying,

Paul Rossiter

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Winner of F1B in the Kotuku Cup was Richard Blackam. I awarded him the trophy at Dalby, in October!

FROM THE EDITOR

Just a short note from me this time. No competitions to report on so late in the season so this edition of FFDU looks different. It is definitely slimmer. Chimed Ganzorig and Viacheslav Aleksandrov have written articles I am sure will interest the competitors in our ranks, and Vin Morgan has an excellent article on how you can build a strong bassinet for your precious babies.

With Christmas fast approaching I'd like to wish you all a Merry Christmas and a healthy, happy and safe New Year. See you on the flying fields in 2015.

Cheers, Malcolm Campbell



Roy Summersby launches his Playboy from the "front yard" on the Opening Weekend of the Bryant field, West Wyalong, NSW.

Liz here

Tahn hasn't looked at these photos yet. I just wanted to let you know from me that they are the best aeromodelling photos I've ever seen!

You have captured more than the facts - you have shown the future and all that have made it possible and all that will make it happen.

Congratulations for capturing the joy.

Having just scrolled through your WW photos I totally agree with Liz's comments.

You have indeed captured what the West Wyalong field was always meant to be, a home for Aus Free Flight, a place to nurture and to grow.

The shots of Adrian flying surrounded by some of his Qld "crew" are particularly insightful. For those that know the history it was this support and help over a long period of time that made the purchase possible. I neglected to acknowledge this in my brief speech on Saturday night, please excuse me it was the RRF.

More power to your lens and editing Malcolm, you have my gratitude for documenting this historic event. Tahn

A great set of photos of a great weekend
Harry Sokol

Love those big rubber jobs! Regards,
Warwick Williams

Good photographs Malcolm. They should record the history of the field dedication.
Graham Maynard

What a great set of photos and collection of models too. I wish I could have been there with my XL56b and Dixielander!! Regards,
Paul.

Bloody magnificent!!!! Did you email anybody on the Bland Shire Council?

If not I will send. Regards 007

Nice Malcolm and congratulations for the field. I must come now to Australia. Will future WC be held there? Regards Michael Seifert

Thank you for the link. Real FF models tissue and balsa. Thanks. Glad you guys had a good time. Pieter de Visser

Very nice montage & field looks good all right!

What is the power job (skinny pylon, rectangular surfaces)? I see in many shots. Looks popular, as I saw several.

Ciao, Leeper

Great story and photos as usual! Very inspiring.
Alan Peterson (USA)

Thank you Malcolm for this very nice and interesting set of pictures!

And the idea to buy a flying field is just a dream for us, here!

Cheers
Niki (France)

European Championship



Report from Viacheslav Aleksandrov

Ed: This article was sent to Roy Summersby and Roy asked that it be published in Free Flight Down Under

Hello Roy!

Excuse for long silence. Different affairs didn't allow to concentrate and write the composition about the Championship.

I will begin with weather.

Before Cups passed very heavy rain with the hail, and at the beginning of the first Cup there was a strong fog in the morning. But to 9 o'clock in the morning fog disappeared and very good weather which was all days until the end of competitions began. Temperature 25-33, wind 2-4 meters per second. For models F1A it is ideal weather. Only on starts F1B in the middle of rounds there was a calm and models sat down closer to start than to picket. The best weather was on starts F1C. Models sat down nearby, them well it was visible. At Verbitsky in the 4th round the timer stopped and the model flew 47 minutes. Picket saw it in the field-glass and after landing it found in 20 minutes. It on this model flew to Fly off.

The equipment was different. It is a lot of Babenko's models of different modifications. The T.Koster flew on model of the classical scheme from a

form very well, but broke servo. The second prize-winner Ryokhin from Russia flew on the model constructed according to Fuzeev's drawings as in France 2013. Aringer too made a folder of the model. Motors generally three producers - Nelson, Verbitsky, Fora. At me on two models Fora, on two VE.

In the final I received overtime engine and start on model which flew in official flights 2 times. On Salonta's Cup in the evening of 7 minutes and in the morning of 9 minutes 8 sec. and I took the second place. The model flew a big circle. Sometimes I was afraid that it will depart for edge of a field to corn, but it came back and sat down meters for 300-400 from start. Picket controlled it and gave command to include DT

In all additional rounds I waited when the bulk of athletes flies up. I didn't want overtime in each round. But weather was equal and it was possible to wait. For 9 minutes Igor Vivchar suggested to fly right after a signal, but Russians departed the first, behind them Babenko and Englishman Neil Allen. Only then I could start quietly the motor and fly up. After me the German departed. All models flew not big circles and mine again departed round a field and I think it

there was a main thing that brought me a victory.

Two models burned down on power lines. Model of a glider of the Holland and Aringer's model F1C.

The field on whom passed competitions very big, but on him placed buffalo shelters. When models flew to their that party it was visible and it didn't disturb flights. But starts can't be placed there and therefore starts were on not really big field on which edge there was a channel 3-4 meters wide. If the model flew for the channel, it was necessary to bypass far.

Behind a field there is a lot of corn and sunflower in which it is difficult to look for model. Many models were lost after the second cup. I looked for the 3 hours and found incidentally.

Competitions and place were pleasant to me and next year I want to go there. A big field, but not such as in Narrandera. I send some photo of my model. All the best, once again excuse for a delay with the answer.

Slava





08/08/2014 12:11

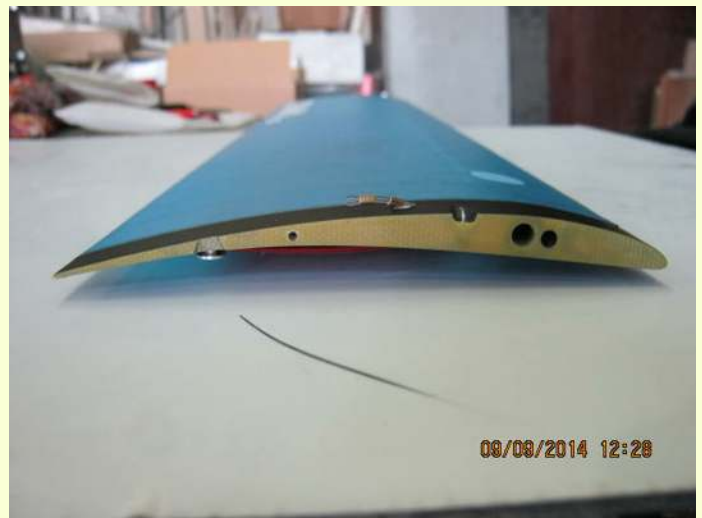


08/08/2014 12:40

A few photos from Slava



08/08/2014 12:27



08/08/2014 12:28

Index to 1951 FAI Free Flight Championship

Top three results in each event are given on this page, select

[World Championship 1951 in class F1A](#)

Held at Lesce-Bled, Yugoslavia on August 24

1	Oskar Czepa	AUT	300	271	300	871
2	Liube Petkovski	YUG	300	279	221	800
3	Arne Hansen	DEN	300	245	252	797

Champion Team: Denmark

Ian Kaynes has a website:
Archives for FAI Championships:

You might want to bookmark it.

http://f1u.org/archive/web/20100801033113/www.fai.org/aeromodelling/competitions/free_flight/mast.html



Photos from the British Scale Nationals, where Gary Odgers placed third with his magnificent Albatross C.111



Help ! I've come unstuck!

I have question on cyanoacrylate adhesive and there may be an answer from an FFDU reader.

Over the last year I have had problems with a popular brand of cyanoacrylate adhesive. It is the thinnest viscosity, is not old and flows freely. The problem is that it sticks anything well but balsa, especially skin.

It was slow to go off and I took to using a "kicker" on most joints. My frustration came to a head yesterday when on completion of a stick and tissue fuselage for an open rubber model that included diagonals and crosspieces; I tested its rigidity with a slight twist in my hands.

Immediately almost every joint fell apart and I was left with a handful of short pieces of balsa. Each joint was brittle and seemingly had no strength. Not all had had kicker applied as they seemed OK when glue first applied.

This sort of joint failure has occurred with two successive bottles of this adhesive; I use small bottles to ensure reasonable shelf time is not exceeded.

Factors that may be operating are as follows. I know that the balsa has been in my balsa stock for at least twenty years. Does that influence performance?

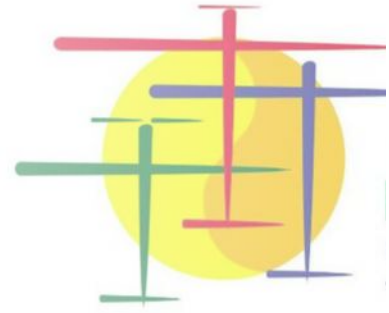
Has there been a change in formulation of this particular adhesive? I do not know.

The adhesive is stored in the fridge until opened and then in a cool, dark enclosure between uses.

Am I just not suited to using Cyano, although I have had no trouble in the past? Any suggestions?

Graham Maynard

Ed: Graham was using the expensive stuff, Zap Pink!



Free Flight in Mongolia

Mongolia is to host the 2015 FAI World Championships for Free Flight Model Aircraft

a report by Chimed Ganzorig

Aeromodelling Sports in Mongolia were created in mid-1960s, since that time children and youth began to train with those sports especially in classes of free flight, control line and R/C categories.

