

FREE FLIGHT

DOWN UNDER

NEWSLETTER OF THE AUSTRALIAN FREE FLIGHT SOCIETY INC

VOLUME 47 NUMBER 1

AUTUMN 2015



LOST HILLS
FAB FEB
2015

MAAA/CASA
HELP FF

NEW
ZEALAND
NATIONALS



FRONT COVER:

Kiwi Antony Koerbin launching the F1A of Rob Wallace at a very green and slightly damp Kiwi Cup, Lost Hills CA, February 2015.

Free Flight Down Under

Autumn 2015

Volume 47, Number 1

This edition of Free Flight Down Under is edited by Malcolm Campbell, 1 Rex Street, Aspley 4034 Australia
actrain@ozemail.com.au

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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What If Free Flight Aero Modelling was Illegal in Australia?



PRESIDENT'S REPORT

Sound like a silly proposition? That was the possibility until very recently when a meeting between MAAA, CASA and free flight fliers Malcolm Campbell and Graham Maynard came up with some proposals that allow us to continue with the sport fairly much as we have done in the past.

The whole issue blew up after some complaints were apparently sent to CASA claiming that free flight models were not complying with CASA rules and creating a hazard. The initial response under the current interpretation of the CASA Safety Regulations was that model aircraft may only be flown if the operator is able to see it with unaided vision for the whole of the flight and has some means of terminating the flight

should a hazard develop. Any electronic or binocular aid was not permitted unless a specific approval is given for such an operation. So with this interpretation we have been in breach of the Safety Regulations for many years. There are also obvious conflicts with the MAAA and FAI competition rules relating to timing a flight.

This has become a very sensitive issue in recent times with the proliferation of RPV's/drones, where either operator certification or visual control is required, for fairly obvious reasons.

Also under consideration is where we can continue to fly free flight models, with venues like Dalby and some others now in very serious doubt. This has flowed over into problems for approval of the 2015 Free Flight Nationals (that were to have been held at Dalby) and the Asia-Oceania Championships proposed for 2016.

Fortunately, once Malcolm and Graham could show CASA some typical free flight models and describe our normal operations, common sense has prevailed and free flight model aircraft can continue to be flown with a few restrictions that are described more fully elsewhere in this magazine.

If there are any further changes we will of course advertise them in this magazine and at AFFS meetings.

The other discussion that has opened up is to do with possible changes to F1A, B & C model specifications and/or competition rules, apparently to address problems of large numbers reaching the fly-off and/or large distances travelled by models exacerbated by the availability of suitable fields. Many different proposals have emerged and well as a fair bit of heat but as yet not an awful lot of light! If implemented, some of them would even make current models obsolete, not a very bright way to proceed given our already dwindling numbers.

Both of these topics will be under active discussion at the Forum following the AFFS Annual General Meeting at Narrandera in April.

THIS IS OUR FREE FLIGHT AERO MODELLING FUTURE UNDER CONSIDERATION, SO PLEASE DON'T MISS IT!

Despite all this turmoil, some lucky people actually still find time to fly models (as opposed to just talking about them) and there will be reports from Lost Hills and other events elsewhere in this issue. Unfortunately this is not the case over here in WA at this time of the year where the temperature out in the field is generally unbearable, the thermals huge and the flies intolerable. Other than that, it's all good!!

Finally, selection of the Australian Free Flight team for the upcoming 2015 World Championships in Mongolia in July-August is now complete and I am sure that all readers will join me in wishing them every success.

Paul Rossiter
March 2015.

COMMITTEE MEMBERS AFFS INC

PRESIDENT

Paul Rossiter: (08) 9316 0250
paul.rossiter@ozemail.com.au

VICE PRESIDENT

Roy Summersby: (02) 4341 0072
roydi132@optusnet.com.au

(Acting) SECRETARY

Paul Rossiter: (08) 9316 0250
paul.rossiter@ozemail.com.au

TREASURER

Vin Morgan: (03) 9387 2531
vin.morgan@utas.edu.au

PUBLIC OFFICER

Phil Mitchell: (02) 4384 3217
filnoels@bigpond.net.au

EDITOR –

Free Flight Down Under

Malcolm Campbell (07) 3263 9339
actrain@ozemail.com.au

FROM THE EDITOR

2015 started quietly for me, as far as free flight was concerned. I have more important matters demanding my attention. Retirement brings freedom but also responsibility - a responsibility re a finite nest egg and a promising relationship - things I have to work on. Nothing new for many of us.

Kathy and I went to Lost Hills again. It's a hard act to follow. Ten days of pure excitement and enjoyment. The next stop for us is the SCC and AFFS Champs, two events I always look forward to. Oh, and I must also try eating some Asian food before July!

I'm a bit disappointed with this edition of FFDU. Apart from the obviously important news from CASA, there are only two significant articles in it. One on Lost Hills written by me and the other by Kiwi Bill McGarvey, who I thank for his contribution. A small edition like this only makes my workload fractionally smaller, as it took quite some time to write the Lost Hills report, then select and insert the results and photos.

I will not be writing any further Australian competition reports this year. Your help is requested. Please tell me what you're willing to do.



Cheers, Malcolm Campbell

Adrian Bryant, one of the elder statesmen in the sport advised me of the loss of two old and great aeromodelling sportsmen. Our sport is aging, so such notices, sadly, become more commonplace.

VALE Bond Baker (world Wakefield Champion)

It is with a sad heart that I inform aeromodellers world-wide of the passing of Bond Baker on 4 October 2012 at Southport Queensland. He requested a private service. Bond was 87. I have lost a good mate. Bond's achievements are well known, so don't need repeating here. Bond flew at Lismore and said that, if he won at Lismore, he would go to the world champs in England. The results of the Wakefield Champs at Lismore were:

1. Bond Baker
2. Arthur Cooper
3. Adrian Bryant

So he went.

VALE David Allen Anderson (died peacefully 28 Dec 2014)

Travelling new highways and byways and off into the unknown was one of Dave's main interests.

Dave is off on a new journey. All of us here today will make the same journey. There is no missing the bus. No return tickets issued.

We do not know how much time we have left. Let us use it, doing GOOD.

For 30 years Dave travelled the world, flying sailplanes.

Dave had foot problems right from birth. A2 required more physical effort than other classes. You had to look

ahead to see where you were going. Behind you to see where your model was going.

When Dave was on the flight line, even the Drover's dog knew he had Buckley's.

But there was always someone that knew he would do well.

That someone was Dave Anderson. He believed in himself.

There were many responses to the passing of David Anderson. Here are the ones I received:

Thank you for letting me know of the passing of our friend David. He was a very special friend and will be greatly missed. We always enjoyed his visits to the US and the Denver contests. When Kathy and I married he helped to arrange our honeymoon in Australia. He managed to arrange it so that I could fly F1A in the Australian Nats.

He visited us while we were living in Amsterdam. We managed to fly in the European SAM champs . in England during that visit. This was the only model meet I managed to attend while we were living in Europe.

We made a return trip to Australia in 2009 to visit him in his home. I believe he said we were the first Americans to come to Adelaide to visit him.

David, rest well old friend. We will miss you.

Jerry Murphy
9 Via Escondido Valle
Manitou Springs, CO 80829

.....more tributes follow on the next page

Sad to hear Dave is gone, but he has surely risen. RIP, old friend.

I agree (with Jerry) about David being a special friend and "a hale fellow well met", so to speak.

During his "1975 trip round the world", which included Bulgarian WCh, he stopped over for some time in CAL, where Bob White introduced us.

I never had the chance to go to his Adelaide home, but we did see each other at various venues.

David was a charming person & loved chatting about FF especially.

He will be missed, of course.

Ciao,

[Lee Hines USA \(Leeper\)](#)

Thank you for the email. We knew Dave well and attended one of his birthday parties a few years ago in South Australia. Dave came to the Gold Coast for the Burford's funerals some time ago where I met him at the airport. We had some good times at the world champs in the nineties. Dave was one of our top A2 flyers in the seventies representing Australia at the world champs. I had won the NZ Pan Pacific/Trans Tasman F1A contest years ago and the silver trophy was donated by Dave for the best Glider flyer.

We still remember Dave's home having a cool cellar under his kitchen. He kept his wine there as it was very cool. I remember standing on Dave's hire car at Domsod WC in Hungary parked next to an European thorn tree where I climbed up to get Dave Thomas's F1C out and after the contest Dave purchased several ice creams for all to enjoy as it was dam hot and dusty. A real gentleman and 100% a real free flyer. RIP Dave.

Regards,

[Julie and Pieter De Visser](#)

Thank you for letting me know Malcolm

[Chris Murphy New Zealand](#)

Hi Malcolm I am saddened by his passing. He was a kind and generous man. Please pass on my condolences to the appropriate people.

[Rob Wallace New Zealand](#)

A legend passes. [Dave Ackery New Zealand](#)

I also regret the passing away of David Anderson. I met him several times at Marong, and I believe one last time in Narrandera.. When in England in 2004 I was also asked about him by Geoff Stringwell, I believe an ex-pat that was doing very well in F1B and Coupe. David was a kind and genuine character that bore his health problems so well..

