

FREE FLIGHT

DOWN UNDER

NEWSLETTER OF THE AUSTRALIAN FREE FLIGHT SOCIETY INC

VOLUME 47 NUMBER 3

SPRING 2015



**FF WORLD
CHAMPS
MONGOLIA**

**NSW FF
SCALE RALLY**

**PREDICTING
WEATHER**

FIG 4 SEC RULE

AFFS CHAMPS PREVIEW



FRONT COVER:

Roy Summersby on his way to a great fly-off in the World Championships for F1C. Paul Rossiter mans portable weather station. Australian team support was fully evident in all events.

Free Flight Down Under

September 2015

Volume 47, Number 3

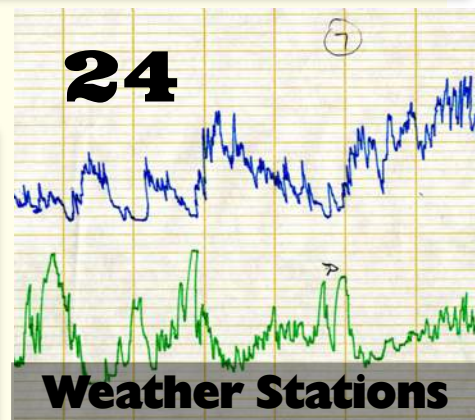
This edition of **Free Flight Down Under** is edited by Malcolm Campbell, 77 Freshwater Circuit, Forest Lake, Australia 4078.

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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



There events of some importance that have occurred over the last three months which are worthy of mention, not the least of which were the World Championships that were held in Mongolia. The performance of the Australian team was most commendable with a number of flyers reaching the fly-off rounds and a couple of near misses. We must congratulate Roy Summersby for his performance in achieving second place in F1C almost repeating his title winning performance of 2013. Malcolm has a comprehensive report on the WCs in FFDU and I urge you to look at Malcolm's excellent photographic montage of the WCs.

The second item of importance is the notification from NSWFFS that they have withdrawn their offer to host the Nationals at West Wyalong in 2016. This is not the place to discuss the issues only to say that this is an opportunity missed to showcase our hobby in a supportive country town. My information is that there was significant support from other aeromodelling disciplines to participate in the proposed event.

FREE FLIGHT DOWN UNDER

Let us hope that there is another opportunity in the future to use the facilities at West Wyalong for a Nationals.

The next WCs are in 2017 in Hungary and this means that we must start up the Team Selection Trial Cycle. The MAAA MOP 24 states that there must be six months notice of Team Trial events which means we must get going with next year's program. The format put to MAAA for approval will be as in previous years with a selection period from 1Dec 2015 to 30 Nov 2017. This enables successful team members six months notice of the event in Hungary. I believe that all potential team members are aware of the multi event format as approved previously by MAAA. The only changes are that, unless here are some new developments, there will be no Nationals as a selection event and early word is that there may not be a Southern Cross event at West Wyalong following the AFFS Narrandera events next year.

March 2015

Selection events will include AFFS Narrandera events, State championships, additional WA and QLD events and overseas options.

It has been decided that AFFS would recognise the support received over the years from David Anderson by conducting an FAI event in David's memory at Narrandera prior to the AFFS Championships in 2016. It will be for F1A, F1B and F1C and known as the David Anderson Memorial Contest. We will seek to have it recognised as a team selection event. Along with the AFFS Championships it will be nominated as a World Cup event.

Finally Malcolm has taken steps to have some Free Flight publicity in Wingspan and Airborne. This is part of a process to inform other modelling enthusiasts of the complexity of free flight and possibly attract them to the challenge.

Happy flying
Graham Maynard

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SPECIAL EDITION OF FFDU FEATURING THE 2015 WORLD CHAMPIONSHIPS IN MONGOLIA 29 - 31 July



FROM THE EDITOR

Well, another World Championships has ended and Australia has done very well. The team, under Albert Father's lead, bonded well and this was reflected in the results. It was superb to see Roy Summersby clinch second place in F1C, with a narrow win going to Slava. Terry Bond did exceptionally well too, missing getting into FO2 by a meagre 5 seconds. Neil Pollock in his first World Championships and Gary Pope suffered early round trim problems but still enjoyed the competition.

Our rubber boys did particularly well with Craig, Vin and Paul showing great solidarity in the supporting events as well as the World Championships. We all know the outcome of Paul Rossiter's tragic fall from the scores and such incidents need to be addressed in the future. Rules are rules but the axe shouldn't have fallen on Paul in the way it did. More on that is written in this edition of FFDU.

Gary Goodwin also had bad luck but, like Paul, they both put in the hard yards to assist the team. Gary seemed to be everywhere helping wherever he could both on the bike and on foot. And we cannot forget the ladies in our team - Karen, Noels, both Kathys and Di were all kept busy on the field and enjoyed the experience.

The Australian F1A team also fared well, with Phil Mitchell making the top 10 in a closely fought event. I was very pleased with my results in all competitions as I exceeded my own expectations. Albert Fathers worked hard in his role as team manager in the lead up to the event and family commitments delayed his arrival, factors that reflected heavily on his score.

So we're all back home now with some extending the time away with some sight seeing in various countries. I've put my two bob's worth into this edition of FFDU, with my recollections of Mongolia. Roy and Neil have also written excellent reports. And Paul tells us how he predicted lift for the Aussie flyers, so there is some good reading in this edition.

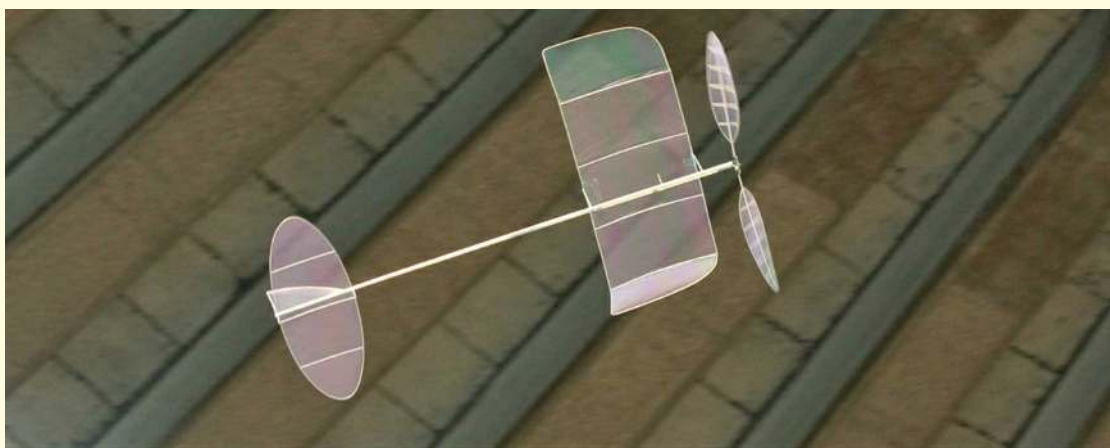
Of course, I look forward to contributions on any topic for future editions of our national newsletter, to broaden the scope of interest.



Thank you Roy Summersby, Neil Pollock, Tim Hayward-Brown, Paul Rossiter, Glenn Crouch, Phil Mitchell and Graham Maynard for your contributions.

Cheers, Malcolm Campbell

F1D World Championships Team Trial 29 November 2015



A Team Trial will be held in Adelaide by the Adelaide Aeromodellers Club, with support from MASA, to select team members for the 2016 F1D World Championships to be held in the Slanic Salt Mines in Romania. A new 'Boyd Felstead' perpetual trophy will be awarded to the winner.

To find out more about competing, or to register, please contact the Contest Director preferably by email at tim.haywardbrown@gmail.com
Ph: 0419 825 541

Rubber-powered free flight F1D models are the slowest recognized fixed wing aircraft in

the world. An F1L (EZB) competition will be held concurrently. Come along and see a unique and unusual side of the hobby. Visitors are welcome and admission is free.

Date: Sunday 29 November 2015
(3pm to 8pm)

Venue: The Gardens Recreation Centre, Parafield, South Australia.



Australian Free Flight Society Inc

A special interest group of the MAAA

Annual General Meeting 17 April 2015 Narrandera

Meeting opened: 7.30pm
Members Present: 19 Members were present.

1. Minutes of Previous Meeting

The minutes as published in FFDU were accepted.

2. Business Arising From Minutes

Some discussion on Competition Rules and MAAA Rules.
Discussion on the "Rose Bowl" (see Forum Item "Trans-Tasman Competition").

3. President's Report

Paul Rossiter indicated there is now a MAAA document outlining the Team Manager's Role in supporting Australian teams. Paul reported on results from the most recent Asian Oceanic Championships, with Phil Mitchell second in F1A and Vin Morgan third in F1B. The F1B team placed third.

NSW Free flight Society now owns a field at West Wyalong.

During the year, the Secretary, Tahn Stowe, stepped down because of health and other issues. Graham Maynard filled the role of Secretary for an interim period.

CASA concerns – the cancellation of the free flight component of the Nationals and the apparent problem with Free Flight in general, due to perceived safety concerns, caused some angst but was effectively resolved at a meeting attended by the MAAA and CASA.

Malcolm Campbell and Graham Maynard provided input on the free flight aspects including a display of free flight models and detailed descriptions of free flight activities.

The excellent efforts of Malcolm and Graham, with assistance from others within the general free flight community, has allayed CASA's concerns.

CIAM rules proposals – Graham Maynard, as Chairperson of the FFTC, has compiled an Australian response.

Malcolm Campbell was congratulated on the continuing excellent quality of FFDU.

Paul thanked his Committee for their work throughout the year.

4. Treasurer's Report

The Treasurer tabled the AFFS Accounts for the past financial year 2014 for the members' consideration:

Total Income	\$5593.36
Expenditure	\$4101.13
Profit	\$1492.23
Value of Assets \$	385.56
(Non current)	

5. Team Trials

The existing multi-event was used to select the team for the 2015 World Championships to be held in Mongolia.

It appears that the eligible trial events in 2015 will not be required as there is no international event at this stage.

6. Election of Office Bearers

President

Graham Maynard was formerly nominated and declared President.

Vice President

Matt Hannaford was formerly nominated and declared Vice President.

Secretary

Vin Morgan withdrew his formal written nomination for Secretary and nominated Phil Mitchell. Seconded Tahn Stowe. Phil Mitchell was declared Secretary.

Treasurer

Gary Pope was declared Treasurer, but subsequently withdrew, and Albert Fathers was appointed by the Committee to the position of Treasurer.

Incoming President, Graham Maynard thanked the outgoing Committee for their efforts. Malcolm Campbell was also congratulated for his excellent production of FFDU.

7. Meeting Closed at 8.04pm.

AFFS Forum – Items Discussed

CASA Meeting in Brisbane

Members thanked Malcolm Campbell for his extensive spreadsheet and Graham Maynard for his input to the meeting. Future communication with CASA will occur via MAAA.

Juniors

Five juniors have entered AFFS P30 Event, which is very encouraging.

CIAM

Graham Maynard outlined the responses given to CIAM FAI rules. The Secretary outlined the procedures to submit rule change proposal.

AFFS Website

Matt Hannaford to investigate.

Trans-Tasman Competition

AFFS Committee to discuss the future of the competition including the future of the Rose Bowl.

AFFS Championships 2016

Members of NSW FFS indicated that the dates for the Nationals will be 16-23 April 2016 subject to MAAA concurrence. AFFS Championships will be programmed 11-15 April 2016. Members agreed on the purchase of medals as event prizes with the presentation of additional certificates for the ABC events.