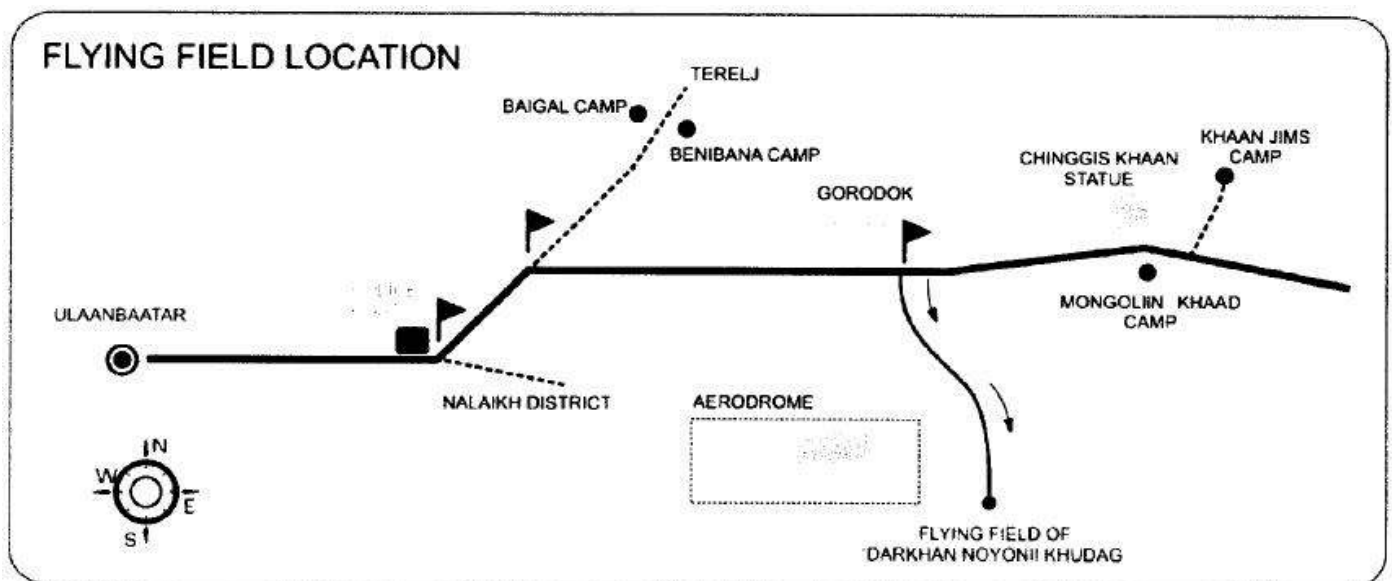
The Mongolian Air Sports Federation (MASF) as the National Air Sport Control (NAC), the Mongolian Aeromodelling Sport Association (MASA), and Mongolian Free Flight Aeromodelling Clubs was initially organizing in 2005, the International Free Flight Aeromodelling Competition, named as "Mongolia Cup", in Mongolia for the development and promotion of aeromodelling sport activities among Russian, Japanese and Mongolian competitors. The Mongolia Cup as a non-World Cup Event has been organized until 2010.

The 103rd Annual General Conference accepted the MASF as an Active Member in Class 10 with effect from 1 January 2010. The Mongolia Cup expanded into Mongolia Cup as a World Cup Event that has been organizing every year. In addition, we organize

"MIXMEN" Contest (Open international Event) between F1A, F1B, and F1C together.

We have organized the 2012 FAI Asian Championships for Free Flight Model Aircraft (first category event in F1A, F1B, F1C) which was held from 15 to 21 July, 2012 in Mongolia. We are going to organize the 2014 FAI Asian-Oceanic Championships for Free Flight Model Aircraft from 19 to 29 July 2014 in Ulaanbaatar, Mongolia. Our vision is for developing, bridging and networking aeromodelling activities among Asian and other continental countries in all the regions.

At the meeting of the Aeromodelling Commission (CIAM) in Lausanne, the 2015 FAI World Championships for Free Flight Model Aircraft was awarded to Mongolia. The Organizer Agreement has made an approach to the FAI via the CIAM and has requested the right to organize and stage the 2015 FAI World Championships in 2015, commencing on 27 July and ending on 3 August 2015 and the CIAM has agreed to appoint the Organizer.



One of Best Flying Sites in the World- "Darkhan Noyonii Khudag"

Mongolia has many great and big flying sites. One of best flying sites is the field of "Darkhan Noyonii Khudag" approximately 50 km to the east from capital city of Ulaanbaatar, Mongolia. This is one of the best free flight flying fields in the world. We organize the competitions such as FAI first and second category events and national championships as well local international cups in this flying field.

An area of the field of "Darkhan Noyonii Khudag" is at least 7km by 5km of nearly flat grass land, no trees in sight, and a smooth surface with short grass. The only changes of surface on the field are a very few ditches or ridges which are clearly visible. You can see the flying field on internet by Google-earth software with the pointer 47043'59.90" N, 107023'34.17" E.

Most of aeromodelling and free flight clubs locate in Ulaanbaatar and near Districts and other cities. All the people and competitors come to reach at the flying field by their own and rental cars or buses with a driver.

Other Flying Fields in Mongolia

There are several middle-size (at least 3 km by 3 km) flying fields located very near from the city of Ulaanbaatar for organizing of flyer kids' competitions and any types of the events for free flight, R/C and spacemodelling categories. Children and beginner, and professional competitors like to use and fly their own models at these fields.

For foreign competitors, these middle-size flying sites (distances ~10-15 km) are compatible for training before the start of the competitions, when they stay at hotels in Ulaanbaatar. If the competitors stay at the camp hotels, they should fly just near walking-on places and small flying fields (~1-5 km). All interested countries and competitors contact the Organizer to confirm their arrival for training.

I mentioned above that Mongolia has many possible wonderful flying sites for aeromodelling sport activities. However, the biggest issue is the distance. For the last few years, the transportation is very rapidly developing in Mongolia and then we sometimes organize the National Championships and other events at the different flying sites in province far from Ulaanbaatar.

For instance, the end of September 2013 we organized the national championship for free flight model aircraft in F1ABC categories was held in Dalanzadgad city of Umnugobi province, named as South Gobi Desert of Mongolia, which is located from ~700 km far from Ulaanbaatar. The organizer and many competitors were

gathering and getting together to the event by their own cars and by local airplanes (twice a day) as well as by public transportation like as shuttle buses.

Most wonderful and nice flying field is located to the east of Mongolia such as Dornod (~450 km) and Khentii (~250 km) provinces connected to Ulaanbaatar by high road. We are going to organize next competitions on these fields. Small and local events mostly organize on such fields.

Air Sports Community

Mongolia weather has four distinct seasons. You can find vast steppes like nowhere on earth, deserts with sugar-like sand, taiga forests like in Siberia, high peaks like in the Himalayas, and mountain ranges like in Switzerland. This nature is formed by the "extremes" of hot and cold, cool and warm. You will see that God combined those different landscapes from allover the world only in Mongolia.

The Mongolian Summer is short. An average temperature while the days of competitions in July for the last few years were min. 15°C, max. 30°C. The average wind speed approximately 2-9 m/s. Heavy rains are rarely possible. Better to take with you a warm sweater and raincoat for any case.

Climate in Mongolia with four seasons is "extreme" of hot and cold, cool and warm. Depending on the climate, we organize the competition events for free flight and R/C categories 10-14 times per a year at the national and local level and 2-3 times per a year at the international level. We help to do as an organizer, judges, and timekeepers each other and work together.

Each competitor belongs to one aeromodel club. We have many clubs for free flight and R/C as well as school clubs for kids and high school students located not only in Ulaanbaatar but also in provinces of our country. All clubs belong to the MASA as the organization for aeromodelling sports activities.

In spite of aeromodelling sports have been developing in Mongolia, parachuting and general aviation are actively strengthening to develop for the last years.

Free Flight Activities in Mongolia Free flight is more developing, for the last years, in Mongolia and a number of competitors and beginners (children and youth) are increasing after the first Mongolia Cup free flight competition since 2005. Free flight has already become already the main part among between aeromodelling sports.

Every year we organize the several events of free flight for seniors and juniors in categories

F1A, F1B, F1C, F1G, F1H, F1J, F1P, and HLG. Other free flight classes such as F1D, F1E, F1Q are not well developed in Mongolia and we really want to develop these new classes and prepare competitors in near future and then organize the event for such categories.

We have many clubs in Ulaanbaatar and other cities as well as centers of the provinces. All the clubs belong to the Mongolian Aeromodelling Sport Association (MASA). There is only free flight club called Falcon Free Flight Club (FFFC) and others are clubs together with free flight and R/C. The FFFC was firstly initiating the Mongolia Cup in 2005 supporting with Japanese team. We have a big number of competitors for F1A and F1H. Mostly of them are juniors under 18 years of age. The average age of competitors for free flight is ~30-35.

The Ministry of Education and Science started to implement the national project named "Flyer Kids" for three years since 2013. The first stage was realized in 2013 and over 3000 kids under 13 years of age and approximately 350 school teachers were joined to training short-term courses of Flyer Kids for constructing, doing, and flying of simple gliders and rubber light airplane. The training courses are very attractive to join school kids and their parents.

The second stage of the project is starting from this year for middle- and high school students to teach how to do and construct the models of F1H and F1A. Over 60 juniors will participate to the 2014 FAI Mongolia Cup as World Cup event for F1A class. This is very big event of juniors for the first time in the world. The project's for Flyer Kids advisor is

World Champion for F1C, Japanese competitor, Mr. Shigeru Kanegawa.