Regards

[Sergio Montes Tasmania](#)

Very sad indeed, Dave will be very well remembered,

[Craig Hemsworth](#)

I met David Anderson in the seventies when he was coming to the Pierre Trebod contest with Alan Edwards. He was flying A/2 gliders, and I remember that several times, I retrieved his model which had been landed close to mine. He was a very special person. I am very sad to think he passed away. Life has not been so kind with him, but Free Flight gave him the opportunity to be strong and efficient against his problems.

[Pierre Chaussebourg](#)

I didn't know David Anderson but I am sorry, and sad. Perhaps, on this side of the planet, have I seen pictures of him in the pages of the BFFS Digest?

We all get one day older every morning, and this is true even for free fliers ! This is one more reason to enjoy our hobby.

Cheers

[Frederic Nikitenko \(France\)](#)

Help ! I've come unstuck!



Graham Maynard reported a sticky problem in the last edition of FFDU.

Fortunately, Stan Hinds came to his aid. It may be not the exact answer Graham was hoping for, but it is worthy of consideration.

Stan says:

Just a short thought on Graham's CyA problem in Summer FFDU.

I would suggest NOT to use it!

Instead use P.V.A. and Superphatic (which is not thin P.V.A.).

CyA I think is OK for repairs, especially running into cracks but, for me, it's too rigid and brittle for main use.

ED: Stan's reply might initiate a few more opinions? And Graham has since informed me he has found an agent for good old "Hot Stuff", now sold by Carbotec in Capalaba Brisbane.

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 27th March 2015*

*Nomination forms for election of Office Bearers and Proxy Voting forms must be signed and
returned to the Secretary no later than 27th March 2015*

Acting Secretary, AFFS Inc

Paul Rossiter

P.O. Box 1247

Canning Bridge

WA 6153 Australia

Phone: (08) 9316 0250

Email: paul.rossiter@ozemail.com.au

**The AFFS Championship and SCC
will be going ahead as planned**

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:

Acting Secretary, AFFS Inc

Paul Rossiter

P.O. Box 1247

Canning Bridge

WA 6153 Australia

Proxies duly signed should arrive no later than 27th March 2015

AFFS AGM

AFFS members are reminded that all proposals for consideration at the AGM must be submitted at least one month before the AGM date (well 3 weeks in the case of 2015). 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 Secretary 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:

*Acting Secretary, AFFS Inc
Paul Rossiter
P.O. Box 1247
Canning Bridge
WA 6153 Australia*

Nominations duly signed and seconded should arrive no later than 27th March 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

The AFFS AGM will be held at the Narrandera Ex Serviceman's Club, from 7.30 pm Friday 17 April

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.



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 FFDU2002/3), 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

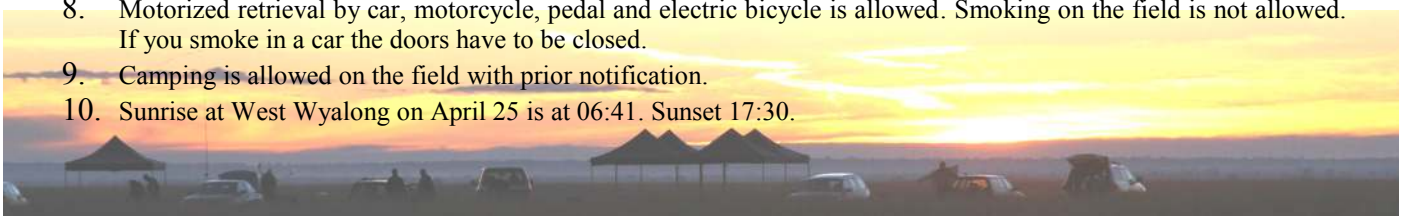


Are you a "friend of West Wyalong"?

See page 32

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.





Message from the Secretary of the MAAA

Dear Free Flight Members,

A meeting was held with CASA in Brisbane on Thursday afternoon 5 March. Those in attendance were Mr Lee Ungermann, team leader of the Self Administering Sport Aviation Organisations Section (SASAO), Mr Kevin Scrimshaw Sport Aviation Safety Assurance Officer, Mr Neil Tank, President MAAA, Kevin Dodd Secretary MAAA, Graham Maynard, Brisbane Free Flight Society, and Malcolm Campbell Brisbane Free Flight Society.

CASA opened the meeting, outlining the facts that had culminated for a need to hold this meeting. These facts included:

- General aviation in all aspects had grown over the years to a position of being 43% of aviation movements today in Australia.
- These movements covered a vast variety of aircraft and areas over Australia
- In considering overseas rules CASA stated that many overseas countries are adopting the Australian CASA standards as part of their own regulations
- The general public have greater awareness of unmanned aerial vehicles in today's society and request answers and information on their movements
- CASA did not fully comprehend the scope of free flight model aircraft
- It was the request for approval to use the Dalby model flying area for the 68th free flight Nationals and operations above 400 ft which raised concerns within CASA.
- Members of Free Flight who contacted CASA individually, raised the concerns of CASA even higher.

The meeting then continued with the BFFS members and the MAAA Secretary outlining the basics of free flight in Australia. Items discussed and demonstrated with FF models provided for the occasion were:

- What DTs were and how they operated
- Different methods of timing DTs
- Various types of FF models and their expected performance under normal conditions. Malcolm Campbell provided a comprehensive list of FF performance data based on sizes, mass and altimeter readouts.
- Number of FF members registered in Australia
- Age demographics, 67 for BFFS and 77 for NSWFFS
- Approximate number of FF modellers who actually flew FF
- Number of FF members who contested International team positions
- Rural Locations for FF clear of trees and population
- The main known FF areas. (excluding Richmond Sydney which is part of a separate joint instrument of clubs within the Richmond military airspace area)

The meeting then worked through the various CASR Part 101 subsections A,B,C and G which govern unmanned aerial vehicles and model aircraft in Australia to establish where and how FF flying could be contained within the regulations and what approvals may need to be applied for to allow normal FF operations. If it could be guaranteed that all FF flying was able to be limited to below 400ft then no further action would be required. However it was not possible to give this guarantee, so an approval under 101.085 was discussed.

[.....this important message continues on the next page](#)

101.085 Maximum operating height

(1) A person may operate an unmanned aircraft at above 400 feet AGL only:

- (a) in an area approved under regulation 101.030 as an area for the operation of unmanned aircraft of the same class as the aircraft concerned, and in accordance with any conditions of the approval; or
- (b) as otherwise permitted by this Part.

Penalty: 50 penalty units

Note: AGL = above ground level (see the Dictionary).

(2) An offence against subregulation (1) is an offence of strict liability.

Note: For *strict liability*, see section 6.1 of the *Criminal Code*.

Given that an area approval could be applied for and approved under 101.085 for FF, the meeting was asked what dimensions (flying area) would be sufficient to contain any FF model under normal average conditions. To apply safety margins it was considered that an area 3 to 5 NM diameter and 2000 ft AGL would be suitable to achieve this (final diameter yet to be determined, obviously the greatest distance will be requested).

The meeting elected to move down this path, with an application to be submitted for bulk area approvals for West Wyalong, Narrandera and Meckering. Dalby was a probability but would require several aviation operators and Government/Transport Department individual approvals.

The actions to be taken once area approvals were in place would mean that, when FF were holding any activities on these sites where it was expected that models would operate at heights in excess of 400ft, CASA would be notified in advance (time yet to be specified) and a NOTAM would be raised activating/notifying that the area had model flying activities up to 2000 ft for a specific time/days. It should be noted that activation does not restrict movements of manned aircraft through this airspace; this will be dealt with in the risk assessments supplied with the applications.

The meeting agreed that this was acceptable.

The issue of the World Cup events to be held at Narrandera and West Wyalong in April 2015 were discussed and confirmed again, as per previous emails to FF, that these events could be held as normal (area approvals will be in place) and that CASA in all probability may attempt to place an officer at one or both locations to widen their knowledge of FF operations.

The meeting closed.

As a consequence of the meeting, area approvals will be coordinated and submitted through the office of the MAAA Secretary. MAAA will fund the approvals.

The FF Working Group established by the MAAA Executive is thanked for their input during this process and now that a final outcome has been reached, the Working Group is disbanded.

The MAAA wish to thank all who have given their time and input into this issue. Please distribute this information within the MAAA Free Flight membership.

Regards

Kevin Dodd
MAAA Secretary
Office: 07 3207 9067
Mobile: 0411 645 637

**The AFFS Championship and SCC
will be going ahead as planned**

AERO MODELLERS WORKING FOR AERO MODELLERS

THE LOST HILLS EXPERIENCE

as seen by Malcolm Campbell

Lost Hills California is a place every free flight enthusiast should go to, at least once. Whether to compete or observe, the experience is a real buzz. I have been there every February since 2011, once in an RV stopping on the field and since then using a hire car and a motel. Kathy has accompanied me on the last three visits. Other Aussies have been there more often. Ask Roy Summersby – he celebrates his birthday there, and he nearly always gets a new mint condition motor from his lovely Di.

The east coast of America is very cold this time of the year but the west coast is almost always very pleasant, ideal for a holiday before or after the Fab Feb event. We've done various trips of between 1,000 and 4,000 miles and the roads are easy to negotiate. Well, maybe LA in peak hour might not be everyone's "cup of tea".

