

FREE FLIGHT

DOWN UNDER

NEWSLETTER OF THE AUSTRALIAN FREE FLIGHT SOCIETY INC

VOLUME 48 NUMBER 1

AUTUMN 2016

FAB FEB 2016

**BABENKO WINGS,
WHAT'S NEXT?**

PZLS AND BADONES

MUSINGS ON OZ DIESEL

BYO SPTs

HISTORIC TRIFECTA

DOES AUSTRALIA HAVE THE WORLD'S BEST?



FRONT COVER:

Roy Summersby on his way to making history as the first person to win all three F1C events at Fab Feb Lost Hills (February 2016).

Free Flight Down Under

March 2016

Volume 48, Number 1

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

For those of us not fortunate enough to attend Fabulous Feb on the West Coast of the USA, the contest season is about to commence. In our own way we will have our Awesome April at Narrandera and West Wyalong featuring three World Cup events and even more important three events that can count for team places for the 2017 World championships in Hungary. In May NSWFFS will host the Free Flight Nationals, an exciting development in our program.

The Australians did well in the USA with the talented Roy Summersby securing F1C wins in the three events he contested.. He was recognised as the most successful flyer of the contest series.

The other Australian flyers demonstrated that with a little luck they are formidable contestants.

Malcolm Campbell has produced an excellent report of Fab Feb and I

am sure he will include the link to his photographic record of the event elsewhere in FFDU.

AFFS has received the final Agenda for the CIAM Plenary Meeting which contains the Rule change proposals to be considered at the April meeting. Email copies have been sent to some FAI flyers in each State for consideration. For those who would like to have input the link to the document is

http://www.fai.org/downloads/ciam/CIAM_2016_Plenary_Agenda

Input is welcome however it must be received by me by 25 March.

A number of requests from overseas flyers for invitations to the AFFS and SCC events have been received with several Indonesian flyers joining the overseas contingent this time. To make the events successful we need support from members to volunteer for CD duties from time to time. For those who have not previously attended the Presentation Dinner at Morundah Hotel, to quote an Aussie music guru, do yourself a favour and attend. The food is superb, the environment warm and cosy, the host generous, the company grand and the free bus ride out and back refreshing.

With the Narrandera event comes the AGM, the date and place where this will be held is in this FFDU. AGM

means several things including your opportunity too seek nomination for a position on the Committee as all positions are declared vacant at the AGM. It is also the opportunity to raise issues which you think need discussion. If you have ideas on how better to run the AFFS please bring them forward. If you think there should be rule or process changes, let the committee hear your views. Of course to get the best out of the meeting procedures need following.

In FFDU there are Forms for nomination to the Committee and forms for Proxy votes.

Lead times for Nominations, Proposals and Items for discussion are given in this FFDU. If the agenda item is likely to require a vote, it is useful to state accurately the proposal, the reasons for the proposal, any relevant information and the proposers and seconders names. If the proposer is unable to attend the meeting, he or she should nominate a proxy to speak on their behalf and move the motion.

One important issue that I foreshadow is a discussion on AFFS finances and the way ahead.

Happy flying

Graham Maynard
President, AFFS
1 March 2016

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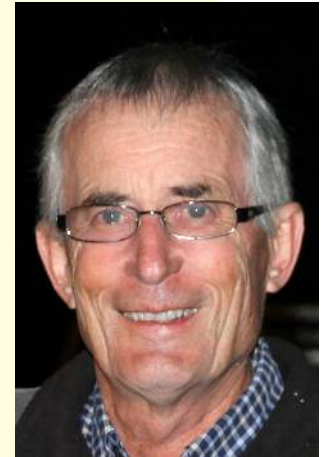
FROM THE EDITOR

I'm just back from my sixth Lost Hills visit. The experience is just as rewarding as my first time over. Not only do you get to witness a vast diversity of well-built models flown by experts in their field but also get to renew friendships forged over time. The competitive aspect is first rate, organisation is spot on and the social scene is also top class. In all, it's probably the best international event in free flight.

When you add to that 12 days of perfect weather it becomes free flight nirvana. Fab Feb at Lost Hills is one for everyone's Bucket List, with or without a model box.