We have not now a junior full team. We are going to make the junior team from this year and our juniors' age is still so young. The junior team is ready for the 2016 FAI World Championships. We have national team for seniors. Mongolia sent the senior full team with many helpers and supporters to the World Championships since 2009. We are working to set target in increase of the number of competitors to advertise aeromodelling sports' activities on the occasion of 2015 Free Flight World Championships in Mongolia.

If new people and beginners are interested in free flight, they have to belong to the clubs and then do the models themselves and train to fly for starting the simple ones. Every club has its educational and train plan and procedure as well as regulation for beginners. Senior competitors have to pay the annual tax and competition fees. It is very small amount or sometimes free for juniors. Senior and professional people and competitors teach their own experiences and skills for constructing and flying and we organize the seminars for timekeepers and coaches.

National team members are selected by ranking for every two years between the World Championships. We have the series of selection of competitions of 5-6 events for ranking. All the score points are considered to make a team selection in order to make competitive and to enliven every competition, and so young competitors are actively involved. The selection committee is finally

decided to announce the national team members before the Championships.

Every year we have one event for high school students. It is called to "National Technical Olympiad". First three winners are granted to receive the invitation for entering to National Universities supported by the Ministry of Education and Science. This is very attractive for talented and technical skilled children to support in future. Most of them are flying contentiously the model aircraft and study hardly in science and engineering university programs.

One of our missions is to develop the international relation and cooperation among countries and competitors. Free flight is not highly developed in some Asian countries such as South Korea and then the competitions among Asian countries have been organizing in Mongolia during the last few years. Year by year a number of countries are increasing in the international event from Asian and Oceanic countries. We always invite the competitors from Russia and other countries in Europe and America as well as other continents.

In order to organize the first and second category events and to train the short-term aeromodelling programs, many foreign people, competitors, and champions from Japan, Russia, Sweden, Germany, France and Australia help a lot for exchanging the experiences and give the useful ideas and comments. We thank kindly to Mrs. Shigeru Kanegawa and Yasuo Yashioka from Japan.

20 July, 2014

Do you want to know more about Mongolia?

An interesting video of the Asian Pacific comp in 2014 was prepared by regional TV. You may find the links to that interesting.



https://www.youtube.com/watch?v=z7rN_p2P8OY

https://www.youtube.com/watch?v=DG_cMUJAlaw

<https://www.youtube.com/watch?v=G0Iyo32c11M>

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

NOTICE OF ANNUAL GENERAL MEETING 2015

*The AGM will be held at the Narrandera Services Club Narrandera on the 17th April 2015.
Any submissions for inclusion in the Agenda for this meeting must be received by 3rd April 2015.*

*Nomination forms for election of Office Bearers and Proxy Voting forms must be signed and
returned to the Secretary no later than 3rd April 2015.*

*Secretary AFFS Inc
Graham Maynard
PO Box 1958
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CLEVELAND QLD 4163*

*Phone: 07 3286 2326
Email: maynag@bigpond.com*

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

PROXY VOTING FORM for 2015

I, AUS number.....

will not be able to attend the AFFS Annual General Meeting and give my proxy to:

..... AUS number.....

Signature:

The completed form should be posted to:

The Secretary, AFFS Inc
Graham Maynard
PO Box 1958
Cleveland DC
CLEVELAND QLD 4163

Proxies duly signed should arrive no later than 3 April 2015

AFFS members are reminded that all proposals for consideration at the AGM must be submitted at least one month before the AGM date. Submissions must clearly state what the outcome desired is. Reasons for the proposal must be given and all factors which may be pertinent to discussion should be included. Proposals must be submitted to the Sec AFFS by the due date.

AustralianFreeFlightSocietyInc

A Special Interest Group of the Model Aircraft Association of Australia

Executive position Nomination Form for 2015

I, AUS number.....

Signed by nominator:

wish to nominate

AUS number..... for the position of

Signed by nominee:

☐ President *please tick ✓*

☐ Vice President

☐ Secretary

☐ Treasurer

☐ Public Officer

This nomination is seconded by

AUS number..... Signed

The completed form should be posted to:

The Secretary, AFFS Inc
Graham Maynard
PO Box 1958
Cleveland DC
CLEVELAND QLD 4163

Nominations duly signed and seconded should arrive no later than 3 April 2015



Australian Free Flight Society Championships Narrandera 2015

Program

Friday, April 17	F1G	5 x 1 hour rounds	0800 - 1300
	F1J	5 x 1 hour rounds	0800 - 1300

*****AFFS AGM See CD's notice board for time and location.

Saturday, April 18	Fly offs from Sunday competitions	0730	
	Combined % Open		0800 - 1300
	Combined HLG, CLG, DLG	0900 - 1300	
	P-30	3 flights	0900 - 1300

Sunday, April 19	Fly offs from Monday competitions	0730	
	F1B	7 x 1 hour rounds	0800 - 1500
	F1H	5 x 1 hour rounds	0800 - 1300
	Open Power	3 flights	0800 - 1300

Monday, April 20	Fly offs from Tuesday competitions	0730	
	F1A	7 x 1 hour rounds	0800 - 1500
	F1C	7 x 1 hour rounds	0800 - 1500
	Open Rubber	3 flights	0800 - 1300

Tuesday, April 21	Fly offs from Wednesday competitions	0730	
	Scramble		0800 - 0900
	Oz Diesel	5 flights	0800 - 1300
	Combined Vintage	3 flights	0800 - 1300

Note: In both OzD and Vintage, a first flight taken before 0900 should be timed to the ground to a maximum of 10 minutes. The extended flight time will be used as a tiebreaker in lieu of a flyoff. A first flight may be taken after 0900 but in this case times will only be counted up the normal maximum.

Evening: Presentation Dinner, Morundah Hotel 7 for 7:30pm
Bus from Narrandera provided.





ENTRY FORM



38th Annual Australian Free Flight Society Championships World Cup - Open International F1A, F1B, F1C

Narrandera, NSW

April 17 – 21, 2015

Name: FAI No:

Address: Age (if Junior).....

Phone: E-mail

Events entered

Event	Tick
1. F1A World Cup Event	
2. F1B World Cup Event	
3. F1C World Cup Event	
4. Combined % Open	
5. Open Rubber	
6. Open Power	
7. Scramble (Russ Hammond Perpetual Trophy)	
8. P-30	

Event	Tick
9. F1G (Coupe d'Hiver)	
10. F1H (A1 Glider)	
11. F1J (see note 6 in Program)	
12. Combined HLG, CLG, DLG	
13. Combined Vintage. (entry in more than one class allowed)	
14. Oz Diesel	
Dinner	
AFFS sub for 2015/16	

Fees:	World Cup events F1A, F1B and F1C	\$40
	Any number of other AFFS events	\$30
	Any number of WC and AFFS events	\$60
	Presentation Dinner	\$35/person
	AFFS membership including FFDU for 2014/15	\$30
	Posted paper copy of FFDU	\$10
	There are no fees for juniors	

Fee calculator

Select entry one entry option, membership option, dinner if attending	Fee	
World Cup events only	\$40	
AFFS events only	\$30	
World Cup and AFFS events	\$60	
Dinner	\$35/person	
AFFS membership for 2015/16 (includes electronic FFDU)	\$30	
AFFS membership for 2015/16 with posted paper copy of FFDU	\$40	
Total fee		

TO HELP THE ORGANISATION, PLEASE SEND PRE-ENTRY BY APRIL 7, 2015.

Send completed entry form with money (cheques payable to Australian Free Flight Society **not** FFDU)

to: Vin Morgan, Treasurer AFFS
644 Canning Street, Carlton North, Vic 3054 Australia

Or by bank transfer to: Name: Australian Free Flight Society
BSB 033 174
Account No. 331732

Overseas people can pay on arrival but it would help organization if entries are returned so we know numbers – especially for the dinner. Forms or entry details can be e-mailed to: vin.morgan@utas.edu.au.