This year we drove out of LA, in peak hour, up to Oxnard about 100 miles north, to a very nice resort right on the beach that Kathy found on the Internet. We spent two nights there. The resort put on a 2-hour "Happy Hour" each night with free wine and spirits, plus nibbles! The weather was perfect both night and day and heralded the type of weather we would get at Lost Hills.

On Wednesday we left the coast heading east on Hwy 126 before linking up with Hwy 101 which led onto Hwy 5, the road that would take

us to the Hwy 46 exit and our motel at Lost Hills. The 3 star Days Inn, right next to Denny's! US road systems are easy to navigate. Even-numbered highways traverse the State, and odd-numbered ones go north and south.

We'd done our shopping before leaving Oxnard, stocking up on food and the all-important liquor supply at much cheaper prices than we could get at Wasco, the town with the main food outlet 18 miles from Lost Hills. American food and clothing is cheaper than Australia and so is the liquor.

WEDNESDAY: After checking into Days Inn we were on the road to the flying field, ten minutes away, by 3.30 pm. Only a couple of RVs had arrived by then, and Brian Van Nest and Lee Hines were there to greet us. We were over jet lag but elected to fly only our CLGs to get accustomed to the place. Roy, Vin and Albert arrived later in the day. A Denny's dinner for us, with Lee Hines, Ralda and Roger Simpson, and Charlie Stiles (both F1C flyers).

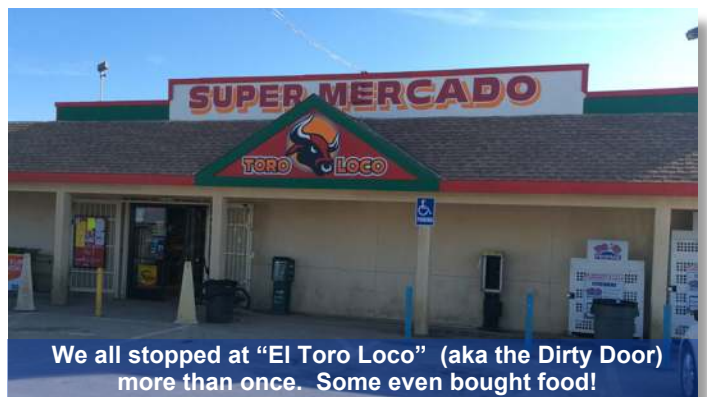
THURSDAY: Phil and Noels were set up by the next morning. The RV park was still pretty empty but it's amazing to see how quickly it fills up by Friday evening. I test flew all my F1As and went back to

the motel for lunch and a little rest before returning to the field for Kathy to fly her F1H and me to trim CLGs. Back to our motel and Happy Hour before another Delicious Denny's meal.

FRIDAY: It's going to be 83°F today, almost a record for the area, so we got into the air early with my Round 1 model to test it. #2 model checked out well too but #3 wasn't bunting. Talked to Pierre Brun, adjusted a magnet and all is well. It's good to have so many experienced modellers close at hand. The Russian and Ukrainian camps were very small this year, but over 30 countries were expected.

Home to the motel for lunch, feet up and then back to the field at 2pm. It's blowing a gale, so I help Phil make up some towlines and then Kathy and I adjourn to the Mitchell RV for drinks before more Denny's Delights with Ralda and Roger Simpson.

THE COMPETITIONS BEGIN: I am finding it increasingly difficult to notice



We all stopped at "El Toro Loco" (aka the Dirty Door) more than once. Some even bought food!

what others are doing with my additional duties of photography and helping Kathy, so the report does carry my own bias. I apologise for this.

SATURDAY: It rained overnight, as predicted, and it was overcast and cool, 20 degrees cooler than Friday. The first events were on Saturday – the Kiwi Cup and Ike events, the former for FAI classes and the latter for nostalgic classes and the stick and tissue fraternity. Balsa gliders, HLG, CLG and hurl ups had their own little pen to fly from.

We are at the field by 7 and it was very calm. Slow runners (like me) found it slightly difficult towing up our

models. Each year I notice how much more reliable the LDA gliders are and they all seem to punch past 100 metres. The number of conventional section models are fewer but the weather this day suited them. The F1B flyers adjoined the F1A flight line and the E-36 and balsa gliders flew from a place 200 meters away.

It seemed to shower each time I walked out to retrieve my model, and the top inch of the soggy ground resoled my shoes. Those on motorbikes had to regularly extract mud from under their guards and those without guards had the backs of their clothes splattered. I didn't see

any push bikes being used. Phil had a brand spanking new 125 so Vin used the Aussie bike purchased some years back and Roy had a little blue and white number. He tied a ribbon to it because there were so many like it. Albert had a push bike but it was too greasy to ride, so he, Kathy and I walked to retrieve. The Israelis had several golf karts and they regularly put on drifting displays to make a nuisance of themselves.

There were plenty of maxes in both A and B and, even though models were reaching the pistachio trees and beyond, the flight line stayed in place for the duration of the competition.



Antony Koerbin launched for Rob Wallace, Kathy for Malcolm and Albert, and even Roland Koglot helped out



Per Findahl had a great time cleaning up



Always a good crowd for the IKE/Kiwi awards



Kiwi Cup F1C
1. Alexander Vyazov
2. Roy Summersby 3. Reinhard Truppe



Kiwi Cup F1A:
2. Roland Koglot 1. Ivan Bezak 3. Per Findahl

Phil and I maxed the first 5 rounds but Albert was plagued by gremlins and he spent a lot of time sorting things out. Before round 6 commenced, CD Roger Morrell announced a hold to see what the weather would do. He was concerned for flyer safety - the ground was slippery and that didn't seem too good for winding F1Bs or launching fast F1As. After consulting the weather radar, he declared both events at the end of 5 rounds, with flyoffs to take place from 7.20 am the next morning.

I saw little of F1B because of the weather hence no photos, but Vin Morgan did extremely well recording 5 maxes and went on to be only 43 secs off 3rd place. The event however was closely contested and this gap put him back to 15th place.

With the events over, the fun started. Getting the cars off the field was a challenge for those unaccustomed to mud or ice. The Aussies helped push one large vehicle driven by Enes Pecenkovic out of the hole it had dug for itself. Kathy and I, with our FWD VW's tyre treads full of mud, carefully slithered our way up to the RV park. Vin did a wonderful job of extracting the much heavier RWD RV from the mousse-like mud..

We had drinks with Roy, Albert and Vin, and Vin did some rudder line soldering for me. By 5pm the weather was nice again so I tested the repair and Phil did some practice in the field adjoining the vans. We went back to the hotel and spent over an hour getting the sticky mud out of or shoes

before adjourning to Denny's for dinner with Brian Lavis and John Cooper.

SUNDAY: The start of a tiring day, sunny but no wind, 29 in the F1A fly-off, 27 in F1B and just 3 in F1C. I found it difficult to get ground speed in the fly-off, and stumbled during the launch, creating a stall that took two circuits to settle. Still, I recorded 216 seconds, which wasn't a terrible score. Phil Mitchell also had a mishap. After a couple of encouraging test circles prior to launch he had the model in a really good place and piled on the speed, only to break a line just prior to release. He felt his time could have been a lot better.

Roy was the star Aussie performer, placing second in F1C. Like in A and B, the event was settled with one fly-off. F1C had 4 contenders, and Russian Alexander Vyazov was the only one to make the 10 minutes, although Roy was only 44 seconds in arrears.

The Isaacson Winter Classic was also in full swing, with P-30s, various Gas classes, Classic Glider and big NOS Rubber being flown concurrently.

F1H was hotly contested, with 20 entrants and 3 flyoffs. Kathy and I struggled in the very light breeze. Phil Mitchell flew extremely well but no one could catch Per Findahl. Per has just one F1H but it seems to perform miracles.

8 flyers maxed out and only 2 dropped at at the 4 minute mark. 4 flyers remained for the 3rd fly-off and Per nearly made 6 minutes to finish

well ahead of Phil and Omri Shechter. As for me, it took me until R3 to be happy with my model, maxing the last three rounds. Kathy worked her way up to a max before the winds beat her in R5.

Then, with 90 minutes to spare, we rushed over to fly CLG. This class is much revered by the US flyers and they all struggled to find the maxes they enjoyed last year. Kathy managed four flights, three exceeding 55 secs which is a good Aussie score and I got in 6 flights, 4 of around 70 secs. So we were both pretty happy, even surprised by our placings. Top US flyers commented on the improvement in our flying since last year, and many photos were taken of Kathy and her colourful little CLG. She was their favourite!