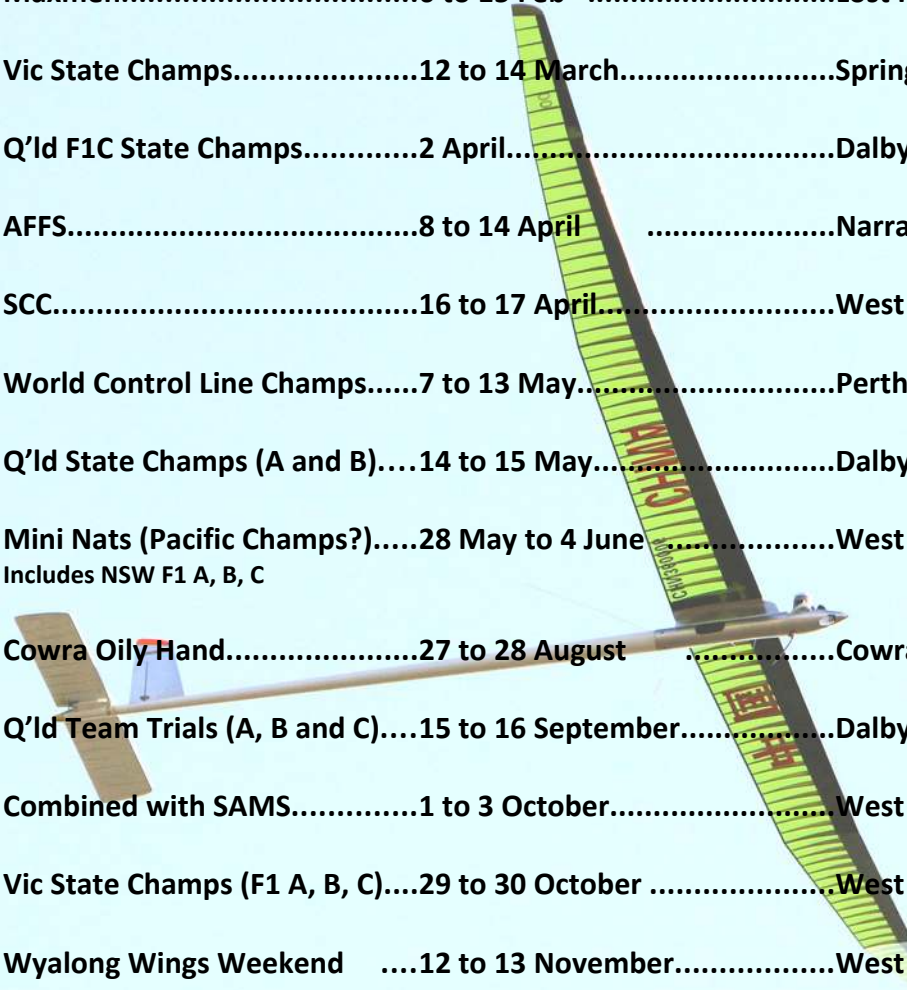
Memorial Trophies 2016

Dave Anderson - F1A and Ivor F- Scramble
Adrian Bryant raised the issue of seeking to recover misplaced perpetual trophies. Allan Edwards to be contacted for advice.

Chinese Team Welcome

Members welcomed all Chinese team members including the Chinese interpreter from Ireland.

Roy Summersby has thrown his hat into the ring, suggesting what the competition calendar for 2016 may look like. He's listed all major events and asks for feedback on the events being considered for West Wyalong. Comments to Roy at roydi132@optusnet.com.au



News Years Bash	30 Dec to 1 Jan 2016.....	West Wyalong
Maxmen.....	6 to 15 Feb	Lost Hills
Vic State Champs.....	12 to 14 March.....	Springhurst
Q'ld F1C State Champs.....	2 April.....	Dalby
AFFS.....	8 to 14 April	Narrandera
SCC.....	16 to 17 April.....	West Wyalong
World Control Line Champs.....	7 to 13 May.....	Perth
Q'ld State Champs (A and B)....	14 to 15 May.....	Dalby
Mini Nats (Pacific Champs?).....	28 May to 4 June	West Wyalong
Includes NSW F1 A, B, C		
Cowra Oily Hand.....	27 to 28 August	Cowra
Q'ld Team Trials (A, B and C)....	15 to 16 September.....	Dalby
Combined with SAMS.....	1 to 3 October.....	West Wyalong
Vic State Champs (F1 A, B, C)....	29 to 30 October	West Wyalong
Wyalong Wings Weekend	12 to 13 November.....	West Wyalong
New Year Bash	30 Dec to 1 Jan 2017	West Wyalong



Narrandera Free Flight Friday 08 April-Thursday 14 April 2016

Australian Free Flight Society Championships and Dave Anderson Memorial World Cup Programs

Dave Anderson Memorial (World Cup Event)

Friday 08 April	F1A [#] & F1C [#] (see note 4)	5 x 1 hour rounds	0800 - 1300
Saturday 09 April	F1A & F1C fly-offs from Friday		0700- 0730
	F1B [#] (see note 4)	5 x 1 hour rounds	0800 - 1300
Sunday 10 April	F1B fly-off from Saturday	0700 – 0730	
	Reserve Weather Day/Practice/Rest Day for AFFS		
Sunday 10 April	Evening AFFS AGM		1930

AFFS Championships 2016 (World Cup Event)

Monday 11 April	Combined % open	3 flights	0700 - 1200
	F1G* (see note 3)	5 x 1 hour rounds*	0730 - 1200
	F1H* (see note 3)	5 x 1 hour rounds*	0730 - 1200
	F1J* (See note 3)	5 x 1 hour rounds*	0730 - 1200
Tuesday 12 April	% Open fly-off from Monday	0700- 0710	
	F1A [#] (see note 4)	5 x 1 hour rounds	0800 - 1300
	F1C [#] (see note 4)	5 x 1 hour rounds	0800 - 1300
	P30	3 flights, 120s max	0800- 1300
	Open Rubber	3 flights	0800- 1300
Wednesday 13 April	F1A, F1C,P30 Flyoff from Tuesday		0700- 0730
	F1B [#] (see note 4)	5 x 1 hour rounds	0800 - 1300
	Open Power	5 flights	0800 - 1300
	Combined/HLG/CLG/TLG		0800 - 1200
Thursday 14 April	Flyoffs from: Tuesday Open Rubber		0700- 0730
	Wednesday F1B & Open Power		0700 - 0730
	Combined Vintage	3 flights	0730 - 1200
	Oz Diesel	5 flights, 120s max	0730 - 1200
	Scramble		0830 - 0930
Thursday 14 April	Evening. Presentation Dinner for DAM & AFFS		
Friday 15 April	Moving Day to Nats at West Wyalong		

General Notes/Comments:

- 1) Daylight Saving NSW finishes 03 April 2016
- 2) Sunrise 07 April 2016 is at 0631 (Civil Twilight 0606)
- 3) *F1G/H/J First Round will be "High Time" and must be flown before 0800
(6 min max first round only. NB time above 2 min max will only be used to resolve ties)
- 4) # F1A,F1B & F1C First round duration will be 4 minutes (Weather permitting)
CD to determine duration of round 5 (5 minute max weather permitting)
- 5) Open Rubber fly-off held over to Thursday morning to avoid fly-off congestion Wednesday morning
- 6) P30 morning fly-off retained due to class popularity and number of Juniors flying
- 7) Combined Vintage first flight will be "High Time" & must be launched before 0800
(6 min max first round only. NB time above 3min max will only be used to resolve ties)
- 8) Oz Diesel first flight will be "High Time" & must be launched before 0800
(6 min max first round only. NB time above 2min max will only be used to resolve ties)
- 9) Generally earlier starts for fly-offs & non FAI events but latest finish is 1300 hrs
- 10) West Wyalong comps supposedly to start on 16 April 2016 (to be confirmed by NSWFFS).

No formal announcement has been made by the NSWFFS but the SCC should be run at West Wyalong on 16 and 17 April 2016 after the AFFS, in the format of previous years.

FOR SALE**NFFS symposiums**

1971, 1972, 1973, 1974, 1976, 1977, 1978, 1979, 1980, 1981, 1982 (small dent in front cover), 1983 (some loose pages), 1985, 1986, 1987, 1988, 1990 (damp damage in post. some loose pages), 1991, 1992, 1993, 1995, 1996 (some pages loose), 1998, 1999, 2000, 2001, 2002, 2003, 2004 and 2006.

Price: For issues without comments, \$12. For the 4 issues with comments, \$10.

Special publications

1979 World Champs Symposium, 1979 World Champs plans book, 1983 World Champs plans book. Price, \$10 per book. 1983 World Champs Symposium, \$5.

BMFA (UK) Experts F/F Forum

1985, 1986, 1987 (3 year bound volume), 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005 and 2006.

Bound volume, \$25. Single issues, \$10 each.

1986 FFn 200, to mark the 200 editions of Free Flight news, 90 pages, a lot of plans to look at even if somewhat dated, but, they may give you inspiration! \$5

Contact: Peter Lloyd, email: pelaero66@tpg.com.au (don't use the other addresses as they have been disabled)

As Chris Edge said in the September edition of Free Flight News

"Let's get one thing clear from the beginning – the site is the best in the world for free flight. For the UK readers, think the size of Salisbury Plain (all of it) the beauty of Newbigging, the short grass of Barkston Heath and the flatness of Church Fenton – then make everything five times bigger, better, more impressive. There are no trees, no dykes, no roads, no power lines, few buildings, but there are the odd gers two miles away (we got to them), super-herds of goats and sheep, kites, vultures, etc, etc. If you fly anywhere before you hang up your towline, go to Mongolia."



**Your Mongolian
experience starts
on the next page**



TWO WEEKS IN MONGOLIA

report by Malcolm Campbell

I had a long time to ponder on my trip to Mongolia so, by the time the departure date had arrived, I had considered all dreaded possibilities and gallantly flew out of Brisbane International Airport with Kathy on 18 July. My fears were unfounded – we had a great time, most of the time. So here is my story.

Saturday 18 July: Up at 4 am in the dark with an outside temp of 3 degrees, we made the airport just after 5.30 am. The two flights over were smooth but just once it would be nice to fly in an aircraft with effective (cool) air con. We met up with most of the AUS team in Seoul International and touched down at Ulaanbaatar at 12.45 am. Most of us became instant millionaires when we exchanged USD into tugriks (1 USD = 1,988 tugriks or

Sunday 19 July: We had a hearty 9 am breakfast with the team who left for their Mandal accommodation soon after. Supplies shopping took up some of the time while waiting for Phil & Noels and Paul & Kathy Rossiter whose flight had been delayed. It felt funny handing over 62,100 tugriks for a few essentials. At 3 pm they arrived.

Drama - the Rossiter's baggage had not arrived! At 3.30 pm we crammed into the transport vehicle and experienced traffic chaos. Mongolians don't use indicators, drive on both sides of the road (to avoid the numerous potholes) and always seem to harmoniously blend in before any "head-ons" occur. Horns are used enthusiastically when overtaking and at all inner city traffic jams, and very few cars show signs of collision

their room's HWS had failed! Rooms were basic but relatively comfortable.

With minimal English in the menu, we were told the location of beef, pork, lamb and chicken meals and wisely choose one of each, banquet style, for our first meal together, so we knew what to order in future. By 8.30 pm we had eaten most of what was supplied, dispatched half a bottle of vodka and headed for bed. It had been a very long two days.

Monday 20 July: Breakfast at 8 am Mongolian style. This is going to take some getting used to. The stale 2 - 3 day old bread, warm powdered milk and cold poached eggs surrounded by oriental sliced sausage may be hard to handle at 5 am. Our own cereal was washed down with the milk. As we got



20,000 tugriks = \$10 US



The traffic was an eye opener



The local scenery was stunning

tuggers to some), and our wallets bulged. We then managed to squeeze all equipment and bodies into the supplied people movers and were in bed at the Bayangol Hotel by 3.40 am, only to wake to the alarm at 8 am. Drat, I was still on AUS time!

damage. I have never seen so many Toyota Prius vehicles; Mongolia being an obvious drop spot for second hand Japanese cars.

We arrived at our Nisleg Gyrocopter camp site at 5 pm with the Rossiter's promptly relocating when they found

used to the cook she got used to us and the menu began to westernise, although I doubt if they ever liked our very early starts. We all spent the morning testing in beautiful weather, and the local scenery was stunning. Noels and Kathy R went back to UB

international airport to successfully retrieve the lost luggage. After a chicken and vegetable soup we put in an afternoon test session until the girls arrived home and the rain started. Drinkies and then dinner followed by more F1A flying until after 9.15 pm.

Tuesday 21 July: Paul, Phil and I were out on our local test field by 7 am followed by breakfast and then we all went to visit the MASA World Champs flying site, 30 minutes away. First impressions were excellent – this is one superb field. We all got in about half a dozen flights by noon and

returned to Nisleg for a tasty vegetable omelette. Then it was recharge model batteries and human batteries (afternoon nap). Another two hours flying between 7 and 9 pm followed by dinner – pushing the limits, with an early start the next day - the Tuvshin's Memorial Cup for F1B.

Wednesday 22 July TUVSHIN'S MEMORIAL CUP F1B and F1C: Cool and very dark at 4.45 am, breakfast down and on the road by 5.45 am, the start of our early morning departures. On sun up at 6.30 am the weather looked ideal for F1B with minimal

breeze. Paul hooked left with his first launch losing 30 secs and a later launch had him land one second short of a max. In the meantime, Craig and Vin amassed 5 maxes to be in the fly-off. Roger Morrell suffered a spectacular exit in one round when a failed servo had the model on its back under power just metres from the ground. A prompt RDT saved the main structure but exploded the stab.

All AUS F1C flyers elected to fly in just the World Champs, so they missed the lead-up events but did practise on several days before the World



Tuvshin's Memorial Cup F1B:
 1 Vin Morgan
 2 Paul Rossiter
 3 Gary Goodwin
 4 Craig Hemsworth



Great teamwork in all events



Phil was first to sample the gyrocopter



The AUS F1C team did not fly until the World Champs



Gary Goodwin on one of the hire bikes

Champs. A number of F1C models stalled on transition suggesting the thinner air may have slowed the climb. The top flyers were still at the top, and only a couple of models encountered heavy "landings". Flying was finished by noon so we went food shopping on the way back to Nisleg for lunch. A well-deserved kip followed while Paul put in some time testing. Phil was the first to experience a gyrocopter ride – we were all to follow a week later. Dinner finished by 9.15 pm.