AFFS Champs information:

1. WORLD CUP EVENTS - are flown from a flight line in seven one hour rounds. Please assist by volunteering to time keep.
2. Flyoffs will be organized after the event (start time, CD and timekeepers) but held the following morning. Durations for F1A, B & C, G, H, and J will be 10 minutes. For other events unlimited (conditions permitting).
3. OzD will be flown on the last day and therefore cannot have a flyoff the next morning. You may make a longer first round flight (up to 10 minutes) as flyoff insurance in case more than one flyer maxes out. If you want your first flight to be considered as a flyoff it must be launched before 0900.
4. OPEN EVENTS - are 3 flights to a 3 minute max with no rounds and one unlimited flyoff the next day.
5. Gliders otherwise conforming to the F1H/A1 rules will be allowed in F1H at any weight provided they are fitted with a non-latchable towhook.
6. Old style F1J/Class 1 Power models – restricted to a plain bearing motors of less than 1 cc and no moving surfaces except DT – will be allowed an 8 second motor run in F1J (bring out your Mini Weavers and ½ A Vikings)
7. P-30 is 3 flights to a 120 sec. max. No rounds. One unlimited flyoff.
8. COMBINED % OPEN – is 3 flights (no rounds). Score is the percentage of the max for that class. HLG and CLG are allowed but are only allowed 3 flights i.e. no discards. Two attempts are permitted for each flight (a 20 second attempt rule applies).
9. VINTAGE Glider, Rubber and Power will be flown as a combined event. You may enter more than one class. Champ of champ points will include all entries. Note that the vintage cut-off date is 1956. You may make a longer first round flight (up to 10 minutes) as flyoff insurance in case more than one flyer maxes out. If you want your first flight to be considered as a flyoff it must be launched before 0900.
Vintage classes get bonus points (2 per year pre 1956) as per MAAA rules 2009
10. HLG/CLG/DLG are combined, not separate events. All flights from the box marked by 4 cones.
11. Oz Diesel (1.5cc plain bearing diesel, no VIT, AR etc., see FF DU2002/3), 10 sec motor run, 5 x 2 min flights. One unlimited fly-off .
12. Radio Dethermalization (RDT) is allowed in all events.
13. PLACEGETTERS models, lines, motors etc. may be processed. There will be spot checks and check timekeeping on the field.
14. All Competitors must be in possession of a current MAAA/FAI licence.
15. AFFS Annual General Meeting. Please forward agenda items, nominations etc. to the secretary, Graham Maynard by 3 April.
16. The Presentation Dinner will be on the evening of Tuesday April 21 at the Morundah Pub. There will be a bus from Narrandera. Cost (including bus) will be about \$35. We need to know numbers in advance so please make your bookings for the dinner and pay with your entry.
17. Motorized retrieval (car, motorcycle) is not allowed (pedal and electric bicycle retrieval is). We are not permitted motorized retrieval on the Department of Defence land (Field 1) and for Field 2, although motorized retrieval has been allowed in the past, we have had problems with the dust raised by cars obscuring models and blanketing the flight line.
18. Smoking on the field is not allowed. If you smoke in a car the doors have to be closed.
19. Sunrise at Narrandera on April 25 is at 06:43. Sunset 17:32.





Southern Cross Cup 2015

23RD - 24TH APRIL
WEST WYALONG NSW



WORLD CUP - OPEN INTERNATIONAL FOR FIA, FIB AND FIC
ALSO OPEN POWER AND OPEN RUBBER

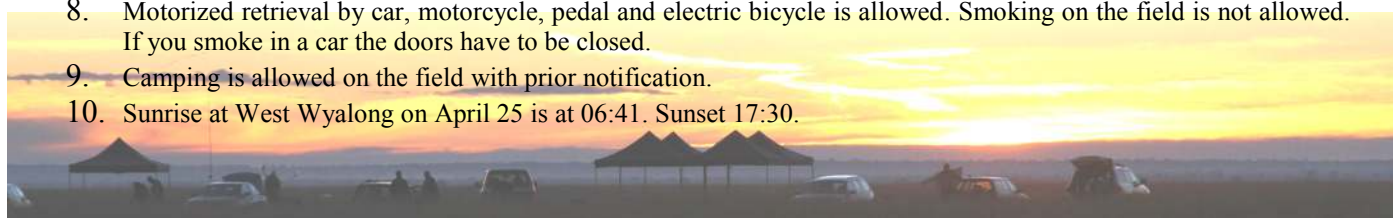
PROGRAM AND VENUE DETAILS

Thursday 23rd April	<i>F1 B</i>	<i>7 x 1 hour rounds</i>	<i>0800 - 1500</i>
	<i>Open Power</i>	<i>3 flights</i>	<i>0800 - 1300</i>
Friday 24th April	<i>Flyoffs for F1B and Open Power</i>		<i>0730</i>
	<i>F1A</i>	<i>7 x 1 hour rounds</i>	<i>0800 - 1500</i>
	<i>F1C</i>	<i>7 x 1 hour rounds</i>	<i>0800 - 1500</i>
	<i>Open Rubber</i>	<i>3 flights</i>	<i>0800 - 1300</i>
Saturday 25th April	<i>Flyoffs for F1A , F1C and Open Rubber</i>		<i>0730</i>

NSWFFS AB Field is located at 1390 Clear Ridge Road West Wyalong and will be signposted

Information

1. WORLD CUP EVENTS - are flown from a flight line in seven one hour rounds. Please assist by volunteering to time keep.
2. Flyoffs will be organized after the event (start time, CD and timekeepers) but held the following morning. Durations for F1A, B & C will be 10 minutes. For other events unlimited (conditions permitting).
3. OPEN EVENTS - are 3 flights to a 3 minute max with no rounds and one unlimited flyoff the next day.
4. Radio Dethermalization (RDT) is allowed in all events.
5. PLACEGETTERS models, lines, motors etc. may be processed. There will be spot checks and check timekeeping on the field.
6. All Competitors must be in possession of a current MAAA/FAI licence.
7. The Presentation Dinner will be on the evening of Friday April 24 at the Lan -May Chinese restaurant.
8. Motorized retrieval by car, motorcycle, pedal and electric bicycle is allowed. Smoking on the field is not allowed. If you smoke in a car the doors have to be closed.
9. Camping is allowed on the field with prior notification.
10. Sunrise at West Wyalong on April 25 is at 06:41. Sunset 17:30.





southern cross cup 2015

23rd - 24th April



WORLD CUP - OPEN INTERNATIONAL FOR F1A, F1B AND F1C
ALSO OPEN POWER AND OPEN RUBBER

INFORMATION

Entry Fees Registration Fee \$10.00
Open Power & Open Rubber \$10.00 each
World Cup events (F1A, F1B, F1C) \$30 once for any number
There are no entry fees for Juniors

Send entries to: Tahn Stowe 3/152 Brook Street Coogee 2034 AUSTRALIA.
Please make cheques or money orders payable to NSWFFS Inc in \$A.
Prior entry AND payment by the **10th April 2015** will help the organisation.
Overseas entrants may pay on the field.

F1A, F1B & F1C are World Cup Events. We need timekeepers for each pole, and we need your help.
Please indicate if you can assist with timekeeping or CD'ing any event.

Enquiries: stowes@ozemail.com.au

Name:FAI number:

Address:

.....

.....

.....

Tel:E-mail:

Mobile No:

Timekeeping: Yes / No CD'ing Yes / No.....

Event	Fee	Amount
F1A	\$30	
F1B	\$30	
F1C	\$30	
Open Power	\$10	
Open Rubber	\$10	
REGISTRATION	\$10	\$10
TOTAL		

CONSTRUCTION CORNER

Diana and her D-Box as told by Roy Summersby

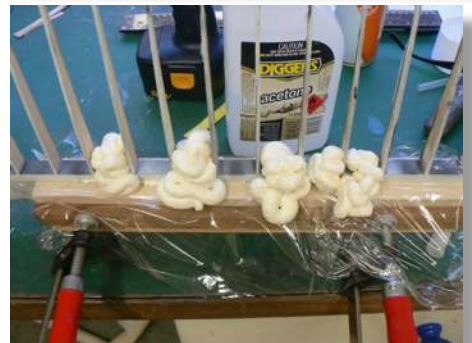
Diana, for those of you that have been in hiding, is my Nelson 40 powered 3 meter span open power model. The model has been around for quite a few years now, but sadly it has had its problems. Diana has met the ground in a most undignified way for a lady, on more than one occasion. One with a burst fuel bladder, all other occasions it has been timer problems. If the timer stops on the way up, the VIT does not work, and the model takes a vertical dive. The last time at the 2014 AFFS champs, Diana reached the end of her motor run and was at a great height, when the timer refused to continue on, so another vertical dive put an end to her flying for some time to come. The main problems with the Seelig timers is that they fall to bits with vibration, or when a tiny piece of rubbish gets into them, they just can't handle the brute force of the Nelson.

The last vertical dive resulted in a broken boom (once again) some damage to the front end, and what appeared slight damage to the wings. The question I put to myself was where to go from here? Still having the wings and stab, the answer was a new fuselage but this time, complete with a Sidus electronic timer, like I am using on my F1C models. These have the advantage of an instant DT if required. With the press of a button, the timer can skip all functions and go straight to DT. Will the Sidus hang together, maybe, as it is mounted on a special rubber mount, but time will tell.

Back to the D Boxes. The vertical dives have resulted in many of the rib cap strips coming free, allowing the wing to flex. Easily fixed, just remove the top covering and reglue. This was quite successful and the wing became much stiffer, but there was still

movement. Further investigation, found that a lot of the half ribs in the D Boxes were broken, or had come free from the carbon shell. Without these ribs in place the D Box shell is allowed to flex, how to reglue these ribs was my next problem. I tried a syringe needle punched through the shell filled with zap. This will work if the ribs are still in contact with the shell; quite a few of Diana's were totally destroyed, so zap was useless in these areas.

My next thought was to use expanding foam, this product expands about 4 times and I was told it would blow the D Boxes apart. Some more thought was needed, but all my thinking brought me back to my foam idea. After some discussions with Andrew Linwood and Tahn Stowe, the plan was to make a mould that would clamp over the wing D Box and be strong enough to hold the pressure of the foam as it expanded. I made the mould mainly from pine, balsa/pine on the top, lined it with glad wrap and clamped it on the wing. Holes were drilled in the web from the rear between the top and bottom spars to



squirt the foam in, and allow the excess out. How much to squirt in, I had no idea, it was just a case of squeeze the trigger and watch it come out another hole, or catch it oozing out of where I had just put it in. The instructions on the can said it can keep expanding for up to 4 hours so patience was required, before moving the mould on to another section that needed the same treatment.