Thank you Roy Summersby, Martin Williams, Harry Sokol, Ted Woolley, Bill Pudney, Phil Letchford, Graham Maynard and Bill McGarvey. But let's hope a few more of our members pitch in to make 2016 an easier year for the editor!

Also thank you Brian Furutani, Merry Smith, Roy Summersby and Tom Faith for a few Fab Feb photos I used for events I could not cover.



Cheers, Malcolm Campbell



ENCOURAGING THE YOUNGSTERS

In the weeks leading up to Fab Feb, a consortium of US flyers pre-fabbed many 12 inch CLG kits. These were assembled on the Thursday preceding competition by a group of enthusiastic young local children, under the watchful eye of top US glider flyers, at the new Community Hall in Lost Hills.

The same children then flew in their own competition during the IKE weekend at the Lost Hills field. Their glee was infectious.

Hats off to the flyers who allocated a fair chunk of time to ensure the success of this venture. I hope it can be done again next year.



E-36 has become very popular in the USA

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

NOTICE OF ANNUAL GENERAL MEETING 2016

The AGM will be held at the Narrandera Services Club Narrandera on the 10th April 2016.

Any submissions for inclusion in the Agenda for this meeting must be received by 28th March 2016.

Nomination forms for election of Office Bearers and Proxy Voting forms must be signed and returned to the Secretary no later than 28th March 2016.

*The Secretary, AFFS Inc
Phil Mitchell
PO Box 44
TERRIGAL NSW 2260*

*Phone: 02 4384 3217
email: filnoels@bigpond.net.au*

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

PROXY VOTING FORM for 2016

I, AUS number.....

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

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

Signature:

The completed form should be posted to:

*The Secretary, AFFS Inc
Phil Mitchell
PO Box 44
TERRIGAL NSW 2260*

*Phone: 02 4384 3217
email: filnoels@bigpond.net.au*

Proxies duly signed should arrive no later than 28 March 2016

AustralianFreeFlightSocietyInc

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

Executive position Nomination Form for 2016

I, AUS number.....

Signed by nominator:

wish to nominate

AUS number..... for the position of

Signed by nominee:

☐ President *please tick ✓*

☐ Vice President

☐ Secretary

☐ Treasurer

☐ Public Officer

☐ Editor

This nomination is seconded by

AUS number..... Signed

The completed form should be posted to:

*The Secretary, AFFS Inc
Phil Mitchell
PO Box 44
TERRIGAL NSW 2260*

*Phone: 02 4384 3217
email: filnoels@bigpond.net.au*

Nominations duly signed and seconded should arrive no later than 28th March 2016



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 (DAM) (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 Fly-off 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 (Ivor F Memorial Trophy)		0830 - 0930
Thursday 14 April	Evening. Presentation Dinner for DAM & AFFS		7 for 7.30 pm
	Venue: Morundah Hotel. Bus from Narrandera provided.		
Friday 15 April	Moving Day to West Wyalong		