Thursday 23 July TUVSHIN'S MEMORIAL CUP F1A: A cool start for a day that was going to warm up and provide very light winds and tough towing conditions for F1A. Vin and Craig performed very well in the 6.30 am F1B fly-off, placing respectively 6th (6m05s) and 10th (5m00s). The event was won by Mongolian Gongor Mijiddorj (6m57s).

75% of the F1A flyers maxed the first round but the air was very tricky with minimal thermal activity and zero to

light winds, causing many to struggle in the unfamiliar conditions. 13 of the 43 entrants maxed all rounds with the fly-off scheduled for 7 pm that night.

So we had lunch at the field and went back to Nisleg for a rest, then a soup dinner before returning to the field. We now had a breeze, too much actually, with winds between 6 and 8 m/sec. I planned to wait on the line, as many did. With 4 minutes remaining, I launched without traffic, still zooming right losing some height and recording 3m06s to place 6th.



Our practice field was just 30 m away from our rooms



The local Nisleg kids - how could you not like them



Craig and Vin were excellent as our retrieval team



Kathy saved some fuel by retrieving the close ones

Phil had rotten luck, DT'ing off the top to be down in 21 secs.

Brian Van Nest didn't fare much better, recording 35 secs. Emmanuel Ragot from France was the only one to record 5 minutes, with a score of 5m00.1sec! Celebratory drinks at Nisleg ended at 10.15 pm.

Friday 24 July: At last a day off! So we had a glorious sleep-in and then "Tiger" took us to the Black Markets in UB for some shopping. The girls loved it. Kathy R bought a little suit for a baby, Kathy B a leather handbag and Noels a very fluffy fox hair hat. It looked so real we thought she might get shot on the field! We returned home via a detour on the rough and hilly road to Mandal Camp where we had a tasty lunch with the rest of the AUS camp and checked out their gers. Back at Nisleg we finished the day with a brief test session and a light dinner – early starts return tomorrow.

Saturday 25 July MONGOLIA CUP F1A: 71 had entered for the F1A Mongolia Cup and it was cold and windy with 50% cloud cover. Phil had

a scare during setup when a towline draped across his model, not from a launch but a dropped line. With the model still attached the line ripped across Phil's stab causing some damage – so change models. Not a good start to the day, but it got worse. Phil's R1 flight produces a tight descending turn and a low score, and R2 DT's early for a one minute (not reset after testing).

Philosophically, Phil is getting his problems out of the way before the World Champs. I maxed the first two rounds and by then the winds had increased to sometimes over 9 m/sec. In R3, my model kited each time it turned upwind to be down in 2m16s (31st place). It was also a tough day for Brian Van Nest, zeroing one round with two tow-ins and then losing a model to zero another. Jim Parker maxed all three rounds but all flights were prefaced by attempts. Models were going a long way and only those that were fleet of foot were circling. A number of models were crunched.

77 yo UK straight tow flyer Brian Baines maxed out with team member John Carter. The event was declared after R3, with 19 in the fly-off. Later in the evening, Jama Danier (Canada) was the only one to make the 7 minute fly-off with Avner Studnik (Israel) 2nd and Jim Parker (USA) 3rd.

Our retrieval team, Craig and Vin on bike and Paul on foot did an excellent job. We returned to Nisleg for a late lunch. By this stage, we had tried most items on the menu, so we had soup.

I tested my windy weather model in the afternoon after a little nap. Drinks at 6 pm then dumplings and salad for tea. Phil practised until 9.30 pm while we went and watched Alex ("Top Gun", our suave gyrocopter pilot)

practise his archery for the national competition (he later won Silver). In bed by 10 pm.

Sunday 26 July MONGOLIA CUP F1B and F1C: Only the AUS F1B flyers fronted this day and the air was cold but buoyant, so there were plenty of maxes in the first two rounds, and a few crashes in F1C. The Aussie team was clean until a slightly left launch by Vin in R4 almost maxed as it floated for ages at low height to eke out 2m46s. Rounds 4 and 5 were very tricky with many marginal maxes and models flying all over the field. Vin's last flight got the best height of the comp but Paul and Craig were the only Aussies to max out, with the 7 min fly-off set for 7 pm. We go home for a 1.30 pm lunch and I spend the next 17 hours in bed trying (unsuccessfully) to rid myself of a hacking cough that stayed with me for the duration of the holiday. With a good bunch of supporters, Paul and Craig make the 7 mins, and then the air goes flat for the 9 min fly-off. Craig and Paul place 13th and 14th respectively, 3 secs apart, and Mongolians fill the 1st, 3rd and 4th places.

Monday 27 July Model Processing and Opening Ceremony: Not a nice morning to wake up to – cold and drizzling with a developing breeze – a good day to be indoors. But it's Model Processing at Sky Friends airfield at 10.30 am and the Opening Ceremony at the Chinggis Khan tourist spot at 6 pm. Registration and processing went smoothly (with alphabetic processing Australia was first!) and we all received our goodies bags. More supermarket shopping on the way home and our driver, Tiger, took us off-road. Not



Noels wore this and did not get shot!



"Top Gun", our gyro pilot, is a champion archer in Mongolia



Tiger was our driver, porter and bodyguard



We saw some great sunsets at Nisleg



"Top Gun" had an early start for crop dusting

speaking any English we eagerly waited to learn where he was taking us.

But soon he had us back on the "highway". He'd avoided the toll booth, and he proceeded to do that each time! Cunning Tiger.

The Opening Ceremony was held at the Chinggis Khan tourist attraction in sunny but breezy weather. Speeches were short; Per Findahl addressed the flyers as he did in France two years ago

Tuesday 28 July: Back to beautiful mornings, we went out to the MASA

field at 8 am for practice, with Noels and Kathy B staying home. All AUS team members in A, B and C put in many flights until an approaching thunderstorm caused us to head home at 10.30 am. The storm did not eventuate. Albert planned a team meeting at Mandal after lunch so we picked up the girls and slithered along the greasy dirt road to the main AUS camp. I'm glad we didn't have to do this every day – Nisleg was just 1 km off the bitumen.

The well-organised team meeting went very well so at 3 pm we got Tiger

to drive us to Khan Jim's, the 2014 haunt of the AUS advance party. Tiger did exceptionally well negotiating what most would call an impassable track. The timber foot bridge washed away last year had been replaced with an elevated steel RSJ girder bridge.

We had afternoon tea there, caught up with Peter Allnutt from the Canadian team and headed off through the fields (literally) to Nisleg, encountering a herd of Yaks along the way, on the first day I left my camera at home. Drat!



Chinggis is 40m tall and clad with 250 tonnes of s/steel



Per Findahl addresses the flyers

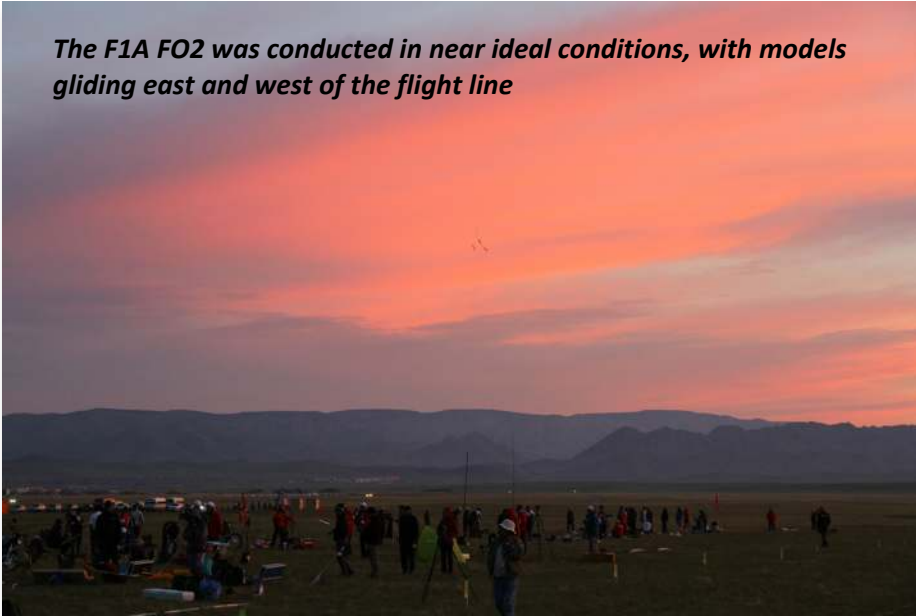


The Aussie team looked pretty good in uniform



Kiwi horse whisperers Paul Lagan and Roger Morrell

The F1A FO2 was conducted in near ideal conditions, with models gliding east and west of the flight line



Later in the day, Paul tried unsuccessfully to fix a failed battery pack in the weather station, using the handy Nisleg gyrocopter workshop. Roy Summersby later came to his aid with an externally fitted F1C starter battery. Phil put in 2 hours practice and Kathy and I rested. With tea over by 8 pm, Kathy and I were in bed by 9 pm. Tomorrow is the F1A World Champs and Kathy is not feeling at all well. She would be sick the next 24 hours with a stomach bug and unable to attend the next two days of competition – our most important days. I felt so sorry for her, as she was really looking forward to it.

Wednesday 29 July F1A WORLD CHAMPIONSHIPS: In Round 1 there was no breeze and, with no Kathy, I had Noels to launch for me. Now Phil takes off like a jack rabbit, and I'm more of a turtle. Not sure who got the biggest surprise in R1 and R2, Noels or

me. All I know is I had no feel for what seemed like seconds, as I reefed in as much line as I could to regain tension. I barely max with just 3 seconds to spare, Phil maxes from high up and Albert DTs off the top for a shattering 20.6 sec score. It's good to have a runner in these events, and Phil was a great one to have – it gave me an extra set of eyes and someone to discuss the weather with. Phil also ran for Albert. I had one more close call but at the end of the day, seven maxes. Mission accomplished!

Running for Phil was my exercise for the day. That lad covers a lot of ground and it's good to hear and observe his tactics. So Phil and I help make up the 31 out of 78 who are in the 5 minute fly-off. We all felt sorry for Albert who had a wretched day. FO1 was for LDAs with massive height gains for those chasing Jama. Phil maxes easily and I get 4m47s, after

ground turbulence robs me of valuable seconds. 27 competitors proceed to FO2 at 6.30 am the next day. I was happy with my 28th placing and so pleased to do well in FO1, all better than expected.

Thursday 30 July F1B WORLD CHAMPIONSHIPS: Yesterday, the weather for F1B looked dreadful but it wasn't, turning out very much like the previous day. The **F1A FO2** was conducted in near ideal conditions, with models gliding east and west of the flight line. Phil had an excellent launch, great height, slow flat open glide and an encouraging 5m15s flight time. He looked good! Then we heard of 6m01s from Per Findahl. Jama Danier looked hopeful but nerves wrecked his chances. He was down in 4m14s.

Then disaster – the black carbon LDA models of Bosnian Enes Pecenkovic and German Stefan Rumpp collide





F1A winners: Enes Pecenkovic, Eyal Galor and Szilard Sijjarto



Paul's gallant charge was about to end in an unexpected way

with a resounding crack, carbon bits falling from the sky. Only 3 minutes remain. Enes sprints back to his reserve (non LDA) model and launches in the last 2 minutes. He finds good air, records 6m49s, and places 2nd! Rump places 9th. Israeli Eyal Galor nearly makes 8m to win and Roumanian Szilard Sijjarto places 3rd just 2 seconds behind Enes! What an exciting end to the F1A competition. Our Phil placed 10th, and he was pleased. His final flight was superb, others simply got better air.

Paul Rossiter's weather station had been extensively and successfully used in prior comps. This was to be the feature event for the little plotter, and it worked well. With 76 in the **F1B World Champs**, AUS order for launch was Paul, Vin and then Craig. This year, Australia had great teamwork and it was well-oiled for this event.

R1 was a heart-stopper for Paul, when he recorded a time of 3m59.6s. Rounding up fortunately gave him the max. Craig nearly missed R1 when a stalling model nearly sliced his model off the stooge, hitting his winding stooge instead. Craig and Vin went on to max easily. There were strong performances from many flyers, with mass launches down the length of the flight line in reliable air for the first two rounds.

Paul maxed R2 – 5 easily but Vin and Craig did so from greater height. Our team looked very strong. Then disaster struck!

Paul's model was pulled off the retrieval bike for random processing. The motor weighed in at 30.42 gm = immediate disqualification. Paul was shattered. I had spoken with him the week before departure and was amazed by his methodical and

laborious approach to preparing all his motors. He couldn't have been overweight.