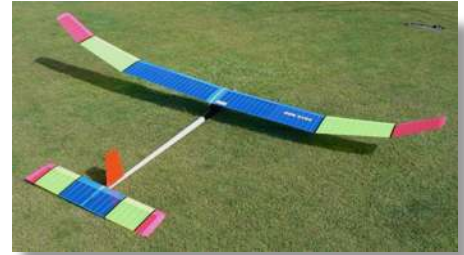
The end result was a wing with a very firm D Box and no movement at all. Excess foam once it dries is easy to clean off with a knife. The web holes were patched with some carbon sheet,



and the wing was ready for recovering. I should have stopped there, but I became carried away with my success and changed the wings to a more modern layout. It is now a six panel wing which will fit around my other large wings in the model box.

Diana was of course named after Princess Diana, for if she crashed big

time it would be the end of her. Now the model has been rebuilt it will need a new name, so what should it be? My first thought was Camilla, but I was told in no uncertain terms that if that went on the wing, Di was going to leave me, so I think I will just have to call her Sarah.



Richmond Scale Rally 2015

4 - 5 July 2015 Richmond NSW

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



CONTACTS: Roy Summersby 02 4341 0072 roydi132@optusnet.com.au
Tahn Stowe 02 9664 6198 stowes@ozemail.com.au

**She walked up to me and she asked me to dance
(Kinky, for those who remember)**

The LOLA 0.33cc engine

Production of the Schlosser 0.25cc engines ceased some time ago. But there continues to be a demand for engines in the sub-0.5cc range from aeromodellers who like to fly smallish F/F and R/C sports models.

I have been involved in the mechanical design of a new little engine which could fill this niche and have recently tested and approved a pre-production example. It is an 0.33cc diesel which is based on the layout of the very popular K&B Infant 020 Glow of 1949. All mechanical parts are re-dimensioned for traditional diesel operation, durability and long life.

The new engine is called LOLA. It is a long-stroke design with a Ø7mm bore and 8mm stroke, so it starts very easily and runs happily on larger props such as a 6x4. LOLA is built in Europe for an American group and the pre-production example pictured is extremely well made. Full details of availability and price will be available soon from OWEN ENGINES. Please email me direct for up-to-date information as it comes to hand.

David Owen owendc@tpg.com.au

Please use **Subject line:** LOLA





BUILDING A BASSINETTE FOR YOUR BABIES

By Vin Morgan

Bassinette Building

It goes against the style of Dennis Parker, a much loved founder of the Werribee Wanderers, who would arrive at the field with his car looking as though the fully-assembled models had been hurled in from a distance, but if you are going to take the babies on any extended trips you do need something to carry them in. And the trip is likely to be much more enjoyable if that something is likely to protect them from the tender care of baggage handlers.

Up in NSW they go for the folded aluminium boxes. These have the advantage of dinting rather than breaking. Plastic gun cases are another option however wood is light and strong and allows you to make a box just the right size. It also allows simple and secure fitting of internal partitions which are necessary to prevent the heavy bits damaging the fragile bits.

This note describes a way of making model boxes that are reasonably light, are convenient to work out of and which experience has shown give good protection for the models.

The boxes are made out of marine plywood. Joins are held on both sides with fibreglass tape and the top and bottom sections are edged with hybrid aluminium extrusion which, together with the latches and hinges stiffens the side panels and greatly strengthens the box.



Fig 1 4 mm Australian marine ply made from Hoop Pine and is light and strong enough



Fig 2 Nice straight cuts can be made with a knife and a straight edge. Cut from both sides.



Fig 3 The box is pinned together with thin nails. You need to drill 1mm holes so they go in straight and the wood doesn't split.

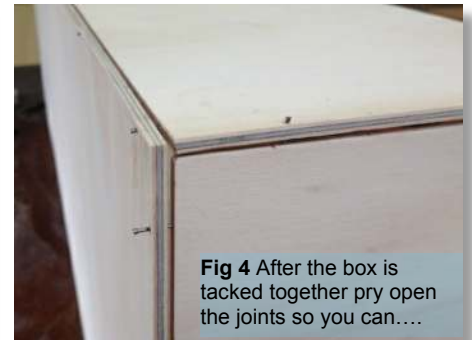


Fig 4 After the box is tacked together pry open the joints so you can....

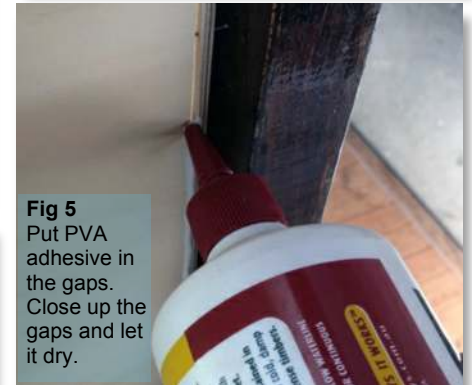


Fig 5 Put PVA adhesive in the gaps. Close up the gaps and let it dry.



Fig 6 Without the top the box is flexible. Attaching the top makes the box stiff so it is useful to hold the box square while the top is added. The surface of my bench is a bit rough so I put the box on a flat paving stone. You can check squareness by measuring the diagonals (they should be the same).

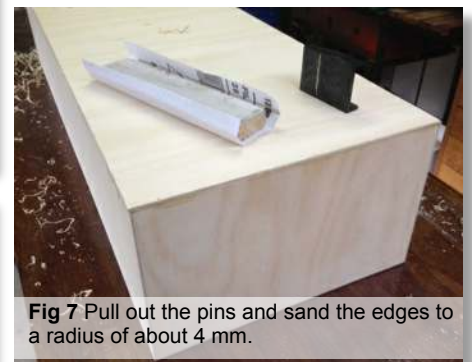


Fig 7 Pull out the pins and sand the edges to a radius of about 4 mm.



Fig 8 Epoxy 75 mm wide fibreglass tape along all the edges.

Fig 9 The edge of the tape where the strands are turned over is a bit lumpy. I sand it smooth. Don't sand where the tape goes around the edge.



Fig 14 Fibreglass the inside of the joins.



Fig 10 Open up the box. I use a fine-tooth pull-saw to separate the top and bottom because it is easy to get a neat line.

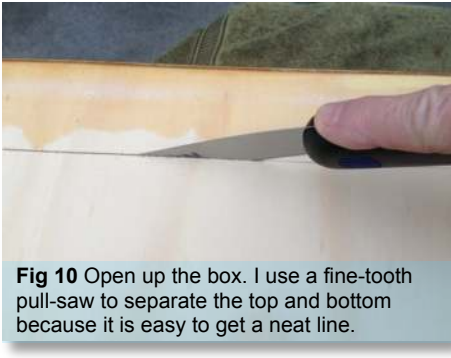


Fig 11 You need to fillet the inside joins. This strengthens the join because the epoxy fillet is strong and also because the fibreglass bandage that goes on after the fillet is not weakened by a sharp corner. Mix up some resin and add enough colloidal silica to make a paste that does not sag.

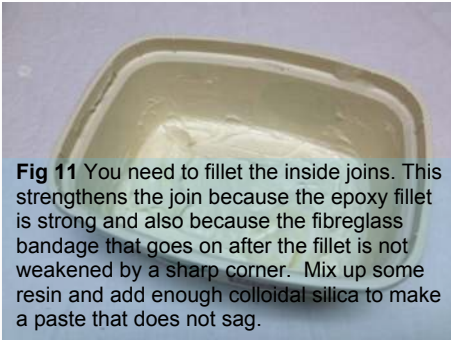


Fig 12 Lay filler along the corners and,



Fig 13a & b Shape it with handy round tool.

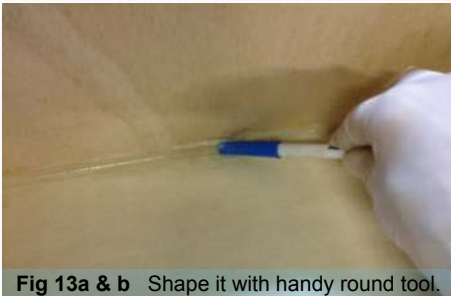


Fig 15 Extruded Al Hybrid joiner allows the top and bottom sections to lock together. The smallest material available in Australia (Penn-Elcom E849) has a 5 mm slot so the box walls need to be padded. I used 1 mm balsa (on the inside). I used Selleys Durabond to stick the Al to the wood.



Fig 16 It's a bit tedious cutting all the pieces to the correct length and mitering the corners. My first box was hand sawed and filed but having access to a drop saw and a linisher that could be set to 45° made the recent ones a lot easier. Most commercial travel cases rivet steel angle pieces on the outside of the corners but I didn't want external pieces that catch when the box is slid into cars etc so I pop-riveted Al angle on the inside to help with burst-proofing.



Fig 17 The boxes need metal corner pieces. C630 Small Case Corner from Cliff Electronics are suitable. The M3 x 4 CS screws are just tapped into the ply (flush on the inside). Epoxy holds the corner pieces and the screws.

Fig 18 Bolt on the hinges. I bevel the ends so the box slides without catching. Painting. The box is given a thin coat of epoxy to seal the wood and then two coats of two-pack polyurethane (from the boat shop).



Fig 19 Locking latches are useful.