AFFS 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)
F1C engine run 4 seconds.
- 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 3 min 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 2 min 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) WORLD CUP EVENTS - are flown from a flight line in five one hour rounds. Please assist by volunteering to time keep.
- 11) Flyoffs for F1A, F1B & F1C will be 10 minute duration. Open Power,Rubber & P30 flyoffs will be unlimited duration.
- 12) OPEN EVENTS - are 3 flights to a 3 minute max with no rounds.
- 13) Gliders otherwise conforming to the F1H/A1 rules will be allowed in F1H at any weight provided they are fitted with a non-latchable towhook.
- 14) Old style F1J/Class 1 Power models – restricted to a plain bearing motors of less than 1 cc and no moving surfaces except DT – will be allowed an 8 second motor run in F1J (bring out your Mini Weavers and ½ A Vikings)
- 15) P-30 is 3 flights to a 120 sec. max. No rounds.
- 16) COMBINED % OPEN – is 3 flights (no rounds). Score is the percentage of the max for that class. HLG and CLG are allowed but are only allowed 3 flights i.e. no discards. Two attempts are permitted for each flight (a 20 second attempt rule applies).
- 17) VINTAGE Glider, Rubber and Power will be flown as a combined event. You may enter more than one class. Champ of champ points will include all entries. Note that the vintage cut-off date is 1956. Vintage classes get bonus points (2 per year pre 1956) as per MAAA rules 2009.
- 18) HLG/CLG/DLG are combined, not separate events. All flights from the box marked by 4 cones.
- 19) Oz Diesel (1.5cc plain bearing diesel, no VIT, AR etc., see FFDU2002/3), 10 sec motor run, 5 x 2 min flights.
- 20) Radio Dethermalization (RDT) is allowed in all events.
- 21) PLACEGETTERS' models, lines, motors etc. may be processed. There will be spot checks and check timekeeping on the field.
- 22) All Competitors must be in possession of a current MAAA/FAI licence.
- 23) AFFS Annual General Meeting: Please forward agenda items, nominations etc. to the Secretary, Phil Mitchell by March 25 2016. Po Box 44 Terrigal or filnoels@bigpond.net.au
- 24) The Presentation Dinner will be on the evening of Thursday 14 April at the Morundah Pub. There will be a bus from Narrandera. Cost (including bus) will be about \$35. We need to know numbers in advance so please make your bookings for the dinner and pay with your entry.
- 25) Motorized retrieval (car, motorcycle) is not allowed (pedal and electric bicycle retrieval is). We are not permitted motorized retrieval on the Department of Defence land (Field 1) and for Field 2, although motorized retrieval has been allowed in the past, we have had problems with the dust raised by cars obscuring models and blanketing the flight line.
- 26) Smoking on the field is not allowed. If you smoke in a car the doors have to be closed.

David Anderson Memorial

The David Anderson Memorial (DAM) event will be held at Narrandera NSW from Friday 8 April to Sunday 10 April. The program was published in the Summer 2015 edition of Free Flight Down Under.

The inadvertent omission of a separate entry form for the DAM event in FFDU has lead to some confusion as to its status as an event that is in addition to and separate from the AFFS Championships.

Please be advised that entry for the DAM event attracts an entry fee of \$40. This is a flat fee that covers entry into one or more World Cup categories.

Those wishing to enter the DAM in addition to the AFFS Championships, who have not yet sent entries for the AFFS, should clearly mark on the entry form for the AFFS Championships the classes they wish to fly in the DAM event. Forty dollars should be added to the AFFS fee calculator on the entry form for the DAM event.

For flyers wishing to enter the DAM event/s only please send the following information:

Name
Address
Age (juniors only)
FAI No.
Phone No
Email

Mail To: Treasurer AFFS Inc.
7 Esperance Close
Elanora QLD 4221 Australia

or email to: fathersplace@smartchat.net.au

Payment may be made by Cheque made out to Australian Free Flight Society Inc. sent to the above address or by Bank transfer to:

Name Australian Free Flight Society
BSB 033 174
Account No 331732

Please advise the Treasurer by email to fathersplace@smartchat.net.au if paying by bank transfer.

Entry by 1 April would be appreciated. Overseas entrants may make payment upon arrival.

Graham Maynard
President AFFS
25 Feb 2016



ENTRY FORM

39th Annual Australian Free Flight Society Championships World Cup - Open International F1A, F1B, F1C

Narrandera, NSW

April 08 – 14, 2016

Name: FAI No:

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

.....

Phone: E-mail

Events entered

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

Event	Tick
9. F1G (Coupe d'Hiver)	
10. F1H (A1 Glider)	
11. F1J (see note 14 in Program)	
12. Combined HLG, CLG, DLG	
13. Combined Vintage. (entry in more than one class allowed)	
14. Oz Diesel	
Dinner	
AFFS sub for 2016/17	

Fees:	World Cup events F1A, F1B and F1C	\$40
	Any number of other AFFS events	\$30
	Any number of WC and AFFS events	\$60
	Presentation Dinner	\$35/person
	AFFS membership including FFDU for 2016/17	\$30
	Posted paper copy of FFDU	\$10
	There are no fees for juniors	

Fee calculator

Select entry one entry option, membership option, dinner if attending	Fee	
World Cup events only	\$40	
AFFS events only	\$30	
World Cup and AFFS events	\$60	
Dinner	\$35/person	
AFFS membership for 2016/17 (includes electronic FFDU)	\$30	
AFFS membership for 2016/17 with posted paper copy of FFDU	\$40	
Total fee		

TO HELP THE ORGANISATION, PLEASE SEND PRE-ENTRY BY APRIL 1, 2016.