Paul and Albert went back to the processing tent with other motors to verify recorded weights to the event scales, and they were all underweight as tagged. Paul has an assumption for the overweight motor. As the R5 motor was shredded, all pieces were tipped out and weighed. Perhaps one piece from a previous broken motor may have been in the tube when the R5 motor was loaded? Was this the rogue piece that made him overweight?

Paul has a detailed report elsewhere in FFDU. We all felt so sorry for him and, while he appeared outwardly receptive to the verdict, internally he was gutted. To his credit, he quickly focused on weather station duties,



Craig performed strongly throughout the F1B event



A hearty heave from Ukraine flyer Oleg Kulakovskyy

providing invaluable support for the AUS team members.

After the two hour lunch break, R6 started at 2 pm. Craig maxed both remaining rounds and Vin flew into bad air after a very good launch, to be down in 2m23s.

Increasing winds caused the 6.30 pm fly-off to be moved a kilometre eastward. Craig has to swap models when he discovered a broken line in his best model. With 31 in the 5 min fly-off, Craig recorded 3m43s to place 21st, his model gliding faster than the one with the broken line. Japanese flyer Mitsuhiro Kogano was just 1 second in arrears and Serbian Bojan Gostojic another second behind that. It was close! Roger Morrell also dropped, having to swap to a model without a tracker. He expected a long retrieve.

So only 7 went into FO2 and the host country was elated. Mongolian Bojan Gostojic won and was the only one to make 7 minutes! He was followed home by Ukrainians Stepan Stefanchuk and Oleg Kulakovskyy.



Mongolian Bojan Gostojic won F1B from Stepan Stefanchuk and Oleg Kulakovskyy

Friday 31 July F1C WORLD CHAMPIONSHIPS: The F1C Champs start cold and wet with reduced visibility causing a one hour delay to the start. The AUS team sheltered in Tiger's red bus and looked decidedly tired after so many days of early starts and late to bed nights. With the

weather clearing from the east R1 started at 8 am and the planned lunch break was reduced to one hour.

Another early disaster – we were to have two bikes, and now we had none! Investigation reveals we were allocated one bike and it was given to Austria, because it sounded like

The AUS F1C team had the current World Champion



Roy Summersby



Terry Bond



Gary Pope



Neil Pollock



The AUS team looks decidedly tired



The last bike Gary rode was a clunker



Roy enjoyed being a TV star!

Australia. Austria thought that it was fair!

Eventually an old clunker was found for us and Gary Goodwin mastered it. Early rounds presented trimming issues for Gary Pope and Neil Pollock, with both models flying straight for long retrieves. Terry and Roy maxed.

Mongolian TV had 5 cameras and many reporters. Their 3 one-hour video (separate ones for A, B and C) can be seen online (*see links at end of this article*).

Roy was a sensation, surrounded by cameras and reporters at each launch.

I think he liked the attention. There were 45 entrants in F1C, probably a 60/40 mix of folders to non-folders.

The weather improved as the rounds progressed and Paul's weather station continued to convey valuable information to the team. The F1Cs had their fair share of thermals and these appeared to come through on a regular frequency, thanks to early notification from the Rossiter weather plotter. In fact many teams were using electronic thermal detectors.

It was noted that, even after two lead-up comps, models still were "digging in" and others suffered damage from urgent RDTs. Wayward F1Cs are formidable models. Thermals were stronger after lunch with interesting photographic opportunities at one stage when

umbrellas and plastic sheets were whisked into the sky.

19 qualified for FO1, with the flight line a further 1 km east of the control tents, and the start time was set at 6.30 pm. By 6 pm storm clouds were building in the west and looked very ominous. The fly-off proceeded on time and everyone rushed off to retrieve their models, with one eye on the advancing storm. 7 would resume the battle at 6.30 am the next morning.

As the winds increased, the urgency to pack up also increased, almost to panic stage. Thankfully there was no rain and fortunately no lightning. All models were in boxes and cars were being loaded when the wind came through like an express train, cresting at what I'd guess was 80 kph. Albert, carrying some bags, was blown off his feet, as were a few others.

And those back at control were faring worse. The large military style tents were starting to tear up. The bus drivers formed a wall on the windward side as 40 gallant souls helped tie down the damage so there would be tents there in the morning. They succeeded. Sadly the Beer Tent back



As the winds increased, the urgency to pack up also increased



The large military style tents were starting to tear up



The camp beer tent, before and after the storm. They kept trading!



Roy Summersby nearly made it again, placed second in a nail biter

at the MASA camp disappeared entirely, but a topleless version was operating again by the next day! Thankfully no gers were lost – they seemed bullet-proof.

Driving home to Nisleg, we saw hail on the road-side and rivers of mud on each side of the road (Phil called them gully rakers)

Saturday 1 August MIXMAN: FO2 of the F1C World Champs commenced at 6.40 am for 7 flyers in cool conditions with a very light breeze. Roy Summersby got good height but an average transition created a slight stall that didn't settle until the second circle. Reinhard Truppe also got good height and his model looked to be gliding very well. Mike Roberts wasn't so lucky although he placed 7th. Then Slava launched. Massive height, great transition and then the glide. The

watches clicked off at 10 minutes and the new World Champion in F1C was Viacheslav Alexandrov with our 2013 World Champ Roy Summersby just 33 seconds in arrears. Our favourite little Chinese flyer Yuan Gao (our Kit Kat chocolate man) took out 3rd place.

And then onto MixMan, flown to the new FAI rules. 48 flew, comprising 25 As, 15 Bs and 8 Cs. The F1Cs flew 4 seconds, although a few I heard seemed to be 25% longer? And F1As had to fly a 4 minute first round. The Aussie "team" was Paul in B and Phil and I in A. We all managed the 4 minutes in round 1. As the winds got



A popular winner, Viacheslav Alexandrov placed ahead of Roy Summersby and Yuan Gao

up the models flew further. Phil says he walked 2 kms in R2, as all the bikes had been returned. My walks were also long, and in R3 I considered 3 models, and managed a max after unlatch troubles with a model I put away. By now, the winds were over 9 m/sec with some spells of 11 m/sec. Time to call the event.

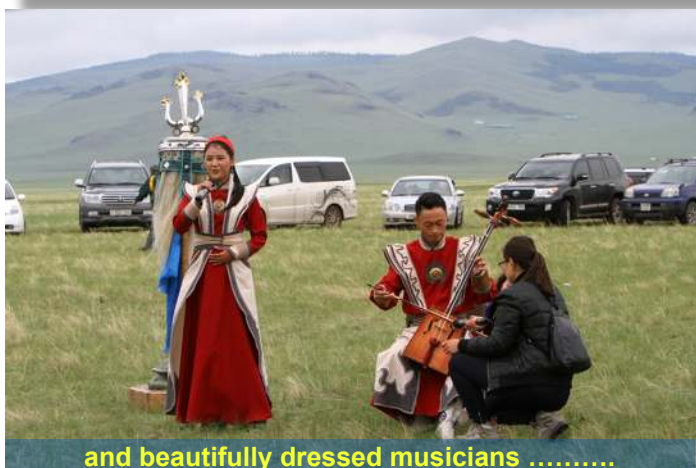
Our very own Nadaam Festival was held on the flying field



There were little kids on little horses



and semi-naked men grappling with each other



and beautifully dressed musicians



..... and our Roy!

Paul dropped R3 although Phil and I were still clean, making 19 for the fly-off (14 As, 4 Bs and 1 C). Phil and I decided that equal 16th would do as we were all over getting up so early, and we knew it would be cold and windy.

So we went back to Nisleg to pick up Noels and to return to the field for the **mini Nadaam Festival** put on by the organisers. It was cool, windy and occasionally wet but we all enjoyed the spectacle. The Nadaam Festival is the premier tourist event held in July in Mongolia's summer, and it was so good that we got to see an extract of what goes on. Nadaam encompasses horse racing, wrestling and archery but it's not the horse racing we know. It's for male and female children aged between 5 and 13 racing small light horses across open fields without saddles.

We saw a rendition of the finish with about 20 horses involved. The all-male wrestling was a spirited affair with two bouts conducted jointly with eliminations until the eventual winner

was found. Archery is over a 75 metre distance and it was here it deviated from the Nadaam principals. Flyers were invited to compete, and it was our Roy who won. Well he had to; he was the only one who hit the target!

The festival also included singing, dancing, playing the Morin Khuur and throat singing. For the lucky ones that heard about it, some excellent hot food was available. I didn't hear about that until later. Drat! It was a lot better than the mare's milk biscuits I tried to eat on several occasions. Definitely an acquired taste.

Sunday 2 August
MixMan fly-off,
Award Ceremony and
Banquet: It turns out the MixMan models did fly a long way in the fly-off in a 7 m/sec wind, and it was essential to have a flasher to remain in contact with the



This talented man was a throat singer and a player of the Morin Khuur



MixMan Survivors! Szilard Sijjarto, Bill Booth and Jim Parker on the dais. They needed lights to be timed.

timekeepers. And so it was that USA's Bill Booth won MixMan with an F1B, with Szilard Sijarto ROU placing 2nd ahead of Jim Parker of USA 3rd. 20 seconds was the gap between 1st and 3rd, and 5 F1As finished ahead of next F1B flyer, Blake Jensen, placing 7th for the USA. The cash made it all worthwhile for the winners!

But we remained at Nisleg, planning to go to the MASA camp for a guided city tour, set to depart at 8 am. It didn't happen, but there were four vehicles with their drivers, including Tiger and our little red bus so we made our own tours and had a good time.

We visited the Chinggis Khan Square, the modern State Department Store (yummy cinnamon buns and coffee) and the delightful Cashmere stores where many tugriks exchanged hands. We finished with an excellent and economical lunch at the restaurant adjoining the Cashmere stores..

was the only part of the whole event that deserved criticism. Suffice to say it was way short of what 40 Euros per head could have bought, in any country.

Still Mongolia was a great experience and the organisers should be acknowledged for what they achieved. The field was excellent and the organisation of each event was outstanding. One aspect that stood out on every day was timing. The timers were spot on, always cheerful and were so easy to work with.



Two Aussie tables at the banquet.
Vodka would eventually keep us warm.



Back to Nisleg where the Rossiters, Noels, Kathy and I all had a ride in the gyrocopter. Phil had tested it the week before and had been niggling us to do the same. We weren't "wooses", so we flew, and it was fun.

And then we started packing all our belongings ready for the trip home. The **Awards Ceremony** at the Chinggis Khan tourist attraction went off very well. No long speeches and a novel appearance by the timers who put two mass dance sequences together for us.

From there we went to the Sky Friends airfield for **The Banquet**. This was held in an open hanger and sadly,

Some will no doubt become modellers, and Mongolia will soon develop a strong base of world-class flyers.

Monday 3 August: Now back in Ulaanbaatar, we caught up with the Aussies in the Irish Pub as they whiled the time away before their midnight flight. There were many flyers in the pub. Vasi and his friends were well through their second or third bottle of Vodka and were very, very jovial. And the USA team were having fun in a more subdued way. So we had a superb meal with Phil and Noels who were about to embark upon a 5 day tour through the Gobi Desert. The

Seiferts were also doing the Gobi, the Van Nests were "going bush" Mongolian style in search of fish and Jim Parker was off to Russia. Others were simply going home.

Tuesday 4 August: We hung around UB the next day doing a few touristy things and buying souvenirs. It was that afternoon that I felt quite sick (food poisoning?) and wondered if we'd make the early flight tomorrow. Kathy did the packing while I sorted myself out.

Fortunately, we were on the plane at 7 am Thursday morning, and struggled home over 29 hours. It was a long,

long trip and we were so glad to be home.

Mongolia will be remembered as a great experience, and the Australian

Team did extremely well in competition, and performed superbly as a team.

For those who haven't seen my Mongolia photos or the Mongolian TV coverage, I've listed the links below.