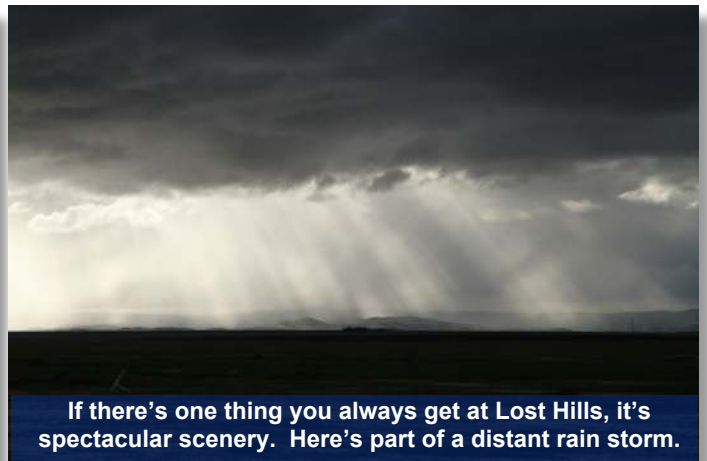
No Aussies in F1G but their were 27 entries and, like F1H, 8 made the first fly-off and 6 the 4 minute fly-off. Tiffany O'Dell and Blake Jensen seem to have a stranglehold on US F1G, but Israeli Or Shabat convincingly won the second fly-off.

During the day, Phil lost his RDT transmitter and he and Charlie Jones went out late in the day on motorbikes, traversing the field without success. Kathy and I offered to help and decided to check the launch area first - and we found it. Lucky really, as Phil felt it must have bounced off his belt during a motor bike retrieval.

Home by 6pm for wine and cheese then a Pizza Hut dinner with Rob



As usual, Brian Van Nest was there for everyone, helping wherever he could.



If there's one thing you always get at Lost Hills, it's spectacular scenery. Here's part of a distant rain storm.



Jama Danier loved the mud



Roger Morrell ran a tight ship



Two legends of F1A - Peter Allnutt and Brian Eggleston

Kiwi World Cup and Ike Winter Classic Results**Kiwi Cup 2015 F1A** (52 entrants)

Place	Name	Nat	1	2	3	4	5	FO1	Total
1	Ivan Bezak	SVK	210	180	180	180	180	452	1382
2	Roland Koglot	SLO	210	180	180	180	180	426	1356
3	Per Findahl	SWE	210	180	180	180	180	415	1345
17	Antony Koerbin	NZL	210	180	180	180	180	240	1170
19	Phil Mitchell	AUS	210	180	180	180	180	236	1166
24	Malcolm Campbell	AUS	210	180	180	180	180	216	1146
38	Robert Wallace	NZL	210	180	180	180	150		900
52	Albert Fathers	AUS	109	180	139	180	57		665

Kiwi Cup 2015 F1B (43 entrants)

Place	Name	Nat	1	2	3	4	5	FO1	Total
1	Evgeny Gorban	UKR	240	180	180	180	180	417	1377
2	Dag Edvard Larsen	NOR	240	180	180	180	180	389	1349
3	Mike Woolner	GBR	240	180	180	180	180	382	1342
15	Vin Morgan	AUS	240	180	180	180	180	339	1299

Kiwi Cup 2015 F1C (10 entrants)

Place	Name	Nat	1	2	3	4	5	FO1	Total
1	Alexander Vyazov	RUS	240	180	180	180	180	600	1560
2	Roy Summersby	AUS	240	180	180	180	180	556	1516
3	Reinhard Truppe	AUT	240	180	180	180	180	506	1466

Ike Winter Classic 2015 F1H (20 entrants)

Place	Name	Nat	1	2	3	4	5	FO1	FO2	FO3	Total
1	Per Findahl	SWE	120	120	120	120	120	180	240	345	1365
2	Phil Mitchell	AUS	120	120	120	120	120	180	240	228	1248
3	Omri Shechter – JR	ISR	120	120	120	120	120	180	240	190	1210
13	Malcolm Campbell	AUS	105	65	120	120	120				530
15	Kathy Burford	AUS	102	95	118	120	55				490

Ike Winter Classic 2015 F1G (27 entrants)

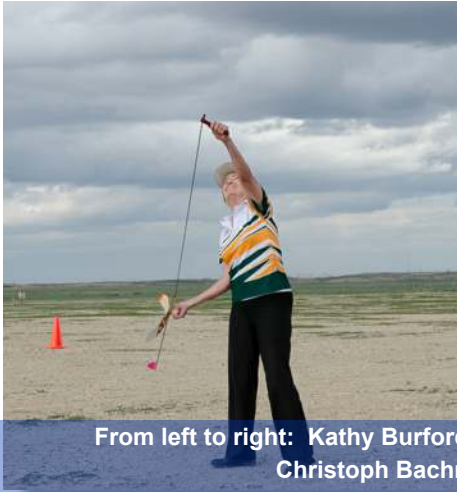
Place	Name	Nat	1	2	3	4	5	FO1	FO2	Total
1	Or Shabat	ISR	120	120	120	120	120	180	240	1020
2	Tiffaney O'Dell	USA	120	120	120	120	120	180	174	954
3	Blake Jensen	USA	120	120	120	120	120	180	173	953

Sunday MacCready CLG (13 entrants)

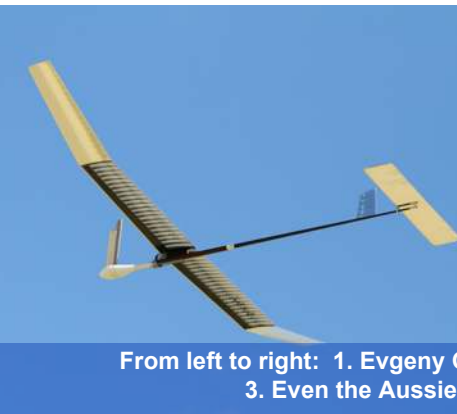
Bill Koran	88	50	59	82	80	120	290	1
Jace Pivonka	57	57	72	83	100	100	283	2
Ralph Ray	47	54	38	120	83	66	269	3
Lee Hines	63	108	52	74	65	87	269	3
Malcolm Campbell	56	71	64	64	38	43	199	5
Kathy Burford	40	55	59	59			173	7



Winners of F1H



From left to right: Kathy Burford did well in CLG. Albert Fathers launches in F1A (note proximity to trees) Christoph Bachmann sees the funny side in a discussion with Phil Mitchell



From left to right: 1. Evgeny Gorban did well first time out in F1E. 2. Fred Terzian launches in a lull. 3. Even the Aussies drove their big RV up the hill to check out the proceedings.



Monday was "Ice Cream Day" at Bakersfield

Wallace and Antony Koerbin. Antony was nurturing a throat bug that he acquired from Igor Vivchar, a bug that really flattened him and one that he would later kindly pass on to Rob.

MONDAY: A rest day for all except Per Findahl who seemed to be towing all day every day, from dawn until dusk. Lee Hines and Pierre Brun performed heart surgery on one of my older gliders and Geralyn Jones took 5 girls to Bakersfield for shopping, lunch and ice cream, and whatever else girls

do when they get together. They all came home happy around 5.30 pm.

It was F1E day so I spent 4 hours in the morning up on Holloway's Hill taking photographs of this specialised form of gliding. Evgeny Gorban has taken easily to this, showing very good form. I had a late lunch with Phil and then spent time with Albert sorting out my #3 model. The stab was damaged, perhaps on a landing that day, but my spare stab seemed to help fix its problems. Off to Denny's for tea, again.

TUESDAY: This is the North American Cup, with F1A, B and C classes flying from one long flight line. 23 countries competed, including a large group from Israel and even 3 F1B flyers from Japan. It was a cooler day with blue skies. There were over 50

flying in both A and B, maybe 14 in C. My own performance was good, maxing 6 rounds and only dropping one where I was baulked by traffic, launching off to the side of the thermal. Mental note: *Don't rush things when there is plenty of time.*

The F1B flight was great to watch as mass launches triggered various responses from the F1Cs and this was watched eagerly by waiting F1A flyers further down the line. Both Roy and Phil had off days and Vin kept up his excellent score card with a 3-way tie for 17th place, well up the field. A flight line relocation after R5 was executed well, giving plenty of separation from the pistachio trees. OK for 3 minutes, but not for fly-offs. It was decided to conduct one 10 minute fly-off the next day.

Spaghetti Bol "al la Albert" in the boys' van then home tired by 7 pm.

WEDNESDAY: A, B and C flyoffs today and we arrived just after the As commenced. Drat! In F1B, Alex Andriukov was the master of cool. He

North American World Cup Results

F1A

54 flew

Place & Name	Nat	1	2	3	4	5	6	7	FO	Total
1 Roland Koglot	SLO	210	180	180	180	180	180	180	468	1758
2 Jim Parker	USA	210	180	180	180	180	180	180	419	1709
3 Per Findahl	SWE	210	180	180	180	180	180	180	419	1709
22 Malcolm Campbell	AUS	210	180	180	152	180	180	180		1262
32 Antony Koerbin	NZL	210	180	180	180	116	180	180		1226
43 Phil Mitchell	AUS	210	180	180	180	148	107	180		1185
48 Rob Wallace	NZL	210	118	115	180	97	180	180		1080
54 Albert Fathers	AUS	119	60	180	0	180	135	180		854



F1B

51 flew

Place & Name	Nat	1	2	3	4	5	6	7	FO	Total
1 Alex Andriukov	USA	240	180	180	180	180	180	180	443	1763
2 Michael Seifert	GER	240	180	180	180	180	180	180	385	1705
3 Russell Peers	GBR	240	180	180	180	180	180	180	383	1703
19 Vin Morgan	AUS	240	180	180	180	180	180	180	298	1618
38 Roger Morrell	NZL	240	180	180	107	180	180	180		1247



F1C

16 flew

Place & Name	Nat	1	2	3	4	5	6	7	FO	Total
1 Artem Babenko	UKR	240	180	180	180	180	180	180	600	1920
2 Evgeny Verbitsky	UKR	240	180	180	180	180	180	180	472	1792
3 Ron McBurnett	USA	240	180	180	180	180	180	180	383	1703
9 Roy Summersby	AUS	240	180	180	180	140	180	180		1280



Winners of the North American Cup team events for F1A and F1B



Master of Cool - "was that motor # 4 or 5?"