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

to: Albert Fathers, Treasurer AFFS
7 Esperance Close Elanora QLD 4221 Australia

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

Overseas people can pay on arrival but it would help organization if entries are returned so we know numbers – especially for the dinner.

Forms or entry details can be e-mailed to: fathersplace@smartchat.net.au



southern cross cup 2016

16th - 17th April
West Wyalong NSW



World Cup - Open International for F1A, F1B and F1C
also Open Power and Open Rubber

PROGRAM AND VENUE DETAILS

Saturday 16 th April	<i>F1B</i>	<i>5 x 1 hour rounds</i>	<i>0800 - 1300</i>
	<i>Open Power</i>	<i>3 flights</i>	<i>0800 - 1300</i>
Sunday 17 th April	<i>Flyoffs for F1B and Open Power</i>		<i>0730</i>
	<i>F1A</i>	<i>5 x 1 hour rounds</i>	<i>0800 - 1300</i>
	<i>F1C</i>	<i>5 x 1 hour rounds</i>	<i>0800 - 1300</i>
	<i>Open Rubber</i>	<i>3 flights</i>	<i>0800 - 1300</i>
Monday 18 th April	<i>Flyoffs for F1A , F1C and Open Rubber</i>		<i>0730</i>

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

Information

1. WORLD CUP EVENTS - are flown from a flight line in five one hour rounds. Please assist by volunteering to time keep.
2. Flyoffs will be organized after the event (start time, CD and timekeepers) but held the following morning. Durations for F1A, B & C will be 10 minutes. For other events unlimited (conditions permitting).
3. OPEN EVENTS - are 3 flights to a 3 minute max with no rounds and one unlimited flyoff the next day.
4. Radio Dethermalization (RDT) is allowed in all events.
5. PLACEGETTERS models, lines, motors etc. may be processed. There will be spot checks and check timekeeping on the field.
6. All Competitors must be in possession of a current MAAA/FAI licence.
7. Motorized retrieval by car, motorcycle, pedal and electric bicycle is allowed. Smoking on the field is not allowed. If you smoke in a car the doors have to be closed.
8. Camping is allowed on the field with prior notification.
9. Sunrise at West Wyalong on April 18 is at 06:31. Sunset 17:25.



SOUTHERN CROSS CUP 2016

16th - 17th April



World Cup - Open International for F1A, F1B and F1C also Open Power and Open Rubber

Information

Entry Fees Registration Fee \$10.00
 Open Power & Open Rubber \$10.00 each
 World Cup events (F1A, F1B, F1C) pay \$30 once to enter any or all F1 classes
 There are no entry fees for Juniors

Send entries to: Roy Summersby, 132 The Esplanade, Umina Beach, NSW 2257 AUSTRALIA.
 Please make cheques or money orders payable to NSWFFS Inc in \$A.
 Prior entry AND payment by the **1st April 2016**. Late entry fee \$20.
 Overseas entrants may pay on the field.

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

Enquiries: roydi132@optusnet.com.au

Name:FAI number:

Address:

.....

.....

Tel:E-mail:

Mobile No:

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

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

Eleven Days in Lost Hills

report by Malcolm Campbell



I'll start by saying it's quite a job to fly without a retrieval bike, take photographs and socialise day and night at Lost Hills but I wouldn't miss Fab Feb for quids (old currency). It is one of the best free flight events on the planet. That said, my report covers a small band of events as seen by me, and possibly helps explain my poor competition performance.

Kathy and I met Albert and Craig at Brisbane airport and we flew into LA early Tuesday morning. Kathy and I spent a couple of days in Beverly Hills (as you would), doing some touristy things. Albert had a grand time in Malibu before picking up the RV and departing with Craig for the field on Wednesday.

It was great to enjoy 16 degree days after the waves of hot weather that had been sweeping across our east and south coast. We headed north on Thursday stopping at Wasco along the way to find a quantum change. K-Mart is no longer and the cheap shops are gone. Over the road is a massive new Walmart. This store has everything and at excellent prices – it just looks a

bit out of place. We quickly noted the excellent alcohol prices and loaded up. After checking into room 115 at Days Inn, we were soon heading for the RV Park on the field and the start of regular "Happy Hours". I checked out the field, Kathy chatted with the Morrell's and Van Nest's, and we finished with drinks and nibbles with Phil and Noels. Denny's for tea – where else?