PHOTOS: <https://www.flickr.com/photos/motor-racing-photography/sets/72157656678659490>

TV COVERAGE:

F1A http://tv.onair.mn/842671/watch_archive/mnb/2015-08-07

F1B http://tv.onair.mn/842960/watch_archive/mnb/2015-08-08

F1C http://tv.onair.mn/843424/watch_archive/mnb/2015-08-09

2015 WORLD CHAMPIONSHIPS MONGOLIA 29 - 31 July



F1A RESULTS		76 flew		Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Rnd 6	Rnd 7	Total	FO1	FO2
1	Eyal Galor	ISR	210	180	180	180	180	180	180	180	1290	300	473
2	Enes Pecenkovic	BIH	210	180	180	180	180	180	180	180	1290	300	409
3	Szilard Sijjarto	ROU	210	180	180	180	180	180	180	180	1290	300	407
10	Phil Mitchell	AUS	210	180	180	180	180	180	180	180	1290	300	315
28	Malcolm Campbell	AUS	210	180	180	180	180	180	180	180	1290	287	
74	Albert Fathers	AUS	210	21	180	85	180	88	180	180	944		

F1B RESULTS		75 flew		Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Rnd 6	Rnd 7	Total	FO1	FO2
1	Gongor Mijiddorj	MGL	240	180	180	180	180	180	180	180	1320	300	420
2	Stepan Stefanchuk	UKR	240	180	180	180	180	180	180	180	1320	300	380
3	Oleg Kulakovskyy	UKR	240	180	180	180	180	180	180	180	1320	300	376
21	Craig Hemsworth	AUS	240	180	180	180	180	180	180	180	1320	223	
47	Vin Morgan	AUS	240	180	180	180	180	143	180	180	1283		

F1C RESULTS		45 flew		Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Rnd 6	Rnd 7	Total	FO1	FO2
1	Alexandrov Viacheslav	UKR	240	180	180	180	180	180	180	180	1320	300	600
2	Roy Summersby	W/C	240	180	180	180	180	180	180	180	1320	300	567
3	Yuan Gao	CHN	240	180	180	180	180	180	180	180	1320	300	457
8	Terry Bond	AUS	240	180	180	180	180	180	180	180	1320	295	
41	Niel Pollock	AUS	192	180	29	145	180	180	180	180	1086		
42	Gary Pope	AUS	84	180	132	180	180	180	180	138	1074		

F1A Tuvshin's Memorial Cup 44 flew			R 1	R2	R3	R4	R5	Total	FO1
1	Emmanuel Ragot	FRA	210	180	180	180	180	930	300
2	Jama Danier	CAN	210	180	180	180	180	930	275
3	Tumur Sanjaa	MGL	210	180	180	180	180	930	238
6	Malcolm Campbell	AUS	210	180	180	180	180	930	186
14	Phil Mitchell	AUS	210	180	180	180	180	930	21

F1B Tuvshin's Memorial Cup 28 flew			R1	R2	R3	R4	R5	Total	FO1
1	Gongor Mijiddorj	MGL	240	180	180	180	180	960	417
2	Sukhbat Batsuuri	MGL	240	180	180	180	180	960	404
3	William Booth	USA	240	180	180	180	180	960	398
6	Vin Morgan	AUS	240	180	180	180	180	960	365
10	Craig Hemsworth	AUS	240	180	180	180	180	960	300
18	Paul Rossiter	AUS	212	180	180	178	180	930	

F1C Tuvshin's Memorial Cup 22 flew			R1	R2	R3	R4	R5	Total	FO1
1	Artem Babenko	UKR	240	180	180	180	180	960	600
2	Artur Kaitshuk	RUS	240	180	180	180	180	960	509
3	Yury Perchuk	RUS	240	180	180	180	180	960	476

F1A Mongolia Cup 67 flew			R1	R2	R3	R4	R5	Total	FO1	FO2
1	Jama Danier	CAN	210	180	180	Not flown	Not flown	570	300	420
2	Avner Studnik	ISR	210	180	180	Not flown	Not flown	570	300	409
3	Jim Parker	USA	210	180	180	Not flown	Not flown	570	300	342
32	Malcolm Campbell	AUS	210	180	137	Not flown	Not flown	527		
50	Phil Mitchell	AUS	142	59	180	Not flown	Not flown	381		

F1B Mongolia Cup 49 flew			R1	R2	R3	R4	R5	Total	FO1	FO2
1	Batzorig Davaa	MGL	240	180	180	180	180	960	420	401
2	Ondrej Pospel	CZE	240	180	180	180	180	960	420	358
3	Sukhbat Batsuuri	MGL	240	180	180	180	180	960	420	340
13	Craig Hemsworth	AUS	240	180	180	180	180	960	420	241
14	Paul Rossiter	AUS	240	180	180	180	180	960	420	238
35	Vin Morgan	AUS	240	180	180	166	180	946		

F1C Mongolia Cup 22 flew			R1	R2	R3	R4	R5	Total	FO1	FO2
1	Alexander Vyazov	RUS	240	180	180	180	180	960	420	379
2	Avraham Elyakim	ISR	240	180	180	180	180	960	420	275
3	Erdenebat Batzorig	MGL	240	180	180	180	180	960	420	246

Mixman F1A, B, C and P 48 flew			R1	R2	R3	R4	R5	Total	FO1
1	William Booth	USA	240	180	180	Not flown	Not flown	600	274
2	Szilard Sijarto	ROU	240	180	180	Not flown	Not flown	600	267
3	Jim Parker	USA	240	180	180	Not flown	Not flown	600	265
16	Phil Mitchell	AUS	240	180	180	Not flown	Not flown	600	
16	Malcolm Campbell	AUS	240	180	180	Not flown	Not flown	600	
26	Paul Rossiter	AUS	240	180	141	Not flown	Not flown	561	



NSW State Champs for F1A, B and C

West Wyalong 20 Jun 2015



Thursday the 18th June saw flyers arriving on the Adrian Bryant field at West Wyalong hoping to get in a bit of practice before the competitions. The program was to run all events on the Saturday as Willyweather told us it was to be the best. It turned out they were spot on, but there was nothing wrong with Sunday either.

There was some social activity and a meal at the house on the Thursday night and a few jugs were consumed. Friday was a practice day and a lot of flying certainly paid off for the flyers that were able to be there. CD Jim Christie our CD blew the horn at 8.00am Saturday and models were quickly into the sky.

This I think was the windiest round; my model went a long way into a ploughed field and picked up some good quality dirt. As the day progressed, the little wind we had became less and less, with very few models going out of the field.

F1A: Phil put on a perfect display on how it should be done, Tahn came out of the retirement home to record a very good score and Albert was certainly getting his act together along with Matt.

F1B: The man in form, Vin, maintaining his dominance in this event with a full house then going on to win the fly off. Craig and Terry both

maxed out, Craig just beating Terry to take second place.

F1C: The vertical drag racers were at it, Terry and Roy using folders and Gary a fixed wing model. Gary made a mistake and DT'd early then pulled out of the competition to do some other trimming leaving Terry and Roy to make the seven maxes. Both had super climbs in the fly off but Terry found the better air giving him a 1st with Roy a close second on the day, a good effort by both.

Matt also flew two events, F1B and F1A, a super effort. I haven't the scores as I type this but they should appear in the newsletter somewhere.

CD Jim kept the score board up to date as well as blowing his car horn for the start of each round. Many thanks Jim, for your time and efforts, I would find it hard to be there and not fly. It was also good to see some visitors; Mike, Yvonne and son Phil Pettigrew made the trip from Victoria and stayed the two days. It looks like there will be a couple more power flyers with us very soon. Mike is a power flyer from the past and has been on Trans Tasman teams in the 70s. It wouldn't take much for him to be back at it.

While we were playing with our toys the local radio boys were on the RC strip having a great time burning around the sky, with both fixed wing and one large helicopter.

Report by Roy Summersby



Craig placed second in F1B



Albert & Adrian made the long trip south



Vin Morgan was the one to beat in F1B



Terry won F1C and placed in F1B

NSW RESULTS		R1	R2	R3	R4	R5	R6	R7	FO	Total
F1A										
1	Phil Mitchell	180	180	180	180	180	180	180		1260
2	Tahn Stowe	180	133	180	180	180	180	180		1213
3	Albert Fathers	180	180	105	180	137	180	180		1152
4	Matt Hannaford	180	180	180	77	180	180	82		1059
F1B										
1	Vin Morgan	180	180	180	180	180	180	180	322	1582
2	Craig Hemsworth	180	180	180	180	180	180	180	281	1541
3	Terry Bond	180	180	180	180	180	180	180	233	1493
4	Matt Hannaford	160	180	180	180	180	180	180		1240
5	Leigh Morgan	180	180	180	180	180	180	180		1186
6	Donna Gray	174	180	180	180	180	65	180		1139
F1C										
1	Terry Bond	180	180	180	180	180	180	180	282	1542
2	Roy Summersby	180	180	180	180	180	180	180	218	1478
3	Gary Pope	180	180	180	180	32	0	0		752

Picking Lift with a Weather Station at the Mongolia World Championships

Article by Paul Rossiter

We were lucky with the F1B competitions as the weather patterns were nearly identical for the two World Cup events (the Tuvshin's Memorial Cup and Mongolia Cup) and then the World Championships that followed. The Australian F1B fliers flew together as a team using the weather station throughout and so we had a very good understanding of the evolution of the weather as the day progressed by the time of the world champs. We had also settled on an excellent system of organisation on the F1B flight-line. I would strongly recommend that any future Australian teams adopt this practice, especially the F1B and F1C fliers.

My weather station provides plots of the temperature change and wind strength from a remote up-wind pole as well as the temperature change at the flying pole. This

allows ready identification of the arrival of a thermal as well as giving a feeling for how the weather patterns are developing as the day progresses.

The general strategy to pick lift for F1B is to wait for an indication of increasing temperature and decrease in wind strength (if any) as the thermal approaches. Then wait for the rapid drop in temperature and increase in wind strength as the infill commences and launch immediately. The strategy for F1C is different and the launch called as soon as the temperature indicates the pending arrival of a thermal. This is because the strength of any ambient wind increases with altitude near the ground, so that the thermal tends to bend downwind as height increases. A light, slowly climbing F1B can be launched when you are sure that a thermal has arrived and will generally be sucked into it in the beginning of the in-fill. However, with a more rapid climbing F1C, if the launch is delayed until the infill the model will climb into the sink following the downwind-

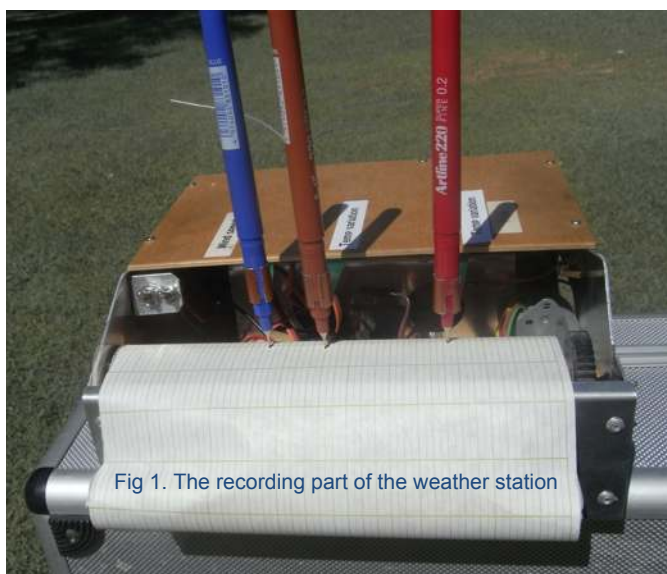


Fig 1. The recording part of the weather station

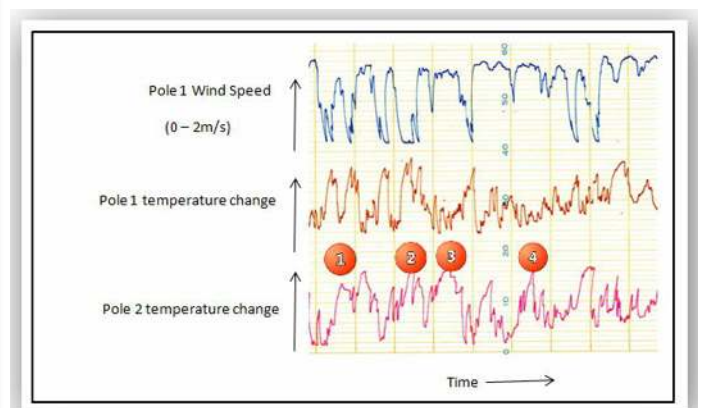


Figure 2. Good thermal indications at points 1 & 2 but not so good at 3 & 4 where the thermal seems to have partly missed the upwind pole (1) and might not be very large. The major time divisions are 6 minutes.

leaning thermal and probably stay there. However, if it is launched as soon as the thermal arrives it will probably still be in that thermal at the top of the climb.

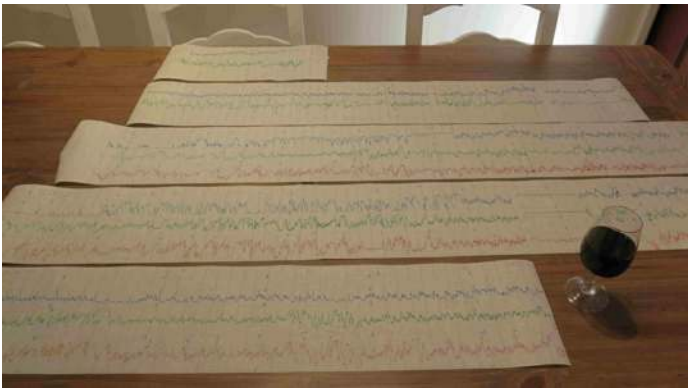


Figure 3. Analysing the charts, where hindsight can be applied in liberal amounts! Ed: As can a good drop of red, or so it would appear.