The girls always enjoy their Lost Hills High Tea

broke 4 motors in the flyoff prep, before he got one in the model, then broke that one putting on hand turns, 3 minutes before the end of the 10 minute window. He grabbed another assembled model, piled on the turns, loaded it in the model and walked to his launch area. With one minute to

go, more hand turns and a competent launch to win the event! His face showed no emotion throughout the experience!

The girls had their customary high tea in the RV quadrangle and they put on a great spread of delicious and

naughty food, for themselves. No males allowed.

In the morning I tested the mods to my #5 model (new servo) and also helped Albert with his ex Phil Mitchell F1A. I had my lunch on the field, watching and launching for Jim Parker,



Launch styles in F1E: Flat from Peter Brocks and "hurl" from Swiss flyer Dominik Andrist, Switzerland - his brother Christian Andrist in background is timing



Siggy Limberger and Pierre Brun. Jim had a very well-constructed self launcher that worked very consistently. When Kathy's high tea was over, we went 10 mins up the highway to James Dean's Last Stop, a pistachio and almond shop with a huge variety of product. It was at the intersection that James Dean's Porsche Speedster failed to get through, many years ago. Back to the field and four more flights of #5 glider to test its behaviour then pre-dinner drinks and another Denny's culinary experience.

THURSDAY: Another lay day so another welcome late start, getting to the field by 10 am and then up Holloway's Hill to watch the second F1E comp. During the morning a number of key F1 flyers also attended so the class is drawing some interest.

Charlie Jones wife Geralyn tried F1E for the first time, using Brian Van Nest's model he had set up last year for Logan Tetrick. She liked the experience and did quite well. Kathy and I went down to the practice field after that, joining the Aussie contingent of Roy, Vin, Phil and Albert.

I was lucky to get away with a "wardrobe malfunction", putting #3 stab on #2 glider. #3 stab is larger and heavier and the model behaved bizarrely on the line and even more so when I DT'ed it, looping crazily as it descended. I was lucky to avoid damage. This is not to happen again! Kathy put in some good maxes with her balsa F1H and Jeff Ellington (US F1C flyer) joined us to fly his F1A model. He had a great time and Phil Mitchell helped him set it up better than it was. He should be an enthusiastic competitor by the next Maxmen comp.



Amit Kidron had his 17th birthday on the field. Being light in weight, he struggled to unlatch on many occasions.



Big man of F1A, Roland Koglot, didn't have such troubles



Another shot from the F1E hill, German Paul Seren



These shots are hard to get, so it was worth a half page, just to see the stresses involved in a bunt gone wrong.

Having missed lunch we went back to Denny's for a late lunch/early tea, before returning to the field for Happy Hour with Phil and Noels, Per Findahl and some of the Americans. On our way out of the field, we dropped by Jeff Ellington's RV and he stoked the fire for an enjoyable hour of conversation, fuelled by Kathy's NZ Sav Blanc and Jeff's newly baked peanut butter cookies. Phil and Noels walked down to join us, as did Bill Garmon. Phil top-billed on the night, reciting

the complete version of Banjo Patterson's *"The Man From Ironbark"*.

FRIDAY: The Big One for me, Maxmen F1A and there is no breeze. Weather forecast said 0 mph for the first 4 hours. Delightful. Fortunately, my first three rounds went well with maxes, but I dropped three of the final four. It was a difficult day for most, as the air was light and tricky, causing many not to stray far from the flight line, causing congestion and traffic

problems. Albert had a few tow-ins and he also picked up some more lessons in extricating himself from tangles. There were many line tangles and several models were damaged. Jama Danier sliced through my line as he cut across a launch I was committed to. Many Big Names dropped one or more rounds.

Still the 7 min flyoff had 23 in it, and 19 made it to the 9 minutes! The 9 minutes finally found a winner. A few



A synchronised launch early in the 5 minute fly-off



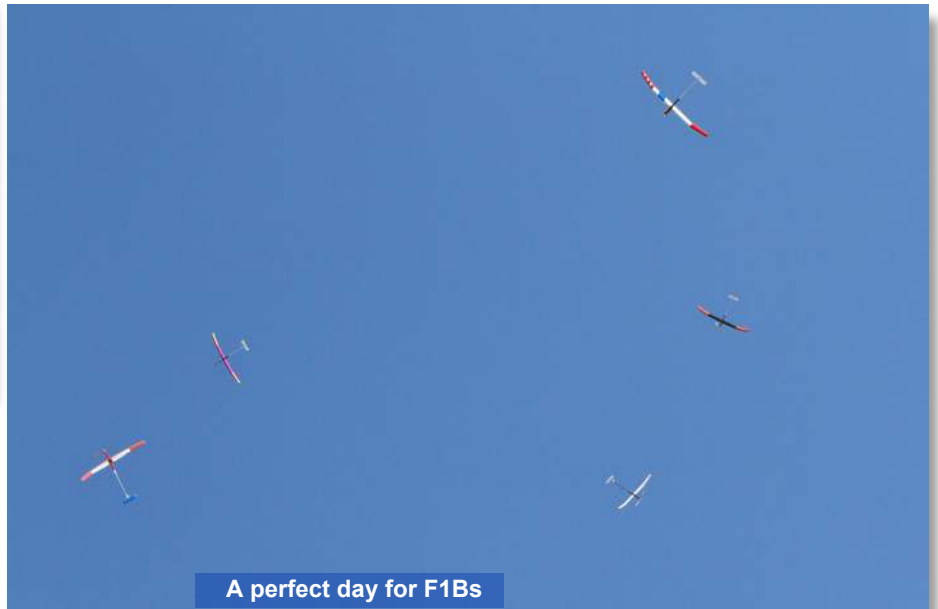
Enes and Jasminka Pecenkovic, awaiting the fly-off

Lightest flyer on the field, Israeli Amit Kidron looks certain to unlatch this time!



surprises at the top too. Ivan Bezak was 45 seconds clear of World Cup champion Jama Danier, who was 32 seconds ahead of Israeli Eyal Gaylor.

Home by 6.15 pm to wash some clothes followed by Denny's, yet again.



A perfect day for F1Bs



Mass launches were common as the lift came through



Biting hard on his cigar, Michael Seifert gets away



Roger Morrell impressed both Lindy and his personal trainer with his energetic launches



Vin Morgan launched superbly in all rounds

SATURDAY: This was F1B day and the weather was better than Friday. Vin flew extremely well and was unlucky to drop the fourth round, electing to go late in a mass launch when he usually preferred to successfully pick his own air. Tony Mathews was also unfortunate to have his model

damaged in the stogie when John Clapp's model decided to fly erratically down into a pack of defenceless models. Andriukov was the obvious standout but there were many good flights made by 50+ flyers. The preferred launch style by many was to wait until a few went, then fill the sky

with models. In the light air it looked fantastic.

The quality of the air was emphasized by the 29 who made the fly-off. All 3 Japanese flyers were in this group and two nearly made it to the podium. 9 made it to the 9 min fly-off and, once again Alex Andriukov



Seattle flyer Mike Roberts made the fly-off



Alan Jack also made the fly-off



Reinhard Truppe was the "surprise packet"



Verbisky flew well but was not good enough on the day

took the top spot from Igor Vivchar and Blake Jensen.

Babenko models looked strong in F1C; there were quite a few of them. Verbisky and Jack also put up good flights. Jeff Ellington's model needed major repairs after a low arcing flight into the ground under power. Roger Simpson, coming to grips with an electronic timer start, had his motor

stop at 2 secs. They don't recover from that but a lucky landing meant he could continue in the comp. Finn, Jari Valo, a speed and combat champion mesmerised us with how he started the engine on his parasol-winged Babenko model. He flicked the little folding prop by hand, without any plaster protection!

Veteran flyer Gil Morris lost two wings over the morning, and wisely retired. Apart from that the launches from the F1C veterans were remarkable. Our Roy did his best and made the flyoff.

The flyoff surprised us all. The air looked good, the flyers agreed and most went up together, getting good height, and then they fell from the sky. Reinhard Truppe waited, then went on his own to successfully win the event. Jari Valo and Charlie Stiles followed him home.

Then it was off to Denny's for us, for yet another late lunch/early dinner at 4.30 pm before going back to the RVs for an enjoyable drink and nibbles with the Aus camp, then into bed by 9.30 pm.



Our Roy did his best but was beaten in the fly-off



Alan Jack had the smallest bike and Phil Mitchell the newest. Noels approves.