FRIDAY: We joined two of the Aus RVs on the field and set out to test all models. The field looked the best for many years with plenty of grass covering the dust, thanks to some decent rain the week before. Southern California is still in the grip of a long drought. There were pockets of modellers spread all over the vast field enjoying the excellent test conditions. I have often heard the overseas visitors get more testing in a week at Lost Hills than they do in a year at home. I flew my As and Kathy her H. Albert had his models in the air, as did Vin, Craig and Roy. Vin and Craig came with plenty of rubber and were intent on using it. Kathy and I checked out our CLGs later in the day and left the

field at 5pm, for an early Denny's meal with Rob Wallace and Antony Koerbin.

SATURDAY: IKE events and Kiwi Cup for A, B and C It was a beautiful day 3 – 18 deg C and blue sky. The Kiwi Cup was run to the new FAI format of five rounds, with the first being 4 minutes. The two World Cup events that followed later in the week also had the 4 minute first round max, but were flown to seven rounds – and all the competitors liked the extra rounds!

It's a pity so many old time classes are flown concurrently with the FAI events, because the old models look great in the air and there are always big gas ships to admire as they claw their way into the sky. Electric models, rubber models and simple balsa gliders also took up various parts of the field.

F1A 57 flyers- Albert had Palm trouble and had to run with 3½ mins making 4 minutes more difficult. I had a big fail in R3 with 93 secs and Phil dropped two, but we both maxed the first and final 4 minute rounds. Albert was the best of the Aussies. Brian Van Nest's brand new carbon flapper was dragged into the ground in a line



The dawn of day 1, Fab Feb 2016



Satellite 1000 - this big ship didn't last the weekend



Kathy Burford launching for Malcolm, R1 Kiwi Cup



Albert Fathers commences his successful flying week

tangle, breaking the boom in two places and sidelining the model for the week – not a nice way to start. With excellent weather there were 32 in the first fly-off and 22 went on to make 7 minutes with Antony Koerbin one of them. The next fly-off was scheduled for 6.30 am Sunday. This was won by Jama Danier with 8 m 21 s from Per Findahl with Roland Koglot just 4 secs behind Per.

F1B 48 flyers - Vin and Craig flew very well in F1B maxing out but both failed to complete the 7 minute round, finishing just 10 secs apart in 13th and 12th places. Results were decided after one fly-off with 30 of the initial 48 flyers participating. B was convincingly won by Alex Andriukov from Canadian Tony Mathews with Marty Schroedter just 14 secs behind. **CLG** - Kathy and I joined Rob Wallace to fly catapult,

with mixed results. By Aus standards my flights were OK but in the US, it's a 2 minute max.

F1C 15 flyers- Roy Summersby signalled his intentions early, maxing out and powering through the 7 minute fly-off by flying for 10 minutes. For this "error", he was made to retrieve his own model. Roy won the second fly-off by 19 secs from Artem Babenko, with Russian champion Larissa Savukhina 14 secs in arrears. Alan Jack had a horror start to the fly-off, first with engine troubles and then an over-run. He was not happy.

Glider Kindergarten: A group of US flyers met with local children in the Lost Hills Community Centre to help them assemble little catapult gliders that had been pre-fabbed by Mike McKeever and Brian Van Nest. These were trimmed and flown by some very

happy and enthusiastic children during Saturday, helped by various flyers. It was a real success and may be done again next year.

After the A/B/C fly-offs, it was back to Denny's for an early tea with the Kiwis, and in bed by 9.30 pm.

SUNDAY: Minis and CLG A similar day to yesterday, with more excellent weather.

F1H is popular at Lost Hills so 18 flyers was not surprising. R1 was "last to ground", to avoid the need for a fly-off. Kathy and I had a few maxes each but my model started to misbehave (again) and I put it away. One day I'll turn up with something that's reliable. Phil had a much better day, making the first fly-off and placing 8th.



Roy Summersby starts his quest as Phil and Albert watch



Enes Pecenkovic with 1 of his 2 magnificent Super Talons



Classic gas models sounded great



Although there was some carnage



Lee Hines BTV combatants line up. Where's Phil Ball?