The pattern on the F1B days in Mongolia was broadly as follows. The air was nearly still (0-1 m/s) for rounds 1 & 2 and the strategy then basically just wind and throw in round 1 where the air was generally buoyant, probably due to the evaporating dew, and go on the weak temperature peaks in round 2, the wind often being calm. By round 3 the breeze had built to around 1 m/s and weak thermals had started to become apparent, coming through about every 6 minutes. In round 4 these had grown a little in strength and increased in frequency to about one every 3 minutes. This lift was now enough to cause models to start stalling and I was caught not making the necessary adjustment and stalling down in round 4 of the Tuvshin's cup. By round 5 the thermals had increased considerably in size and strength and were now coming through roughly every 6 minutes or so. The wind had also increased to 2-4 m/s in the world championships. The first two world cup events both stopped at 5 rounds while there was then a 2 hour "lunch" break in the world championships and then back for rounds 6 and 7, by which time the wind had increased to 4-6 m/s. By then I had been bounced out of the competition (see my article elsewhere in this edition on the subject). Craig flew next while there were still fairly normal thermal indications but then there was a very tricky period with strong but narrow thermals coming through every couple of minutes. Vin decided to just launch in a lull and from my marking on the chart the temperature also looked OK but he subsequently dropped. By round 7 the thermals had weakened a little and spaced out again but still with good indications in the wind strength. The first F1B fly off was held in similar conditions to round 7 but Craig had a problem with his model and the launch/climb of his backup was a bit off and he missed the 5 min max. So, over all the 50 flights in the 17 regulation rounds of the three F1B competitions (not counting my absence in rounds 6 and 7 of the world championships) and the first fly off by Craig in the world championships where we used the weather station, only one was dropped when I stalled down and one when Vin challenged the short, sharp thermals in round 6 of the world champs. With hindsight,

we probably should have recognised the hazard in round 6 and waited until more normal conditions returned, as they did in about 8 minutes, though of course we had no way of knowing this at the time.

I then assisted picking lift for the Aussies in the F1C world championships, though this was complicated by the fact that Roy was flying off his own pole that for one round was at the opposite end of the flight line to the other Australian team members. In the end I gave priority to Roy for his defence of WC title but assisted the others where possible. Unfortunately Terry largely missed out as he was flying at the beginning of the rounds as was Roy, though he clearly managed OK reaching the 5 minute fly off. As it turned out, the conditions for the F1C world championships was quite similar to those for the F1B events, with the breeze starting around 1-2 m/s. Rounds 1 and 2 were essentially just fly when ready. For round 3 there were good indications of temperature peaks accompanied by weak lulls in the breeze. Roy maxed but Neil and Gary dropped, both due to launch or model problems. By round 4 the temperature fluctuations became weaker and quite irregular, with poor correlation in the wind strength. There was a bit of a lull and temperature rise and Roy launched and just made the max. Then 10 or so minutes later a more normal thermal pattern returned and I called a launch for Gary who maxed easily. In round 5 the temperature variations had become very weak and lulls in the wind used as a better indicator with Roy, Neil and Gary all maxing. After the lunch break, the wind had again increased and at the beginning of round 6 the same treacherous pattern of strong but very short temperature peaks and accompanying wind lulls was evident as for the F1B competition. We managed to find a broader peak and lull and Roy again maxed. Shortly after, a more normal pattern returned and Neil and Gary also maxed. By round 7 the temperature fluctuations had spaced out considerably accompanied by broad lulls. I called a launch for Roy on a good temperature rise and lull, but the temperature immediately dropped only to rise again a few minutes later. The lull in the breeze continued through this period probably indicating that Roy had launched in a bit of a hole in the thermal. Fortunately he had enough model

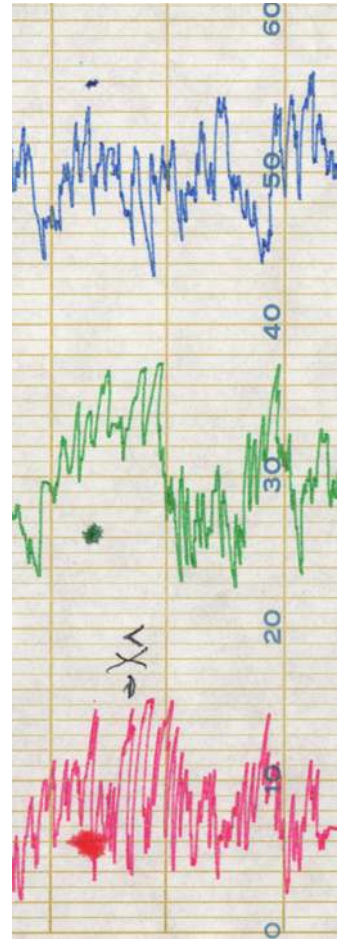


Figure 4. Vin's drop during the crazy temperature fluctuations.

performance to survive until he flew into the lift for a max. This is the difficulty in trying to pick thermals just as they occur rather than being able to make sure as in F1B. The wing strength had increased and the temperature went very flat for the first fly off, so it was just a case of launch when ready. The retrieval team just managed to get his model back before a huge storm arrived and blew us all off the field! The second fly off was held the next morning in the usual fly when ready conditions, with Roy finishing in a commendable second place.

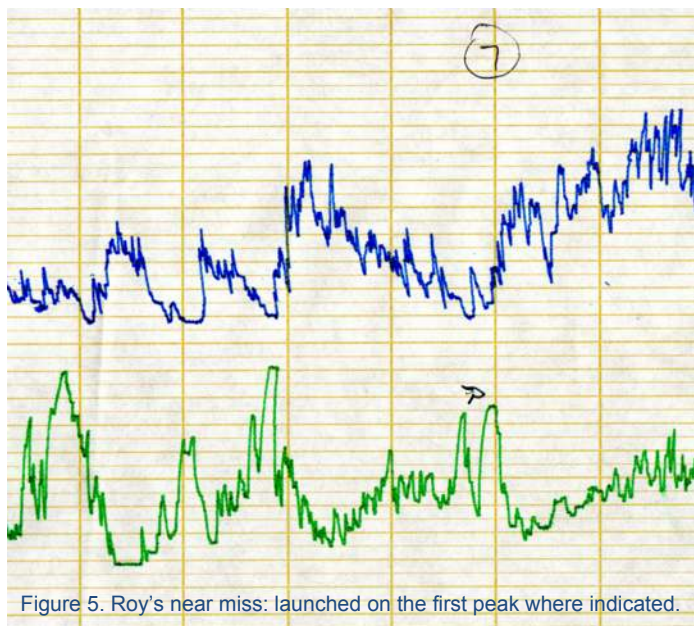


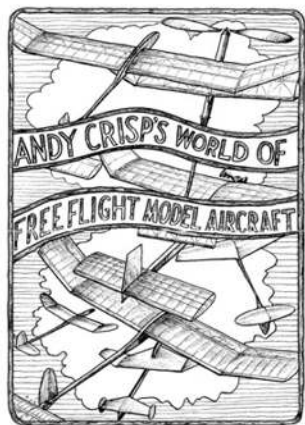
Figure 5. Roy's near miss: launched on the first peak where indicated.

As a general observation I think that the weather station definitely proved its worth. With an overall success rate to 61 out of 62 F1B and F1C flights (not counting launch and/or trim problems), but including Vin's drop in F1B. Where I think we could do even better is to have more patience if the indications are not good as in round 6 of both the F1B and F1C world championship events where there were very rapid changes in temperature and wind that only lasted for about 10 minutes before more predictable conditions returned. But then hindsight is always 20-20 vision! Also, picking lift in F1C might now become more important with the reduced 4 second engine run.

Finally some of my general observations about the events in Mongolia and F1B

The field was indeed fantastic, the best by far of those I have been on. The organisation was very good and the time keepers excellent. Apparently they were sourced from local universities and put through a comprehensive training program before the programme started. They had a mass briefing before and debriefing after each event. Generally 3 per pole and at least one speaking passable English. I only heard of one case of a dispute with timing over all of the 3 classes in 4 competitions. The best I have experienced by far. Unfortunately it was let down by a very poor banquet at the end, and some results still not being correct on the web site (Bernard Schwendemann left out of the F1B world Champs results and my Mongolia Cup result (14th after the final fly-off) omitted) and no response to requests that they be corrected.

F1B seems to have converged on the same general layout. The winner of the world championships Mijiddorj Gongor (Mongolia) used a 1800mm 6 panel wing from Stepanchuck in the fly off (using the original Eggleston high lift section), Stefan Stepanchuck (Ukraine) came second with a similar 6 panel wing but with his own design airfoil, third was Oleg Kulakovsky (Ukraine) I thought with the Andriukov 1800 6 panel wing, though Roger Morrell says it was again a Stepanchuck wing. I don't know what model Svetozar (4th) used but 5th was Tony Matthews (Canada) with his own LDA wing (around 1800-1900 mm). 6th was Alexy Burdov (Russia) with his flapper, not sure about 7-9 but 10th was Ladi Horak (Canada) with another LDA wing. However, many of the fliers used 4 panel wings for the rounds. There was one full carbon model flown by Albert Bulatov (Russia) who came 26th. Some fliers are apparently using smaller pitch ranges than the standard Andriukov arrangement. So, at least at the moment, there are still a number of different airfoils and manufacturers being tried, with none seeming to have any great advantage.



FREE DOWNLOAD

David Brawn was chatting with Andy Crisp at the Dreaming Spires Gala and he agreed that it would be a good idea to make his '*Andy Crisp's World of Free Flight Model Aircraft*' available as a free download.

Use this link:- <http://www.dwgwalking.co.uk/andycrisp.htm> and then click on the large cover image for the download box to appear.

Either open in Adobe Acrobat or Save to your hard drive.

Download is a pdf file of approx 10Mb

World Championships Mongolia 2015

by Roy Summersby



The newlyweds enjoyed Mongolia

Two years ago it was France, this year Mongolia, what a great sport we have. In France we stayed in a very old two story farm house looking after our selves. This year we were in a Mongolian Ger, well not quite an original one, it had an ensuite. The Australian team was split into two camps (by choice). We at Mandal, were with teams from USA, Israel, New Zealand, and France. Accommodation was more than good enough; the food for my taste was a little too western, plenty on the menu, but nothing very exciting like Yak stakes or sweet breads. The best meal we had in my opinion was at the Naadam festival after the competitions, more about this later. Mandal is about a fifteen minute drive from the main road over the grass covered hills. There was always plenty to see going over these hills, horses, cattle, sheep, goats, yaks, and some very large birds of the eagle and falcon types.

We, that is, Terry and I, had decided not to fly the pre comps. Is this a good or bad idea? There are two thoughts on this. So far it's worked for me, as I did not fly the pre comps in France either. Thought one is, if you fly the pre comps, you get used to the flying field and the conditions throughout the day. Thought two, is that you practice away from the mob fine trimming your models and not wearing

yourself out, saving oneself for the big event.

Having been on the field last year we knew what to expect, and were a lot more prepared this time. The high altitude gives a new set of problems for F1C models; lack of power means a slower climbing model and a change in the transition. Head clearance has to be changed etc, etc. We did a lot of practice flying, in fact we used far more fuel than I had anticipated, but fuel, although, expensive in Mongolia, it is cheap in the overall scheme of the trip.

I won't comment on the pre comps, as I was not in attendance for the full time, I am sure Malcolm will have an excellent report on those. I will say that overall the competition conditions were better than last year. During the afternoons last year the wind blew far too strong for my liking. With light winds and the hired motor bike, retrieval was made easy. We were fortunate to have some very experienced bike riders in Neil Pollock, Garry Goodwin and Craig Hemsworth, models were back on the line in a very short time. Overall I think the team worked well together, there was always someone close by if required. Albert once again did a great job organizing everything long before we left Australia. One has to mention the storm after the 5.00 minute fly off on F1C day. It was up there with the one in Odessa some years back. Sadly even the beer tent maxed out along with

the official tents. Anything that wasn't tired down promptly left the field never to be seen again. The ice from the hail along the road home was so thick, I am glad we missed the storms centre.

Last day F1C fly off, once again, like France a 6.30am start, but this time there were seven of us. The start was put back a little for more light. I think everyone had flashers fitted, I went for a red one just so the timers could not get my model mixed up, and a flight time of 567sec gave me a second place behind my good friend Slava. Then it was pack up, and back to camp for breakfast and a rest before going back to the field for the Naadam festival in the afternoon.