Noels gets Phil away in the 5 minute fly-off



Tiffany O'Dell demonstrates her near-vertical launch



Per Findahl wastes no time moving to the lift



Aviv Balassiano prepares to launch

SUNDAY: Mini day, and the last day of competition started in full sun with extremely light winds. I quickly made and tested a little mechanical device to give Kath's stab some more incidence on tow - she would need it all day. There were good entries in F1G and F1H, but I didn't see much of the Gs. Phil really flew well to make the flyoff. Kathy had a great day with 4 maxes, dropping only the flight in which I picked the air for her! And my model misbehaved badly, so I retired it after 2 rounds. Blake Jensen, enjoying just his third F1H comp with an old Jim Parker model, was sitting on 4 maxes when he tried to launch in a "dust devil", with unfortunate and terminating results.

Both G and H had 3, 5 and 7 minute flyoffs to determine the winner, so those who remained got lots of air time. Phil had a great deal of trouble getting his glider to unlatch in the 3 min flight, straining his groin in the process.

Standouts were Blake Jensen and Tiffany O'Dell in F1G, both going early and getting very high from near vertical launches. Last year's F1H winner Rob Wallace was exceedingly unlucky, getting into a line tangle with Chris Edge that also involved a retrieval bike. The ensuing struggle saw Rob's Stamov model hit hard, breaking the boom and Chris's landing more gently to fly again.

The 4-man 7 minute F1H flyoff was Sweden (1) versus Israel (3) and the odds were stacked against Per. Two Israelis went downwind and the other waited on the line, watching Per who was circling upwind, over what may have been warmer soil. He launched as did the other Israeli, but Per's model found better air and he went on to win.

Soon after, Per, Javier Abad and a few others used the last of the available light plus some to continue testing their F1As with their strobe lights brilliant against the black

mountains and red sky sunset. Trophy presentations for Sunday's Maxmen events were surreal against perhaps the best sunset of the week.

A large international group congregated in the central RV quadrangle for farewell drinks and nibbles and then, just as Kathy and I were leaving, Brian Van Nest invited us into their van for a farewell dinner. It was an excellent way to finish a great week of flying.

We all agreed it was a superb Feb although we were all so tired from the warm days and light winds. I guess that will always be better than the bitter cold and strong winds in 2011!

We drove back to LA the next day in President's Day traffic, stopping to bash the concrete-like mud from under the guards before washing the hire car so that it looked something like it was when we took delivery.

Our flight out to Brisbane was at 11.05 pm, leaving about an hour after

the other Aussies departed for Sydney.
A long haul in Economy, like it always
is. Glad to be home, with good
memories and lots of photos.

Want to see them? They're on Flickr:

<https://www.flickr.com/photos/motor-racing-photography/sets/72157650929326815/>

Max Men 2015

F1A

Place	Name	Nat	FAI Lic.No.	1	2	3	4	5	6	7	FO1	FO2	FO3	Total
1	Ivan Bezak	SVK	SVK-1078	210	180	180	180	180	180	180	420	481		2191
2	Jama Danier	CAN	CAN-84286	210	180	180	180	180	180	180	420	436		2146
3	Eyal Galor	ISR	ISR-4-41486	210	180	180	180	180	180	180	420	404		2114
33	Phil Mitchell	AUS	AUS-12594	210	180	180	180	148	180	180				1258
34	Antony Koerbin	NZL	NZL-AM4499	210	180	180	180	180	147	180				1257
38	Robert Wallace	NZL	NZL-2550	210	180	180	180	180	125	180				1235
48	Malcolm Campbell	AUS	AUS-52060	210	180	180	110	134	180	91				1085
53	Albert Fathers	AUS	AUS-65586	210	87	180	116	180	180	55				1008

F1B

Place	Name	Nat	FAI Lic.No.	1	2	3	4	5	6	7	FO1	FO2	FO3	Total
1	Alex Andriukov	USA	USA-548719	240	180	180	180	180	180	180	420	428		2168
2	Igor Vivchar	UKR	UKR-106	240	180	180	180	180	180	180	420	411		2151
3	Blake Jensen	USA	USA-35000	240	180	180	180	180	180	180	420	360		2100
21	Roger Morrell	NZL	NZL-AM4499	240	180	180	180	180	180	180	337			1657
38	Vin Morgan	AUS	AUS-19046	240	180	180	150	180	180	180				1290

F1C

Place	Name	Nat	FAI Lic.No.	1	2	3	4	5	6	7	FO1	FO2	FO3	Total
1	Reinhard Truppe	AUT	AUT-712	240	180	180	180	180	180	180	420			1740
2	Charlie Stiles	USA	USA-420	240	180	180	180	180	180	180	335			1655
3	Jari Valo	FIN	FIN-1654	240	180	180	180	180	180	180	297			1617
10	Roy Summersby	AUS	AUS-2153	240	180	180	180	180	180	180	203			1523

F1G

Place	Name	Nat	FAI Lic.No.	1	2	3	4	5	6	7	FO1	FO2	FO3	Total
1	Blake Jensen	USA	USA-35000	120	120	120	120	120			180	300	356	1436
2	Tiffaney O'Dell	USA	USA-806170	120	120	120	120	120			180	300	300	1380
3	Stepan Stefanchuk	UKR	UKR-102	120	120	120	120	120			180	300	298	1378

F1H

Place	Name	Nat	FAI Lic.No.	1	2	3	4	5	6	7	FO1	FO2	FO3	Total
1	Per Findahl	SWE	SWE-15125	120	120	120	120	120			180	300	233	1313
2	Aviv Balassiano	ISR	ISR-4-11649	120	120	120	120	120			180	300	223	1303
3	Avner Studnik	ISR	ISR-4-141095	120	120	120	120	120			180	300	167	1247
8	Phil Mitchell	AUS	AUS-12594	120	120	120	120	120			180	137		917
9	Robert Wallace	NZL	NZL-2550	120	120	120	120	120			180	0		780
15	Kathy Burford	AUS	AUS-75222	120	45	120	120	120						525
18	Malcolm Campbell	AUS	AUS-52060	48	93	0	0	0						141

F1J

Place	Name	Nat	FAI Lic.No.	1	2	3	4	5	6	7	FO1	FO2	FO3	Total
1	Randy Secor	USA	USA-79878	120	105	120	114	120						579
2	Glenn Schneider	USA	USA-1648	120	93	120	120	120						573

Maxmen entrants: * F1A 58 * F1B 51 * F1C 16

Closing shots from Lost Hills



Two shots of Jari Valo's amazing mid-wing Babenko F1C. Note the F1A style undercamber



Randy Secor gets away in F1J



External Aberlenc altimeter on F1B

One of the many
gadgets seen
these days in F1B.
This one is
Michael Seifert's



Per Findahl, elated
after his win in F1H

Until next year.....

Results of Rules Meeting Lost Hills

These are my impressions of the meeting. With twenty two countries in attendance at Lost Hills for the Feb Feb Meetings, i.e., Kiwi Cup, North America Cup and the Max men, it was certainly an excellent chance to get an overall view from the flyers of the world of what changes we, the flyers wanted.

After a lot of discussion it became very clear that those in attendance did not want any changes made to the model specifications on how we fly them at present.

One item that the group would like to see changed was wind speed.

1. That the maximum wind speed at present is 9 meters per second. If this was reduced to 5 or 6 meters per second, it would make smaller fields friendlier (flight distances would be reduced by a third).
2. There was also a lot of discussion on some form of electronic timing. To me this was over my head but seemed like a device that is attached to the model, starts on launch and records the time when the model lands.

No doubt someone in the electronic field could invent this device which would be great for the long fly offs where visibility can be a problem.

Overall it was an interesting evening without anyone getting out of control.

Roy Summersby SEN 27.02.2015

CLEARING OUT by Peter Twiss

Age brings with it many unwanted problems, but for the active aeromodeller there are two special challenges: firstly, what to do with a stable of models and secondly what to do with a considerable pile of specialist books and magazines.

A couple of years ago I approached Peter Lloyd with a draft plan for dealing with the first of these.

I explained that I was not trying to finance my retirement - at that time it had been going on nicely for 28 years - but I did want the models to go to people who would put some value on them and, hopefully, put them back in the air. He took one look at my suggestion and said, "*I think you had better let me handle this*".

Handle it he sure did: Virtually all the models, engines, timers, etc. have gone to people who obviously put considerable value on them, judging by the prices he put on them and they paid, and occasionally I hear that they are back in the air.

Which leaves me with the second disposal problem, and unless someone like Peter comes forward I'm stuck with it. So this is my attempt at solving it - on the same general ground rules.

Set out below is a listing of what I am trying to save from the recycle bin in the hope that someone may put some value on them - even if it's only the postage or freight.

The question of value is difficult in a specialist field with limited participants. Some guidance is available from the internet, but even that is of limited use because the audience is remote and to exploit it would take far more time than I am prepared to give. So here are my ground rules - loose ones, for guidance:

BOOKS: where easy guidance is available from www, about 50% of the prices shown, plus postage.

PERIODICALS: even though www indicates individual copies of some bring absurd, (to me), prices, these fall under my limited time criterion so they are priced at the cost of postage.