Jim Parker worked tirelessly to ensure success for the locals



#1 CLG, Ken Bauer in action



Forever a teacher Per Findahl spent time with the kids



A great character study

F1G is also popular in the USA with 18 contesting and 7 maxing out. With time to the ground in R1, there was just 5 seconds separating the first 4, with Tiffaney O'Dell winning by one second and Peter Brocks and Stepan Stefanchuk sharing second place from Blake Jensen 4 seconds behind.

CLG is good to watch at Lost Hills and better to compete in if you have time, or a retrieval bike. On Sunday, Ken Bauer led the way recording 5 two min maxes with his stubby foam and

carbon winged model. I recorded one max, a near max and another pretty reasonable flight, but Kathy struggled to get past the 40s. Lee's **BTV** event for 12" CLGs drew 8 entries and it was flown over 3 rounds, dropping the bottom 3 in the first round and 2 in the second round, leaving 3 to decide the winner. Phil Ball beat Lee Hines which really rubbed salt into the wounds for Lee as the previous day, Lee's best CLG wandered into the open door of Phil's car, just as he shut it!

The day finished in the Summersby van eating (too much) pizza with Roy, Vin, Craig and Albert and sampling what was to prove to be Roy's magic F1C elixir – Fireball Cinnamon Whisky. Actually Roy wasn't that fussy about what he drank – so long as it had a minimum of 40% alcohol, but no nitro. Home by 9.15 pm, the others drank on.

MONDAY: F1E on Holloway's Hill

We caught up on the washing and then headed off to Holloway's Hill to



Mixed bag: Per Findahl, Roy Summersby and Jama Danier



F1H winners: Brian Van Nest 3, Saar Isakov 1, Avner Studnik 2



All entrants in F1E, on Holloway's Hill, with Olga Beschasy



Fred Terzian launches in the flat style



Eugeny Gorban uses VIT in his launch

watch the Kiwi F1E event. There seemed to be a few more competing this year, 11 in fact, and the light winds tested them, with the first round time reduced to 2m 30s before being set back to 3 minutes for remaining rounds. The Hill attracts spectators from all classes and has a certain relaxed fascination. Launch styles vary from floating off after a level launch to a spirited steep launch controlled by a VIT. Peter Brocks had a strangle hold

on this event for many years but this was to change. Bob Sifleet won this year from Swiss bothers and busy F1A/F1B flyers Dominik and Christian Andrist.

Back to our room for lunch then up to the Kiwi's room to watch Antony cover his new M & K LDA wings and Rob make up his towlines. Dinner again at Denny's.

TUESDAY: Ladies Tea Party

Today Kathy goes to the LTP, organised for many years by Janna Van Nest. This year it attracts 20 attendees and an overload of food, causing the men to be called in on completion at 4.30 pm to assist in reducing any wastage.

In the morning, Walt Ghio was down on the field with Dick Meyers letting interested parties fly his Voodoo



The Ladies Tea Party, in full swing



Unpaid help or LTP entertainers? We'll never know.

combat wing, with another session planned for Thursday. Phil practised early and I flew with the Kiwis from 11.30 am until 2.30 pm. There was very little breeze. The Aus F1B flyers retreated to a far corner of the field for their session of rubber consumption. Off the field at dusk to get ready for tomorrow's event.

Again, it was Dinner at Denny's.

WEDNESDAY: North American Cup
Another beautiful warm day with blue sky.

F1A 55 flyers - I put into two good practice launches only to stall off the top when it counted and be down in 3m 36s in the 4 minute first round. Maxed rounds 2 – 4 but struck issues in R5 when the stab push-rod jammed and the timer didn't start, getting 53 secs! R6 was also a disaster for me.