Fig 20 Fitting it out. The dividers in the bottom section are 3mm lightweight ply (Luan or Meranti). They are first glued with PVA then fillets of epoxy added. I put fibreglass bandage on the joins for the top divider (left hand one in the picture) because stooges and heavy stuff will be resting on it. There are sections of bandage on the other dividers.



Fig 21 The motor tube holders are cut from 3 x 50 x 50 Al angle. An M3 x 4 CS screw clamps them to curtain rail section glued to the box top. 6 x 10 x 1.6 brass is used for nuts.





Fig 22 The booms have similar holders but they are just bent up from strips of 1.6 thick Al.



Fig 23 Loaded.

List of materials and suppliers

Marine plywood AS/NZ 2272, phenolic bond.
Austral Plywoods. Hoop pine, F17.

Al curtain track extrusion UA1350, 14.5W x 5.8H, 82g/m
\$4.75+GST/5m length.

Ullrich Aluminium, Melbourne distributor
893 Princes Hwy Springvale
9567 7200

Al extrusion for lid-case joint. Penn-elcom hybrid extrusion.
Agents

ProAudioStash sales@proaudiostash.com.au or call **0428 002 442**
34 Croker Street, Newport, Victoria 3015
Website mail order only. Shipping by Toll, by weight. Up to 0.5kg \$9

Cliff Electronics. Cliff.com.au 07 5540 7800 sales@cliff.com.au
Startrack 1 kg \$10, Post 500g \$9, Express post 500g \$11
E849 \$2.27/m. 2 & 4m lengths

Get Aroundtuit!



Seen above is the tooling required to make the component on the right

We have all heard this saying many times, even used it yourself! Yeah mate! One day I'll get around to it!

Now to all you Scale Aero-modellers out there, no more excuses! You can get a custom made to fit "aroundtuit" (hand spun aluminium cowl) to suit your project.

Roy Summersby has got aroundtuit! And wow look at the results! Roy's Sopwith Swallow fitted with a custom hand spun aluminium cowl. Phil Mitchell also got aroundtuit! Phil has plans for a Sopwith too.



Roy's spun cowl

I have made 3 different sizes now:

4 ¾" outside diameter X 3" inside diameter X 1 ½" long

5" outside diameter X 3 ¼" inside diameter X 2" long

5 5/16" outside diameter X 3 ¼" inside diameter X 2 ½" long (max)

Tooling cost is very high, so I would like to sell these sizes most, \$45 each + P/P

If these sizes don't suit your project give me a call and I'll see what can be done if there is interest for many of a particular size, one day I'll get aroundtuit too!

Matt Hannaford

email: matthew.hannaford@bigpond.com

FORE!

Wakefield is a bit like golf. In golf you put the little ball on a stand and then you hit it with a club. Hopefully it goes quite a long way. You walk down to find it in the grass and when you have found it you hit it again. After a few big hits you use smaller hits to knock it into a little hole. Then you pick the ball out of the hole and start all over again.

In Wakefield you set up the model and put it on a stand. You wind up the rubber, take the model out of the stand and launch it. Then you walk downwind fetch the model from where it has landed, bring it back to the stand and do it all over again.

In golf there are usually eighteen starts with the ball on the stand. In Wakefield it is seven unless scores are even in which case there are more starts until there is a winner. In golf the aim is to use the minimum number of hits to hole the ball. In Wakefield the aim is to achieve a maximum flight time from each start.



I prefer Wakefield to golf because I prefer aeroplanes to little dimpled balls and I find the skill set required is more varied and interesting. In golf, the weather, the course and even the clubs have some effect on the number of hits required to hole the ball but almost all the skill is in the way the ball is hit. In Wakefield there are a lot of factors that determine the duration of a flight. The design and adjustment of the model together with the winding

of the motor and the power of the launch determine the basic flight time the model is capable of but because of updraughts and downdraughts, thermals and sink, flight time can be as dependent on the exact moment of launch as on outright model performance.

It isn't easy to get the moment right, the wind right and the model adjustment right. That's why it's fun.

From the fertile mind of Vin Morgan

ENGINES FOR SALE



1954 WEBRA RECORD diesel

Good compression, turns over smoothly. Correct NVA. Case filed to for beam mounting as many have been. Starts and runs well on 8 X 4. Very fast on 7 X 4. \$55.00 including post to Australia.



1953 K&B 35 Green Head Torpedo

Huge compression, turns over smoothly. Flick starts in one. Plug lights up. Makes a lot of noise. \$60.00 includes post to Australia.



NEW K&B 40 Series 70 front induction

Unrun. No marks on lugs. Pressure nipple fitted. Glo lights up. Includes box in fair condition. \$80.00 includes post to Australia.

1952 WEN-MAC MK1

In very good condition. Good compression and smooth to turn over. Plug lights up. Getting rare in this condition. \$45.00 including post to Australia.

1955 WEN-MAC

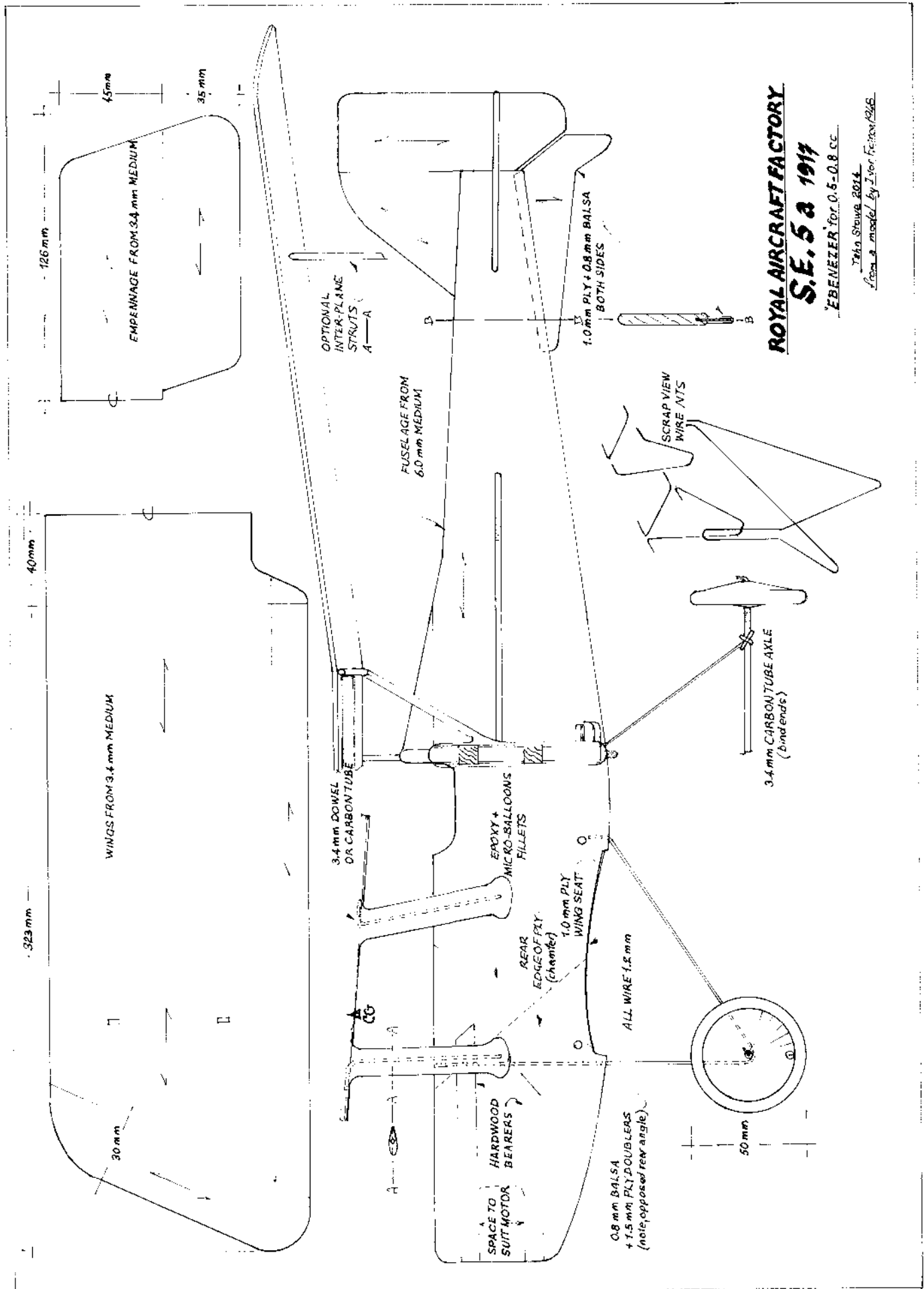
Good compression and smooth to turn over. Plug lights up. Includes prop. and tank. \$35.00 includes post to Australia.

1957 MK3 WEN-MAC

Good compression and smooth. Plug lights up. Flick starts well. Rotamatic not working. \$30.00.

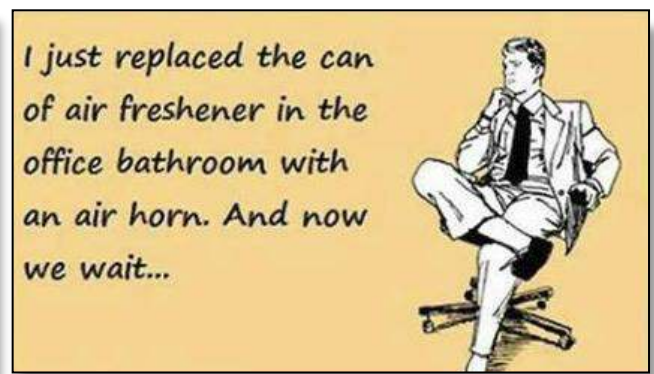
Contact Howard Gostelow
thegossies@bigpond.com







From the Old Folks home at Umina



My Internet was down for 5 minutes so I went downstairs and spoke to my family.