The main Mongolian Naadam festival is a huge event. We were treated to a mini one at no cost to us. Some traditional music and singing, horse racing by the very small children, wrestling by the men and an archery competition by some modeller volunteers. This I managed to win, my



Roy's boyhood skills came back



F1C pole dancing in Mongolia



The TV cameras were on him again

boyhood skills came back to me after all those years in the bush at Toongabbie. Then it was time for the feast, and what a feast it was. The best Mongolian meal that I had while I was there, it was even HOT. Lamb done to my liking, mushrooms, a vegetable similar snow peas, rice, noodles, deserts, tea and coffee, all free of charge. They certainly put on a good show for us. Mare's milk, yes this should get a mention. If it has been fermented, it is not unlike natural yoghurt but much thinner, so if you are a yogurt eater, don't be put off by thought of different milk. Not only is it like yogurt it is slightly alcoholic at 2% and is good for you.

The opening and closing ceremonies were held on the steps of the Chinggis Khan statue. This is something to see, 240 tons of stainless steel and towers

134feet high. Chinggis is on top of his horse looking over the vast plains which he was about to conquer. A lift and stairs gets you to the very top, where you take in the vast grass plains.

Overall the organizing of the championships was excellent. No doubt they would have had their problems as every country has when running such an event. The timekeepers were young with good eyes, to my knowledge we didn't have any problems. My only complaint was there was no print out of scores. Yes they were on a TV screen rolling up, but if we wanted to know something we rang Australia. They had gone world wide instantly. The banquet was a let down, it was held in an open hanger and as the night cooled down it became quite cold. The tables and chairs were late coming, the food

queue was long and the food was cold as usual. Those that went there to eat fine food were disappointed, those like me that went to chat to friends from all over the world were very happy.

So, summing up, many congratulations to the organisers, their helpers, and all of Mongolia for putting on a great world championships.



Popular F1C champions

Hip Pocket Coupe Postal - Part 1

A report by Tim Hayward-Brown



Dave Putterill's Alibass (left), Drobek (rear) and the author's Guy Cognet (front)

'If you can remember the Sixties, you weren't really there' goes the old hippy mantra. Well here is a tale of midnight koala attacks, jousting sticks and a French Connection. And no hippy drugs required.

Many of you will be familiar with the web forum called Hip Pocket Aeronautics. A bit over a year ago Mark Braunlich from the US proposed an online postal comp for 1960s Coupe d'Hiver models. The competition called for designs to be built from plans printed and published from 1960 to end of Dec 1969. Send in your times

and may the best Winter Cup flyer win. Simple.

In the usual fashion of these online discussions, there was a LOT of talk, and eventually even some action. Several flyers from around the world had settled on a design they

wanted to build and were sharing pics of their pilgrim's progress.

Sean O'Connor from Victoria, and myself and Dave Putterill from down South, made the commitment – setting up a strong Oz contingent. A split flying schedule is in place for this comp making sure you have to fly in the Winter months depending which side of the equator you plant your winding stooge.

I switch now to a report posted on Hip Pocket by Dave:

'Well Tim and I got a chance to fly our Coupes this morning at

Victoria Park where the Adelaide Formula One GPs were held and in use for the present day Clipsal Super Car races. It's used by the ARF R/C flyers so our homemade, uncontrollable rubber-powered models created some interest.

'The weather wasn't too bad with a few gusts now and then, Tim's 'Guy Cognet' flew easily straight off the board getting good height on not many turns so he called for a timed flight, not sure how many turns but touched down at 2 mins 18.

'I had fitted a 6 strand 1/4 motor in the 'Dobrek' and decided not to use a torque meter and just wind to feel. It struggled on the initial climb but seemed to find some good air and climbed away into obvious lift, the glide was good in nice circles, but it didn't seem to be coming down. Tim lost sight of it at 5 mins 11 secs and I followed underneath waiting for the 2min D/T to go off. As it started to leave the park it dropped out of the lift to land in the top of a large tree. I

Continued on Page 31

F1C and the 4.00 sec Rule

Roy Summersby

President Graham has asked me for my thoughts on the 4.00 sec engine run next year. This rule, if it can't be changed, and I believe this is the case, will come into force at the beginning of the New Year.

One has to ask what is the reason behind this change. It is certainly not the numbers in fly offs as both F1A and F1B have many more and this will be even greater with only five rounds coming in also next year. In Mongolia more than 50%, 41 flyers would have been in the first fly off after five rounds, so look out organizers in Hungary where numbers will be greater.

The only logic to the change is to avoid models flying for 10 minutes. Yes this does happen a few times a year, with the top men, and with some luck going their way, but then F1A and F1B models have been known to fly for these times.

Every F1C flyer that I have spoken to, and there are a lot, is against this rule change.

My personal view is that you should be able to max out with a standard model. In my opinion this is a straight drive fixed wing model. These models, well trimmed and carefully flown, can max out and have done so over the last couple of decades.

Can these models do it on a 4.00 sec engine run, I doubt it. If there is no chance of getting to the fly off which we all strive to do, modellers will give up, or even worse not get

started in the sport. Our numbers are low now, so let's not make them worse. I know we are talking about the World Champs and other major competitions which are the pinnacle of our sport but, if it's too hard to get into, we will be extinct in a very short time.

The way which would satisfy the so called problem, is to simply reduce the engine run to 4.00sec for the fly offs. Fly offs require a bit of luck as well as some expertise. The experts will still be at the top but not always. Luck can play a big part here, I know.

I think we in Australia could still fly to the 5.00 sec rule which will give our newcomers a chance. Before you yell we haven't any newcomers, I can put forward four names straight away, that I hope will be flying in our comps next year.

Yes there would be a problem with world cup events and trials, but I think with a bit of thought we could get around this. One idea would be if you wanted to chase world cup points or try out for a team place you would have to fly to the 4.00 sec rule. If you were, say a newcomer and not interested in this, you could have the 5 sec run. If the 5 sec flyer wins the comp so be it, good luck to him.

Any other thoughts out there or do we just go with the 4.00 sec?



Notification of Team Selection Events for the 2017 WC Hungary

The selection period will run from December 1, 2015 to November 30, 2016 and include State Championships, AFFS Championships, SCC and additional trial events that are available to WA and Qld if desired. Flyers have the option of including one overseas score obtained in an open event conducted under FAI rules during the selection period, in establishing a place in the order of merit or in separating ties.

D/Q'd and very Pee'd off!

Report by Paul Rossiter



At the recent 2015 World Championships in Mongolia, the F1B fliers of the Australian Team, Vin Morgan, Craig Hemsworth and myself, decided to fly the preceding two World Cup events as a team. This was so that we could get our models properly trimmed under competition conditions, our thermal picking refined and our organisation on the flight line sorted. This turned out to be a good strategy, with a few rounds dropped in the first competition and just one in the second. The first five rounds of the World Championships then went very well, with all three of us without a drop, though I did go very close in the 4 minute first round with a very conservative stab setting, just scraping in the 240 seconds.

Then disaster struck for me. The model was called into the processing tent and the "motor" found to weigh 30.43g, well over the 30g limit! Actually, this was the weight of the rubber that came out of the fuselage. I had wound the motor quite hard and it was quite shredded, and apparently they had to shake the motor tube to get all of the rubber out. I say "apparently" as I was not there when this was done, and had it related to me only afterwards.

Subsequently another member of the Australian team went to the tent and was invited to check the weights. He was allowed to remove the rubber

bands holding the motor together (and no doubt also removing some lube in a well-intended attempt to get the weight down to the 30g limit!) and signed off on a weight still over the limit. He noted that there was a small segment of rubber that almost exactly accounted for the excess rubber weight and commented that it might have come from a previous (shredded) motor, but Ian Keynes maintained that it was the weight of rubber in the fuselage that counted as they had no way of knowing whether that piece of rubber was part of the motor or not.

It was only then that I was informed of what had happened and went to the processing tent with the Team Manager and we were presented with a pile of disconnected rubber strands that by then weighed 30.03g. I argued that the motors were weighed very carefully before the competition and there was no way that this one could have been over the limit, but of course by then I was unable to prove anything. I checked another motor on the scales they were using and found that the weight was in close agreement with my measurements, so there was nothing wrong with their (or my) scales. Given the evidence presented I had no complaint about the decision of the jury and had to accept disqualification from the event.

The situation was complicated by the fact that I use a light silicon lube

that has to be applied just before the event (I use it as I do not like getting the thicker silicon oils or grease on my hands). Most of it is squeezed off the motor during winding and just after a flight the weights of the lube'd motors have always been around 29.9g, as it was for the remaining 4 motors that had been sealed in plastic bags following the first four rounds and that I subsequently checked. If the lube is further wiped off a motor or allowed to evaporate, its weight should come back down towards the 29.6-29.7g nominal weight on the rubber. Had this been known, maybe there would have been less focus on getting the weight of all the rubber bits down to 30g and more questions asked as to why it was not nearer to 29.6/7g.

I was of course totally gutted by this. I just wanted to chuck a hissy-fit and go home, but felt that this might have impacted on the performance of the two other team members, so I just packed up the model box and continued to assist in picking thermals with my weather station, ultimately hopefully contributing in some small way in Craig making it into the fly-off. Inside I was very disappointed.

With hind-sight I believe that the process adopted did not give me the opportunity to properly argue the case that the extra weight was due to a



piece of extraneous rubber that did not constitute part of the motor. In fact I believe that I was denied due process. As soon as the jury was informed that processing had identified an apparently over-weight motor, the appropriate action would have been for me and the Team Manager to be notified and invited to the processing tent to review proceedings. No other team member should have been allowed to handle the motor and certainly not sign off on a conclusion. Had this been done (and the rubber bands holding the motor pieces together not removed) I believe that I could have shown that the strands formed a contiguous motor

without the extraneous piece of rubber, and that the **motor** was under the weight limit. Had this not been accepted by the Jury I would have asked for a protest to be lodged to properly argue the case. As it was, the Team Manager and I (both sleep-deprived and totally shocked by the proceedings) were simply presented with a foregone conclusion.

I am writing this article without any intent of embarrassing any other team members or gaining retribution, since I think that all actions were carried out with the best will and intent. However, the outcome was quite the opposite, leaving me with the disappointment

of having little to show for the cost and effort involved in gaining a team position and travelling to Mongolia, and copping the opprobrium, rightly or not, of having been disqualified from a World Championship. It also denied the Australian F1B team a good placing that it was heading towards. Rather, I am hoping that should such an event ever present itself the future, only the competitor in the presence of the Team Manager should be allowed to handle the model in any way so that some sort of natural justice is carried out.

Paul Rossiter

August 2015

Continued from Page 28

must have snagged the D/T line as I launched!

'I went back about 3 hours later and it was still firmly wedged and Tim rang awhile back saying he had driven past and it had not moved so I guess that's my Winter Cup over.

'Later I was in the shed checking the photos on my computer and I felt something knock against my chair. I got quite a shock to see quite a large KOALA looking up at me, now we do very rarely see them around here, but this was quite a shock. After climbing onto a shelf and destroying a Dornier 217 I was in the midst of repairing I managed to shoo him out. So I guess that's 2 models I'm out today!'



I got quite a shock

Over the next days, Dave and I both took opportunities to visit the Drobek Tree. With not much wind, it moved incrementally from time to time, but did not look like coming down on its own. Happily we had PLENTY of advice from the Hip Pocket forum. Bill Dennis (Aeromodeller's 'Scale Matters' correspondent) was building a 'Barron Knight'. He suggested: 'Send the Koala up!'

I drove past the Drobek Tree each day on the way to work. So I was regularly there at about 8am armed with my telescopic indoor pole. But was starting to get concerned about what passers-by were thinking about a guy wandering around in the park with a 10m stick. Should I say I was a recreational pole vaulter? That the pole was a jousting stick and I had lost my horse?



I drove past the Drobek Tree each day on the way to work

Finally it fell low enough for Dave to rescue it with his pole.

Meanwhile in Victoria, a more serious process was underway as Sean readied his 'Dwarf Dip'. The 64/65 Zaic Year Book has a special section on Coupe d'Hiver. The first article is Charlie Sotich's piece from Model Aviation describing his Dwarf Dip II design. Photos of Sean's model were looking good, and sure enough his times reflected the effort put in for a well-deserved first place.

Back in SA, before sending in my own times for the 'Guy Cagnet' I checked the plan. The only published 3-view I had was early 1970s! So my times, while not great anyway, ended up in the DNQ (did not qualify) column.

Marty Thompson and Bruce Hannah of the US were flying buddies for 50 years. Both flying 'My Coupes' together they ended up exactly tied. Shortly after the comp we heard that Marty was unwell, and sadly passed on earlier this year. Bruce hopes to enter Marty's model in this year's event.

So, yes, the competition is on again for 2015/16. This time I was determined to build something new. Something published in the right decade, too. Something that would qualify. However, it just didn't happen.

As a last ditch effort, I went back to my 'Guy Cagnet' plan and decided to see if I could track down a published

version from the 60s. Happily, within days, Malcolm Campbell was able to link me up with Eric Nikitenko (The French Connection) who had sent in scans of the same Coupe printed in the

French *Modele Magazine* (1968). Saved.