I can be contacted on
(08) 8379 5834 or twisses@gmail.com

ED: *This is a large For Sale advertisement. I have placed this one because we have some spare pages in this edition. In the future, For Sale entries will be limited to half a page maximum.*

..... *Please turn to the next page*

--- What's available ---

BOOKS

Australian Origin : AEROMODELLING DIGEST 1990, 1991

UK Origin :

AERO MODELLER ANNUAL ; 1952,1953, 1955/56 - 1957/1958.

All have dust jackets in varying condition; overall good condition. 1968/69, 1971/72, 1973/74 - 1978/79 all in excellent condition.

USA Origin :

MODEL AERONAUTICS YEAR BOOK by FRANK ZAIC ; These are original editions, not post-WW2 reprints.

1935/36 : Soft card cover failing along spine, slight stains on edge of 5 pages, overall condition fair to good.

1937 : Soft card cover split along spine, overall condition good

1938: Cover, title page and contents page missing but all text and plan pages present, overall condition poor.

PERIODICALS

Australian Origin:

AIRBORNE : Vol.1 No. 2 undated but probably 1972, complete to No. 116 March/April 1993. Condition good.

FREE FLIGHT DOWN UNDER : Vol. 17 No. 1 April 1985 generally complete to present. Condition good.

FREE FLIGHT QUARTERLY : No. 1 Oct. 2001 complete to present, plus special issues : THE GREAT GOLLYWOCK SAGA and Coupe d'HIVER (F1G) Survey 2006 Condition good.

MISCELLANEOUS EARLY AUSTRALIAN

Australasian Aeromodelling No. 1 Jan. 1957 Model News Vol. 4 No. 4 Aug. 1960 The Australian Modeller No. 3 July/Aug. 1968, Nos. 4, 6, 7

Australian & New Zealand Modellers' Monthly Vol. 2 No. 11/12 Nov/Dec 1975 Vol. 3 No. 1/2. Jan/Feb 1976 Condition poor to fair

UK Origin:

AEROMODELLER :

Mar 1968 - Dec 1969 : 11 misc. issues

1970 complete except July

1971 complete except Jan.

1972 - 1981 complete

1982 Jan. only

All are contained in 4-pin hard cover binders. Condition good.

MODEL AVIATION : These are annuals edited by Bill Dean and Ron Warring published by Ian Allan Ltd, London.

1948 Power Models (cover loose)

1949 Planbook

1950 Summer Edition

1950 Model Planes Annual

1950 Model Aeronautics

All are contained in 4-pin hard cover binder. Condition good except as noted.

MODEL REVIEW : Aug.-Nov. 1969. Condition good.

USA Origin:

AIR TRAILS : Sept. 1953. Condition poor.

AMERICAN MODELER which I think morphed into AMERICAN AIRCRAFT MODELER :

20 copies Oct 1962 - Feb 1973. Condition poor to fair.

FLYING MODELS : June 1948 - Feb.1990 : 42 miscellaneous issues. Condition poor to fair.

MODEL AVIATION : This is the official monthly publication of the Academy of Model Aeronautics; for those unfamiliar with it, it is similar to MODEL BUILDER in that it covers the full spectrum of aeromodelling and includes plans.

Feb. 1977 - Feb. 1985

May 1989

Condition good

MODEL AIRPLANE NEWS : 1951 - 1977 : 49 miscellaneous issues. Condition poor to fair.

MODEL BUILDER :

1975 Nov.

1976 Jan., Mar., Aug. then complete to Aug. 1982

1988 Feb. -1989 May : 7 misc. issues.

Condition good.

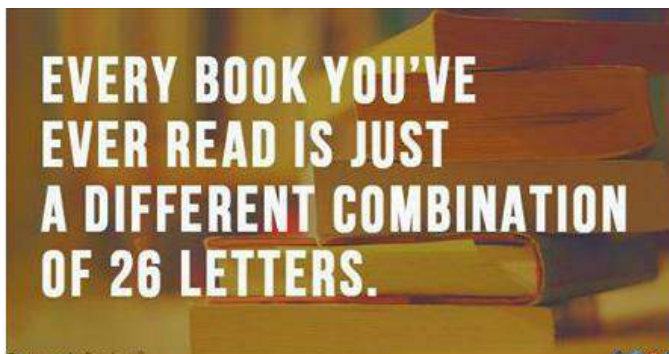
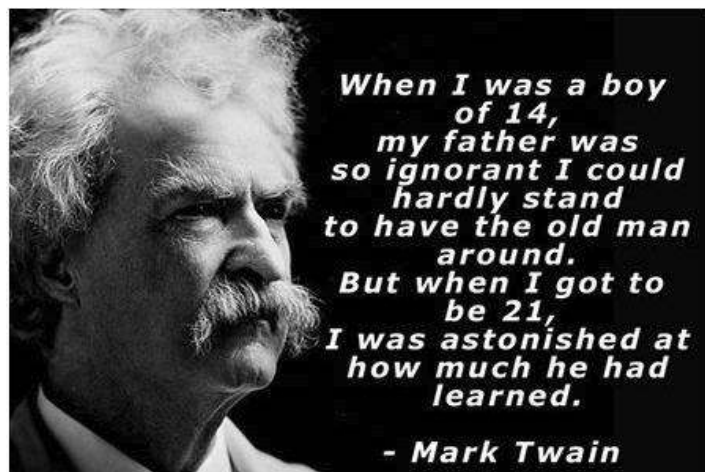
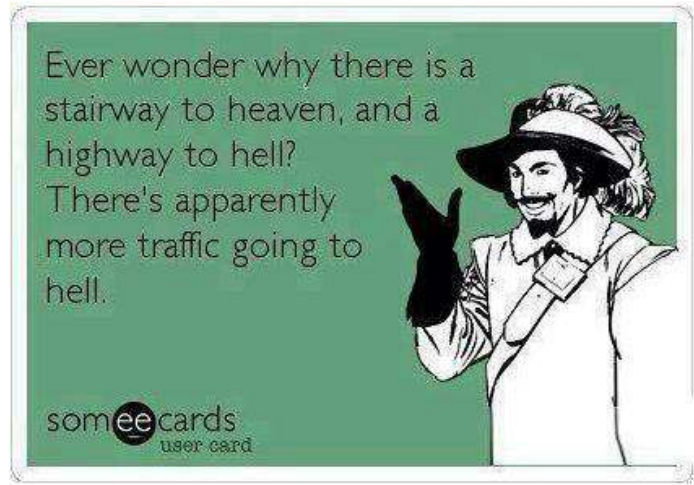
Gems from the past (sorry to the anonymous authors)**1973 Trans-Tasman Report**

When looking at the array of A/2 used it is difficult to see what (if any) further developments could be achieved with future designs. The widely used circular tow techniques failed to impress, I feel more attention is being paid to this than what it deserves. Apart from the lack of respect of some competitors towards others towing, there appears little advantage in this form of flying. Probably more could be achieved by developing aircraft performance through proper use of wing section plan forms and the like.



CONSTRUCTION CORNER

This page is intentionally devoid of construction articles, as it would appear that no one is building, repairing or doing anything at all. So, instead I have replaced this normal informative page with less useful jokes. Better luck next edition?



Well I think that lot should guarantee some construction articles for the June edition!

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



The New Zealand Free Flight Nationals for 2015

Report by Bill McGarvey



After 6 months of planning, quite a bit of construction, and a new gateway by the farmer, Proctor Rd was given it's baptism of fire as a Nationals site.

The weather was kind. Cool, dead calm, and foggy at 6 am, was the pattern throughout the meeting. An easterly Katabatic drift paralleled the hills just north of the Tahuna Rd and persisted until 7 or 8am each morning. This seemed to coincide roughly with the fog burning off leaving an azure blue sky to gradually fill with fluffy white clouds or solid overcast. The forecast breeze would then gradually build to its maximum of perhaps 2 m/s with bursts of 3 m/s on a couple of days. By mid morning the sunscreen was needed and the temperature was in the mid 20's.

For the first two days the starter chose a launch location based on the expected daytime wind direction as modified by the drift. This resulted in moves to the final location at about 8am. On days 3-5 the starter ignored the Katabatic component and the cries of "the drift is down toward that house" and moved straight to the permanent forecast location. This was a bit tough on the multi discipline

competitors who had to travel back to Waharoa for other competitions and were pushed for time, but overall, it was the best approach for this field and the bulk of competitors.

Finding the start paddock each morning was always going to be a problem because the site had 3 entrances from public roads and the area had 4 public roads leading to it. The solution adopted by the organiser was based on the notion that people would look at the maps produced in MFW, Ffonz Newz, and at the Competitors Meeting, then follow the simple procedure contained in Competitors' Instructions to find the marked entrance location.

Nah. Too old hat. Just plug the address into the car's GPS and Bob's your uncle. Quite a few people did sunrise tours of the Waikato when they found their GPS had no Proctor Rd in its database. (348 Proctor Rd Orini might have worked for most of the meet) Never mind. By day 3 most people had got the hang of things and were even plotting retrieving routes on their farm maps and using the freebie "hot wire" tubes to negotiate electric fences. Given that some of the

paddocks on the place are over ½ km long and surrounded by drains or crossings at wide spacing, knowing the flight path direction and planning a complementary retrieval route paid dividends in reduced legwork.