The seem like nice people.



It's called **reading**.
It's how people install new software into their brains.



Student: Can I borrow a pencil?

Teacher: I don't know. *Can* you?

Student: Yes. I might add that colloquial irregularities occur frequently in any language. Since you and the rest of our present company understood perfectly my intended meaning, being particular about the distinctions between "can" and "may" is purely pedantic and arguably pretentious.





My Personal Trainer

For Christmas last year, my wife (the love of my life) purchased a week of private lessons at the local health club for me. Although I am still in great shape since playing on my high school softball team, I decided it would be a good idea to go ahead and give it a try. I called the club and made my reservations with a personal trainer named Tawny, who identified herself as a 26 year old aerobics instructor and model for athletic clothing and swim wear. My wife seemed pleased with surprising enthusiasm to get started. The club encouraged me to keep a diary to chart my progress.....

MONDAY:

Started my day at 6:00 am. Tough to get out of bed, but found it was well worth it when I arrived at the health club to find Tawny waiting for me. (She is something of a goddess with blond hair, dancing eyes, and a dazzling



white smile!!!!!!!!!!!!!!!!!!!!!!) Tawny gave me a tour and showed me the machines. She took my pulse after 5 minutes on the treadmill. She was alarmed that my pulse was so fast, but I attribute it to standing next to her in her aerobic outfit. I thoroughly enjoyed watching the skilful way in which she conducted her aerobics class after my own workout today, (Very inspiring.)

Tawny was encouraging as I did my sit-ups, although my gut was already aching from holding it in the whole time she was around. This is going to be a FANTASTIC week!

TUESDAY:

I drank a whole pot of coffee, but I finally made it out the door. Tawny made me lie on my back and push a heavy iron bar in the air ...then she put weights on it. My legs were a little wobbly on the treadmill, but I made the full mile. Tawny's rewarding smile made it all worthwhile. I feel GREAT!!! It's a whole new life for me.



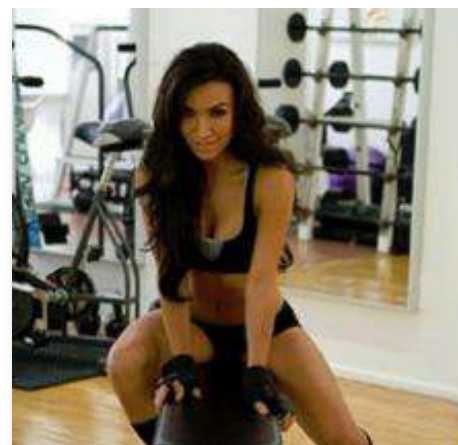
WEDNESDAY:

The only way I can brush my teeth is by laying my toothbrush on the counter and moving my mouth back and forth over it. I believe I have a hernia in both pectorals. Driving was

OK as long as I didn't try to steer or stop. I parked on top of a Geo in the club lot. Tawny was impatient with me, insisting that my screams were bothering the other club members. (Her voice is a little too perky this early in the morning, and I hadn't noticed that when she scolds, she gets this nasally whine that is annoying.) My chest hurt when I got on the treadmill, so Tawny put me on the stair monster, er, master. (Why in HELL would anyone invent a machine to stimulate an activity rendered obsolete by elevators?) Tawny told me it would help get me in shape and enjoy life. She said some other shit too.

THURSDAY:

Tawny was waiting for me with her vampire-like teeth exposed as her thin, cruel lips were pulled back in a full snarl. I explained that I couldn't help



being a half hour late. It took me that long to tie my damn shoes. Tawny took me to work out with the dumbbells. When she wasn't looking, I ran and hid in the men's room. She sent Lars in to find me. As punishment, she put me on the rowing machine...which I sank.

FRIDAY:

I hate that B*TCH Tawny more than any human being has ever hated any other human being in the history of the world. (Prissy, pretentious, stupid, skinny, anaemic, little cheerleader-wanna-be B*tch.) If there was a part of my body I could move without unbearable pain, I would beat her with it. Tawny wanted me to work on my



triceps. I don't have any triceps. And if you don't want any dents in the damn floor, don't hand me barbells or anything that weighs more than a sandwich. The treadmill flung me off

and I landed on a Health and P.E. teacher. Why couldn't it have been someone softer, like the Drama coach or the choir director?

SATURDAY:

Tawny left a message on my answering machine in her grating, shrill, piercing little voice, wondering why I did not show up today. Just, hearing her made me want to smash the machine with my planner. However, I lacked the strength even to use the TV remote and ended up watching eleven straight hours of the weather channel.

SUNDAY:

I'm having the church van pick me up for services today so I can go and thank GOD that this week is over. I will also pray that next year my wife (the other B*TCH) will choose a gift for me that is fun... root canal or a vasectomy!



So how is your fitness regime progressing?

SCHEDULE OF TEAM TRIALS 2014/15

For Team Places in the 2016 Asian/Oceanic Championships for F1A, F1B and F1C

F1A, F1B, F1C Free Flight Team Selection is held in a multi-trials format. The trial period runs from 1 Dec 2014 to 30 Nov 2015. Eligible events are The Australian Free Flight Society Championships, The Southern Cross Cup, State Championships, Australian Nationals and Special Trial Events in Western Australia and Queensland.

The timetable for events is:

Date 2015	Event Name	Classes	Location	Contact	Contact Address
March 21	QLD St Chs	F1C	Dalby	M. Campbell	actrain@ozemail.com.au
April 17 to 21	AFFS	F1A, F1B, F1C	Narrandera	G. Maynard	maynag@bigpond.com
April 23, 24	SCC	F1A, F1B, F1C	West Wyalong	T. Stowe	stowes@ozemail.com.au
May 16, 17	QLD St Chs	F1A, F1B	Dalby	M. Campbell	actrain@ozemail.com.au
May 18 to 24	68 th Nationals	F1A, F1B, F1C	Dalby	M. Campbell	actrain@ozemail.com.au
May 30 to June 1	WA St Chs	F1A, F1B, F1C	Meckering	C. Behr	bcbehr@inet.net.au
June 20, 21	NSW St Chs	F1A, F1B, F1C	West Wyalong	T. Bond	karenand007@gmail.com
August 15, 16	WA Trial	F1A, F1B, F1C	Meckering	C. Behr	bcbehr@inet.net.au
Oct 31, Nov 1	Vic St Ch	F1A, F1B, F1C	West Wyalong	V. Morgan	vin.morgan@utas.edu.au

Notes

- ☺ Contestants may include the results of one FAI listed overseas open contest in their scores to establish their position in the order of merit for a team place.
- ☺ If there is a need to separate contestants tied for team places, additional scores (forth best, fifth best and so on) will be used to establish final order of merit. Even if more than three scores are use, only one overseas score is allowed.
- ☺ The dates for extended events eg Nationals, AFFS Championships are given as a block to allow minor changes to the program if adverse weather conditions occur.

Australian Team Trials - The Final Scores

	Aus Nats	Kiwi Cup	Pan Am	Max Men	Vic St Ch	Ko- tuku Cup	SCC	AFFS	QLD St Ch	WA St Ch	NSW St Ch	Mon- golia Cup	WA Trial	Qld Trial	Best three	Best four	Best five
F1A	Dec 28-Jan	Feb 8	Feb 11	Feb 14, 15	Apr 20-22	Apr 24, 25	Apr 25, 26	Apr 28-30	Jun 21	May 31-	Jun 7-8	July 22, 23	Aug 17, 18	Oct 23, 24			
Phil Mitchell		x1080	x1260	1260		1198	1260	1139	1260						3780	4978	
Malcolm Campbell	1231	x899	x1260	1260		1089	1134	1050	1236		1260			1054	3756		
Vin Morgan	1234				237	1216	716				1217				3667		
Albert Fathers	1157	x798		962	180	748	1177	276	1205		897	503		1102	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																	
Vin Morgan	1260	x1069	x1260	1260	1260	1256	1260	1260			1260	1250			3780	5040	6300
Richard Blackam	1260				848	1260	1260	1260						1053	3780	5040	6093
Paul Rossiter		1260	x1110	x1242		1185	1125	1199		1260			1260		3780	4979	
Craig Hemsworth					1070	1245	1260	1260						1165	3765		
Ted Burfein						1258	1218	1147	336		1244				3720		
Terry Bond	1183				1123	1143	1155	1260			1259	1176			3702		
Leigh Morgan	1200				540	1078	1199	969			1177	1155			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 Car										744					744		
George Baynes									723						723		
Rod McDonald										682					682		
Bill Pudney							540								540		
Ron Munden									460						460		
Gary Pope	343														343		
F1C															0		
Terry Bond	1161				314	725	871	1242			900				3303		
Roy Summersby	683	x1080	x1260	1260	180	750	1254	754			540	x1237			3268		
Neil Pollock							1078	1177					993		3248		
Gary Pope	473				360	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								OS					
		</															