This weekend Dave and I head to Murray Bridge to have some more fun

– Dave now has both his rescued 'Drobek' and a newly built 'Deuzio'. We hope that the weather gods will smile on us. Stay tuned for Part 2.



Sean O'Connor's Dwarf Dip III

1	Sean O'Connor	AUS	Dwarf Dip III	120	120	105	120	120	585
2	Bruce Hannah	USA	My Coupe	120	120	120	65	120	545
2	Marty Thompson	USA	My Coupe	107	120	120	120	78	545
4	Bill Dennis	UK	Barron Knight II	68	108	93	64	94	427
5	Dave Putterill	AUS	Drobek	120	54	63	63	85	385

Competition website:

http://www.hippocketaeronautics.com/hpa_forum/index.php?topic=16375.375

Newbie Neil's take on the Mongolian World Championships



Report by Neil Pollock

It has been a big year of new experiences for me - first F1C Folder, first time to Mongolia and first time on the Australian Team. As the youngest team member and the new boy I was lucky enough to have the experience and knowledge of others to draw on.

My journey started with a 4 hour flight to Sydney to meet up with the rest of the team. The next day an 11 hour flight to Seoul and then 4 hours to Ulaanbaatar. With model boxes intact and all luggage accounted for and a visit to the ATM, our wallets bulging with tugriks we were met with a warm welcome by Ganzorig and his family. Our Drivers, skilled at the art of Mongolian puzzle work crammed 8 model boxes, 11 flyers and suit cases into 2 Minivans and 1 Rav 4 and still found room for their girlfriends. Then it was off to the Bayangol Hotel and some sleep.

Our destination the next day was Mandal camp 80 km south east of the capital. Ulaanbaatar is a rapidly

expanding city, accommodating 90% of Mongolia's population. New building construction was in all directions, mainly in the form of Eastern European style blocks of flats. After driving through the outer suburbs with acres of multi-coloured tin roofed houses divided by miles of wooden fences, the picture postcard Mongolia appeared. Vast areas of open land dotted with white gers, free roaming animals, a backdrop of distant mountains and a sky that went on forever.

The marker for the start of our off-road adventure was the magnificent statue of Chinggis Khan, 40 m high of shining stainless steel and standing guard over the valley. This was understandably one of Mongolia's top tourist attractions. It was also to be the location of the opening ceremony. The Mongolian philosophy to off-road driving is "Overtake anything in front of you, no matter how fast it is going" (this applies on the highway also).

If there isn't a road or you don't like the one you are on, just make a new one. All roads lead somewhere and, in our case, the Mandal camp.

Built by Mandal Geo Mining, the camp consisted of modern timber-clad gers, clean and comfortable with heated floor ensuite.

These would be our home for the next 2½ weeks. Our flying field was a 35 minute drive along another muddy potholed track. We passed an old abandoned Russian air base with its dirt mound hangers rumoured to still have MiG fighters inside. MASA camp lay just beyond on the edge of the field. Here were rows of gers and colourful flags from all the participating countries, large food tents and most importantly a beer tent. The field was 7km long by 5km wide, with short flat grass and not a tree in sight. It was free fliers heaven, like Narrandera on steroids.

The next morning, eager to make some noise, I picked up some practice fuel and headed out. UB is 1340 m above sea level. The air is thinner so trim adjustments would be needed. Roy had warned us of this. Faster glides and less speed on the climb required more elevation on the stab and earlier bunts to prevent stalls at the top. After a



All roads led to our Mandal camp

successful morning we headed back to MASA camp for some light refreshment (beer) and a chance to meet some of the other teams.

With only 3 models, I had made the decision not to enter the other comps and save my models for the big one, as did the rest of the Aussie F1C team. We used the next 3 days for practice and trimming. I found that my usually trusty VE classic model was way down on power and not competitive at all. With the aid of the hotel's complimentary toothbrush, I popped out the old P&L and fitted a new one. I also swapped out my old 2 bladed hub for a 4 with new Slava blades, then a re-trim and I was back in business.

I felt my models were flying better than ever and the Babenko folder's performance outstanding. Using the new in-front launch technique, better control was achievable. Note: Judging by Malcolm Campbell's photos, this seems to be the more reliable launch method; Canadian flyer Yuri Shvedenkov showing with practice you can really put some "welly" behind launches and also keep the model straight.



Yuri Shvedenkov can really put the "welly" into his launches

The opening ceremony was held at the Chinggis Khan statue. It was the first time the grand scale of the World Champs was evident, with over 250 team members from 37 countries and the same amount of organisational staff, timekeepers and jury members, all in the one place. The Minister for Sports and Recreation welcomed us all to Mongolia and wished us luck. We were treated to a display of local dancing and throat singing. Then with Roy, a true

champion, adding flag raising to his many skills along with archery, (but that's another story) and some group photos, the World Championships were declared open.

Over the next few days, there was a real buzz with a sharing of information, stories and technology; everyone was very helpful. All model types were well represented; classic fixed wing, flappers and folders. Sychoy incorporated both folder and flapper reducing the wing cross section and still used a high under camber. And there was no visible hinge line under the wing.

The majority of folders were of Babenko design. His new model had a mid-mounted wing that changed incidence for the glide. The Sidus timer was hidden under a carbon cover giving the model very clean lines. His models also had a high under camber wing and proved that a 10 minute flight was achievable in a morning fly off in dead air. Russian Flyer Yakolenko was flying a gull wing F1C with a 2 stage unfold



action. Slava flew a folder and his own design 4 bearing gearbox and a 2 bladed turbulated prop. Electronic timers the norm in most cases the new model from Sidus incorporating an altimeter with rate of last climb data available on the Palm programmer. Flashers were also a must, proving their worth in the fly-offs and available for purchase.

Rain delayed the start of the F1C comp so, with all models under our bargain \$5 tarps, we retreated to the buses and hot coffee. The sun came out at 8.15 and the first round got away at 8.30. Roy and Terry got away first with easy maxes. I launched OK but didn't quite get the height and was down in 192 seconds. Gary had a problem with his bunt and

stalled off the top for 82 seconds. I missed out again in the 3rd round with a bad unfold after a right launch, hitting the button to save the model for a disappointing 29 seconds. Gary also missed the mark in R3. By R4 I was getting great height from good launches and having a ball. I was quite disappointed at the end of R7 that I had to stop flying! Roy and Terry both had clean scores and made the fly off, set for 6 pm.

By 6 pm the wind had changed direction so the flight line was moved. 17 other flyers also made the 5min round, an amazing spectacle with 19 models screaming skyward in quick succession. 7 made it through, with Terry unfortunately missing out by 5 seconds. With a storm coming in fast there was a scramble to get all the gear into the buses. The 10 min round would have to wait until the next morning.

Roy showed his coolness the next day as he calmly prepared both of his models in the pre-dawn mist. He test ran both motors, checked everything and checked again, strapped on a red flasher started and launched not long after the siren. As Roy's model cruised the field in big open circles the flasher made the timekeepers' job so much easier, following it to the ground miles away for a very respectable 567 seconds and the silver medal. Slava launched late in the round giving it all he had for a 10 min max and the gold. Yuan Gao from China and a regular competitor in Australia got 457 seconds and 3rd place.

The closing ceremony was just as good as the opening, with celebrations carrying on to the banquet dinner with exchange of t-shirts, e mail addresses and stickers. All that was left to do was to pack up and head home. I personally had a wonderful experience meeting new people from all over the world, gaining a little bit more knowledge from the world's best aeromodellers. I would like to thank the whole team for their help and think that Karen and Albert did a fantastic job, before and during the competition, keeping things running smoothly. So three cheers for all and maybe a wee whiskey.

Neil Pollock

NSW FREE FLIGHT SCALE RALLY

RICHMOND 4 - 5 July 2015



All of these magnificent photos
taken by Glenn Crouch

RESULTS

F4A

1	Stan Mauger	Antarctic Auster C4	1461.5
2	Phil Mitchell	Tiger Moth	1301.5
3	Roy Summersby	Sopwith Swallow	1273.0
4	Don Spray	Zlin- 37T	1252.0
5	Bob Craine	Tiger Moth	1167.0

Several models failed to record an official flight for various reasons. These included Phil Mitchell's brand new Sopwith 1½ strutter, Gary Sunderland's BE 12b, Ricky Bould's AOP 9 Auster and Tahn Stowe's Hawker Hurricane. Also missing in action was Peter "Jasta" Jackson who is in the USA. However it was great to see Eric Holland and Ian Le Bron assaulting the atmosphere just for the pleasure of flying Free Flight Scale models on a picture perfect day.

The Reginald Jude Rubber Trophy was won by an unfamiliar name at Richmond in the guise of Mike Mulholland. His rubber models were exquisite, both in their build quality and their flying ability. No doubt helped by the almost dead calm his diminutive Sopwith was seen cruising at height a delight to behold.

Reg Jude Rubber Trophy

1	Mike Mulholland	Tiger Moth	1548.0
2	Phil Warren	Gypsy Comper Swift	1356.5
3	Don Spray	Zlin-37T	1262.5
4t	Gary Sunderland	Grumman Wildcat	1028.0

Special awards

"Spectacular Arrival" went to Gary Sunderland
 "People's Choice" to Mike Mulholland (Sopwith)
 "Next Time" to Robert Craine

Once again, Glenn Crouch took the excellent photos and a full set of these can be found at:

<https://www.flickr.com/photos/crouchy69/sets/72157653623748693>







RICHMOND NSW: Mark it on your calendar for July 2016



**Poitou
2015**



Paul Lagan at Poitou - 4th in F1G and 5th in F1B

F1B winner Benoit Jacquemin

CONSTRUCTION CORNER

Replacing Tomy Timers with RDT

an article by David Brawn (UK)

While I have been replacing The KSB DT timers in my gliders with RDT the majority of Sams flyers are using Tomy timers in small rubber models; mini-vintage, P30 and F1G. Tomys, with their cute 'Deely-Bopper' wagging antennae, have been the lightweight DT system of choice for over 30 years. They are light (5-6grms), cheap (£20+post), and moderately accurate once you have calibrated them.

Chris Redrup has produced the neatest RDT system I have seen to date. Using a standard faceplate and mounting across his models Chris can quickly switch his RDT between models using a single screw mounting. On the outside of the faceplate only the end of the servo arm protrudes through a slot, a small bolt (10/12ba?) screwed through the last hole in the arm to operate a 'mouse trap' dt release arm. All of the RDT gubbins (rx, servo, lipo, connectors and wiring) is mounted on the rear of the faceplate, out of sight when installed in a model; very neat and professional.

Here is how Chris produces his RDT system:-

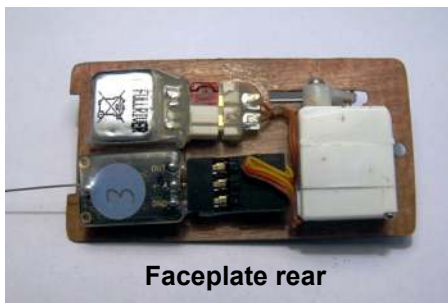
The face plate measures 53mm x 28mm and is held in the model with an L-shaped bracket and a single 2mm screw. The aerial fits into a tube (plastic drinking straw) inside the



Faceplate front

fuselage if I am using a built in housing, or it can be on the outside when using a housing added to the outside of the model.

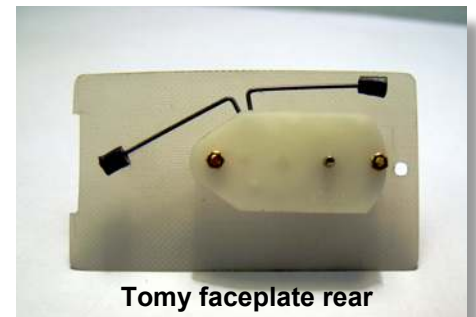
The servo is attached with double sided tape and the receiver socket with double sided foam tape. The battery connectors were supplied by Pete Brown (Leo Bodnar Electronics). I am using the receiver version with just three pins because I also use them in electric models with host timers, so I have had to connect the servo and battery wires to a single socket.



Faceplate rear

Total weight with a 40mha lipo is 5.7gms. Lipos are from Atomic Workshop as they weigh the same as a 30mha one and have proved to be more than adequate for a full day's flying.

The Tomy version fits into the same housing on the model as an emergency standby and weighs 4.8gms.



Tomy faceplate rear

I am gradually modifying my rubber models to accept this standardised unit, which in most cases is a simple alteration to the Tomy timer housing already built in. As you can see, it allows quick and simple movement from model to model.

Chris Redrup

You can copy Chris' set up with the Stand Alone RDT kit from Leo Bodnar Electronics, actually it is even simpler than Chris' system as you only have one connector (for the lipo) instead of Chris' two.



THIS is my
Step Ladder.

I never knew
my REAL ladder.





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 24th Sunday 31 st		68 th Nationals (Free Flight)	Dalby
		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.