Competitors who actually recorded scores averaged 4.78 per class for F/F and F/F Vintage. There were 95 scores for F/F and 40 for F/F Vintage. Future F/F Nats need careful programme stewardship and timing based on site location, the need to keep event numbers up, and the realisation that septuagenarian bodies need plenty of rest. Proctor Rd, for example, is quite a distance from centres of habitation and an hours travel to get there needs to be assumed. The fog and drift in the morning makes 8am a realistic start time and fits the travel scenario.

A F/F schedule with a central lay day might suit many people as well as the organiser. Running Combined FAI after an 8 am start on the lay day would allow that event to take most of the day and include a flyoff. Other people could do rest and recreation at the same time. Combining the wooden glider classes and the mini events seems an obvious move. The Ladies

event has died a natural death, Kiwi Power is struggling, and Indoor HLG is afflicted by the same disease that outdoor HLG suffers i.e. arms have withered and cannot throw anymore. Open Glider is a circle tow gift event and a straight tow class might be better.

As to the flying itself there were few standout performances. Rob Wallace maxed out in Combined FAI while everyone else dropped flights. Bernard Scott's Kennedy Precision flights

varied by only 5 seconds. Dave Ackery did 3 x 3 in Open Rubber with "Toqui" in dew lift. Pity there was no one else to contest a flyoff. The Hamilton Club's power fliers were a cut above the rest while Rex Bain's Nelson-powered "Summer Wind" sounded sweet on it's 1 flight in Open Power. All in all a pretty ho-hum standard of flying prevailed. Results are on the MFW website and need not be repeated here. The Vintage classes will be separately reported.

A few snippets of general interest:

- 2016 Nats at Carterton at Easter
- The new Committee is:
Rob Wallace President,
Graham Lovejoy Secretary,
Rex Bain Treasurer,
Chris Murphy and Antony Groenewegen Committee.



Alwyn Graves



Roger Morrell



Rob Wallace



Moira Vincent



Dave Ackery



Rex Bain

Nats results available at:

<http://modelflyingnz.org/nats/sites/default/files/Complete%2067th%20Event%20Result.pdf>



John Malkin



Rex Anderson (Lagan A1 "Sinner")



Paul Evans launches for son Martin

A North Island Geography Lesson

Bill McGarvey talks of the new NZ free flight field

The NZ Nats moved north this year and were centred on Waharoa airfield starting early January. The move was an experiment to see if a venue nearer the centres of population would boost numbers of entries (Waharoa is in the Waikato near Matamata and close to Tauranga, Hamilton, and Auckland).

The airfield hosted R/C and grass based control line events leaving Free Flight, Indoor, and hard circle Control Line, to fend for themselves. The C/L boys flew hard circle at New Plymouth, Indoor was flown in a good hall at Morrinsville, and we flew F/F at a new site at Proctor Rd Te Hoe located halfway between Tahuna and Ohinewai and about 40 minutes from Waharoa.

The dust has yet to settle on the results and consequences of this experiment but from our point of view it was all uphill.

We had been looking for a larger site for a couple of years and in late 2013 got permission to fly club type meets once a month on this large beef raising farm (about 2km x 2km all in grass with no internal roads and very wet in winter)

The place was rough underfoot and impassable for street vehicles 5 months of the year. A large number of big drains made it difficult to retrieve over.

However, it was large, had little cropping, and had individual paddocks quite adequate for club

flying. We used the place in early 2014 and became acquainted with its challenges while rumblings from Council indicated Waharoa was under consideration but the promoters had little idea where F/F would be flown (you may recall the Waikato is a sea of maize in early January and our only 2 other sites were in the middle of it and far too small.)

When it became obvious that Waharoa had the green light we talked to the owner of Proctor Rd in June and he gave us permission to fly the Nats F/F there. From then on it was a case of getting the place up to speed for retrieving and coping with all wind directions.



As usual, the cover of this latest issue as well as the Table of Contents is available from the website

www.freeflightquarterly.com/wordpress

For this last issue, those interested in the LDA topic can download an Excel file for the construction of the LDAM airfoils mentioned above.



The Garnham Trophy

The Garnham Trophy

is undoubtedly the prettiest trophy in Australian aeromodelling. The Trophy is a solid brass, silver plated model of a Percival Gull, wingspan 454. Detail includes motor cooling fins visible through the air intake, cabin seats, control column, and instruments.

Jim Fullarton recalled its beginnings in a piece for "Airborne" in 1989:

- The Garnham Trophy was presented to the Model Aero Club of Victoria in 1934.
- The original rules called for rubber powered models rising of the ground and with a maximum wingspan and length of 30 inches.
- The donor of the Trophy Mr G. Garnham had a son, Keith, who was suffering from an incurable disease which left him more or less incapacitated. One of Keith's greatest pleasures was to be taken out to Kew (a Melbourne suburb) to see the models fly. When he eventually died Mr Garnham had the trophy made as a memorial to his son.

Jim also said that the trophy was made by a John Rogers who worked in the aircraft industry and later had a silversmith business in Melbourne. The fortuitous combination of the two occupations accounts for the realism and detail of the Percival Gull model and the skill in the execution of the metalwork.

In recent years declining interest in small specialised models such as Garnham led to very small entries and several "no-contests". In 2004 the competition was changed to P-30 rules. This markedly increased participation although there was a small amount of criticism about flying a so-called beginner's model for such a good trophy. Critics claimed P-30 gave little scope for experimentation however this was vigorously refuted.

"There are P-30s that use a long 4 strand motor and have a slow 90 second climb, there are P-30s that use a 6 strand motor and have a fast climb, Some flyers are experimenting with 5 strands, which might be a good optimum, and I know of one flyer who uses 6 strands but strips down the rubber in order to get extra length. All combinations have won contests. There are P-30s with small wings to reduce drag and there are P-30s with huge wings (like the Window Plane) to try to enhance the glide. Free Flight Quarterly recently had a special issue devoted to P-30 designs. Plans had to be held over for the next issue because there were so many. There were P-30s with gadgets and there were P-30s that were simple. There were stupid pretentious P-30s and there were basic P-30s. There were P-30s that used lots of carbon and there were P-30s made only out of balsa. There is more variety in P-30s than probably any other FF class commonly flown today".



Competitors for the 1947 Garnham Trophy at East Kew Victoria

AIRCRAFT February 1948

Garnham Trophy Winners

Date	Winner
17 Feb 1934	K. Ellis
3 Nov 1934	H. Halmshaw
30 Nov 1935	K. Ellis
1940	A. Smith
1941	W. J. Wilson
Nov 1942	E. O. Gregory
Nov 1943	E. O. Gregory
1945-46	P. H. Renkin
30 Nov 1947	G. E. Mallet
1950	H. Forrest
June 1953	A. King
June 1954	C. Stones
1960	S. O'Connor
1962	J. Kenyon
1964	J. Gregory
20/11/1983	H. Gostelow
18/11/1984	C. Collyer
10/11/1985	J. M. Fullarton
Nov 1986	S. O'Connor
Nov 1987	J. M. Fullarton
Nov 1988	D. Blackam
April 1990	D. Blackam
1991	A. Haas
May 1992	J. M. Fullarton
May 1993	C. L. Parker
Sept 1994	C. L. Parker
1995	S. O'Connor
1996	C. L. Parker
1997	S. O'Connor
1998	S. O'Connor
2000	C. Parker
2001	No contest
2002	No contest
2003	L. Morgan, S. O'Connor
2004	V. Morgan
2005	L. Morgan
2006	S. O'Connor
2007	S. O'Connor
2008	J. Fullarton, S. O'Connor
2009	C. Parker
2010	V. Morgan
2011	L. Morgan
2012	V. Morgan
2013	Not flown
2014	Not flown

FRIENDS OF WEST WYALONG FREE FLIGHT FIELD.



MEMBER NUMBER :

If you are coming to the Southern Cross Cup and wish to fly you will need to become a "Friend of West Wyalong". This is an annual subscription of \$30.00, running from the 1st July to the 30th June the following year. Having our own field means ongoing expenses and development which needs to be funded by the various users.

You will be issued with a numbered card and this entitles the holder to use the field at any time (with prior notification to the NSWFFS committee). If you are a NSWFFS member you are already a "Friend".



50 shades of orange. Donna Gray captures an amazing West Wyalong sunset

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	68th 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@iinet.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@iinet.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.

☹ Queensland is yet to find out when and if their A, B and C State Champs can be run.



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 21st	7am-12pm	F1C State Champs (5 flights)	Dalby
	1pm-4pm	Open Power State Champs (3 flights)		
	Sunday 22nd	7am-2pm	F1J State Champs (5 flights)	
April	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 and Narrandera
May	Saturday 2 nd	3pm-6pm	Indoor F1L State Champs	BSHS
	Saturday 16th	7am-2pm	F1A State Champs (5 rounds + 2 for team selection)	Dalby
	Sunday 17th	7am-2pm	F1B State Champs (5 rounds + 2 for team selection)	
	Monday 18th	68th Nationals (Free Flight)		Dalby
	Sunday 24th	7am-2pm		
	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 5th 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.