BRISBANE FREE FLIGHT SOCIETY



MONTH	DATE	START	EVENT	LOCATION
January	Saturday 31 st	12pm-4pm	Club meeting plus "show and tell"	John's place
February	Sunday 22 nd	7am-1pm	Dale's Fun and Friend's Day (P20, CLG and special Ladies event, Sport and limited RC)	Coominya
March	Sunday 8 th	7am-2pm	→ 2 Minute class models (all in, 3 flights) → Vic Smeed event	Coominya
	Saturday 21 st	7am-12pm 1pm-4pm	F1C State Champs (5 flights) Open Power State Champs (3 flights)	Dalby
April	Sunday 22 nd	7am-2pm	F1J State Champs (5 flights)	
	Saturday 4 th	3pm-6pm	Indoor IHLG/Catapult State Champs	BSHS
	Saturday 11 th – Sunday 19 th		68 th Nationals (R/C, C/L and Indoor)	Various
	Friday 17 th – Friday 24 th		Southern Cross, (Kotuku Cup) and AFFS Champs	W-Wyalong <u>and</u> Narrandera
May	Saturday 2 nd	3pm-6pm	Indoor F1L State Champs	BSHS
	Saturday 16 th	7am-2pm	F1A State Champs (5 rounds + 2 for team selection)	Dalby
	Sunday 17 th	7am-2pm	F1B State Champs (5 rounds + 2 for team selection)	
	Monday 18 th – Sunday 24 th		68 th Nationals (Free Flight)	Dalby
	Sunday 31 st	7am-2pm	Scale, HLG and CLG State Champs	Coominya
June	Saturday 6 th	3pm-6pm	Indoor Hanger Rat State Champs	BSHS
	Sunday 14 th	7am-1pm	F1G State Champs (5 flights)	Coominya
	Saturday 27 th	12pm-4pm	Club AGM meeting plus "show and tell"	John's place
	Sunday 28 th	7am-2pm	→ P30 → A1 Sailplane (both 3 X 2 min flights)	Coominya
July	Saturday 4 th	3pm-6pm	Indoor P18 club sponsored State Champs	BSHS
	Sunday 12 th	7am-2pm	→ 100gm Coupe → KKK (both 3 flights)	Coominya
	Sunday 26 th	7am-1pm	Dale's Fun and Friend's Day (P20, CLG, ½ hour Scramble, special Ladies event, Sport and limited RC)	
August	Saturday 1 st	3pm-6pm	Indoor Peanut Scale State Champs	BSHS
	Sunday 16 th	7am-2pm	→ ½A Power → QDP (both 3 X 2 min flights)	
September	Saturday 5 th	3pm-6pm	Indoor General flying	BSHS
	Sunday 13 th	7am-1pm	F1H State Champs (5 X 2 min flights)	Coominya
	Sunday 27 th	7am-2pm	→ Open Rubber State Champs (3 X 3 min) → Comb. Open % (3 flights)	
October	Sunday 11 th	7am-3pm	→ LSq/100 (3 X 3 min) → No Frills (5 X 3 min)	Coominya
	Sunday 25 th	7am-1pm	Dale's Fun and Friend's Day (P20, CLG, ½ hour Scramble, special Ladies event, Frog, Sport & Ltd RC)	
November	Sunday 8 th	7am-3pm	→ Col's Comb. Vintage (3 X 3 min) plus → 2 Minute class models (all in, 3 flights)	Coominya
	Sunday 22 nd	12 noon	Xmas party and presentation	Bremer Waters
	Sunday 29 th	7am-1pm	General flying day	TBA

CONTACTS:

► John Lewis 3848 4280

► Malcolm Campbell 3263 9339

► Albert Fathers 0755 343490

2015 FREE FLIGHT CALENDAR



NSWFFS Contest & Fixture Calendar 2015



Date	Event	Venue	Time	CD
Dec 30 Jan 2	New Years Eve BBQ & Fun Fly Maybe a Comp or two, (decide there)	West Wyalong A.B. Field	Flying Early Morn & Late eve	If you want to go tell Roy
Jan 16	General Meeting	Harris Park	7:30pm	
Jan 25	Scramble, Scale Rally, HLG/CG	Richmond	7.00am – 1.00pm	Gary Pope
Feb 8	Combined % + Scale Fun Fly	Richmond	7:00am – 1:00pm	Matt Hannaford
Feb 22	State Champ, P30 + Comb Vintage	Richmond	7.00am --1.00pm	Terry Bond
Mar 7-8	Hunter Valley Champs	Muswellbrook		
Mar 14,15,16	Victorian State Champs F1 G H J O/Rubber O/power, P30, HLG/CG	Springhurst	See FFDU for Vic Program	Vin Morgan 0393872531
Mar 20	General Meeting	Harris Park	7.30pm	
Mar 29	Combined % + HLG & C/G	Richmond	7.00am-- 1.00pm	Jim Christie
Apr 12	Final Practice for AFFS & SSC	Richmond	7.00 am	
Apr 17-21	AFFS Champs	Narrandera	See AFFS Program	
Apr 23-24	Southern Cross Cup F1A,B,C	West Wyalong	8.00am-3.00pm	Tahn Stowe
May 2-3	Veterans Gathering	Muswellbrook		
May 15	General Meeting	Harris Park	7.30 pm	
May 16-17	MAAA Conference	Brisbane		
May 18-23	Nationals	Dalby	See Nat's Program	
May 31	State Champs Scramble, +Combined %, Control Line Flying BBQ Lunch	Richmond	7.00am-1.00pm	Roy Summersby
June 20-21	NSW State Champs F1A,B,C	West Wyalong	8.00am--3.00pm	Jim Christie
July 4-5	Scale Rally Weekend. Scale comp Sat 4 th , Sun 5 th ½ Hour scramble, Fun Fly C/L flying & BBQ Lunch	Richmond	7.00am till dark	Tahn Stowe Roy Summersby
July 17	General Meeting	Harris Park	7.30 pm	
July 26	Combined %	Richmond	7:00am – 1:00pm	Jim Christie
Aug 9	Combined %, Multiple Entries.	Richmond	7.00am- 1.00pm	Terry Bond
Aug 23	Scale Rally, P 30, Combined Vintage	Richmond	7:00am – 1:00pm	Tahn Stowe
Aug 29-30	Cowra Oily Hand Weekend	Cowra		
Sep 13	½ Hour Scramble + Tomboy Mass Launch. Fuller Day, Stomper, Dixielander, Zoot Suit. B-B-Q Lunch	Richmond	7:00am – 1:00pm	John Corby
Sep 18	Annual General Meeting	Harris Park	7:30 pm	
Sep 20	Combined % 5 flights	Richmond	7.00am - 1.00pm	Matt Hannaford
Oct 2,3,4,5	Combined with SAMS State Champs F1G,H,J + Vintage Power, Rubber,& Glider, ½ hour scramble	West Wyalong A.B.Field	7.00am- 1.00pm	Roy Summersby Peter Scott
Oct 18	Combined % Multiple Entries	Richmond	7:00am – 1:00pm	Gary Pope
Oct31Nov1	Victoria State Champs F1A,B,C,	West Wyalong	8.00am - 3.00pm	Vin Morgan
Nov 15	Vintage Rubber + Scale Fun Fly	Richmond	7.00am- 1.00pm	Tahn Stowe
Nov 20	General Meeting	Harris Park	7:30 pm	
Nov 29	F1G, H J, (Combined)	Richmond	7:00am – 1:00pm	Gary Pope
Dec 13	½ Hour Scramble, Combined Vintage with SAMS & Fun Fly. BBQ Xmas Lunch	Richmond	7:00am – 1:00pm	Terry Bond
Notes	1. All scrambles start as close to 8.00 am as possible 2. Sport FF, CL,& RC Flying welcome on AB Field at West Wyalong. Plenty of room.			

West Australian 2015 Free Flight Contest Calendar

DATE	CONTEST CLASS	LOCATION	TIME	CONTACT
1 st March	Combined Open	Meckering	9.00 am	Chris Behr – 9448 9922
15 th March	WAFFS Free Flight Cup	Meckering	9.00 am	Paul Rossiter – 9316 0250
29 th March	Open Rubber State Championships	Meckering	9.00 am	Phil Letchford – 9295 2161
As above	SLOP State Championships	As above	9.00 am	As Above
17 th to 21 st April	AFFS Championships (TT)	Narrandera		
23 rd to 25 th April	Southern Cross Cup (TT)	Narrandera		
12 th April	HLG/CLG State Championships	TBA	TBA	TBA
As above	Power Scramble State Championships	TBA	TBA	TBA
3 ^h May	P30 State Champs / F1G Cup	Meckering	9.00 am	Rod McDonald - 9316 2762
as above	Combined Open / Free Flight Cup	as above	as above	
30 st May– 1 nd June	F1A, F1B and F1C State Championships (TT)	Meckering	9.00 am	TBA
as above	Combined Open / Free Flight Cup	as above	as above	
28 th 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	
5 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	
19 th July	Fuller, Nostalgia and F1Q	Meckering	9.00 am	Paul Rossiter – 9316 0250
As above	Combined Open / Free Flight Cup	as above	as above	
15 th – 16 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 3 flights except FIA events which are flown in rounds.

**The Victorian 2015 Free Flight Calendar will appear
in the next edition of Free Flight Down Under**



What's this?

**Well, a hint is that it comes from Victoria.
More in the next issue!**