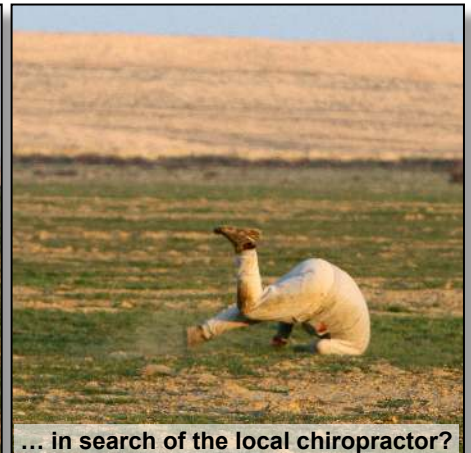
All events were shortened by 1 round when models started to land in the crops, so R6 which became the final round due to increasing winds. Phil maxed out and Albert had his best event for some time, with 5 maxes. Half the entrants contested the fly-off, won by Slovakian Ivan Bezak from Roland Koglot with third place being eventually awarded to Sergey



Israeli Aviv Ballisiano releases his model for another 120 m launch



Jama started this, now it's catching on.



... in search of the local chiropractor?



A glorious time for a fly-off



Roy looked happy all week



Mr Cool, in the circle



Walt, Ken and Craig, but no streamers



Jim Parker launching Ken Bauer's SBT (Slink Black Thing)



Andrew Barron, close watch



Fleet-foot Antony Koerbin



Launch sequence:



Saar Issakov turns the corner



Loads it up and launches



In the Kiwi Cup first fly-off

Makarov after an early morning fly-off with Avner Studnik.

F1B 51 flyers - It was great to learn that both Craig and Vin had maxed out in B along with an amazing 39 others. Only three went on to crack 8 minutes with Ukrainian Oleg Kulakovsky winning from USA flyers Ron Felix and Walt Ghio. Craig recorded 26th and Vin 34th. There were some big names well down the order.

F1C 15 flyers - Roy maxed out again along with 10 others, then only 3 made the 9 minute fly-off, these being Roy,

Artem Babenko and Reinhardt Truppe. Reinhardt had done well considering most of his fleet was damaged by baggage handlers, when the end was knocked off his flight box. Airline staff "gently" stuffed it all back in and taped up the damage.

Peter Alnutt and Tony Mathews always put on a good show for "afters", with various champagne brews, salty potato chips, meats and savouries to devour. Some found its way back into Roy's van where the party continued until Roy realised he had an early morning fly-off, so we left

them to wash up and headed back to Days Inn.

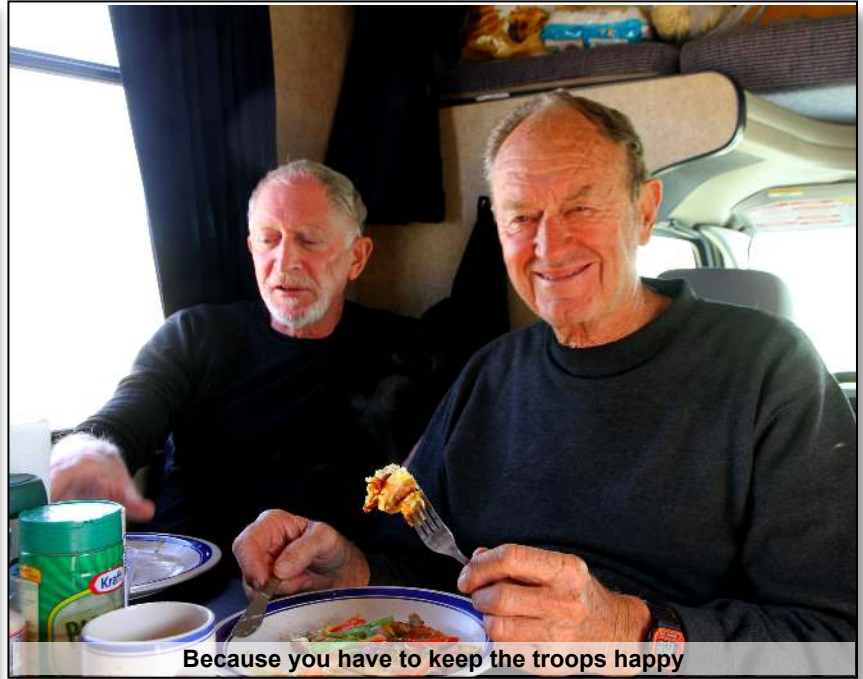
THURSDAY Practise day and F1E North American Cup

In the early morning F1C fly-off, Roy creamed them with a dominating display to finish over 150 secs clear of Babenko, with Truppe a further 100 secs behind. We met up with Roy later in the morning and it was obvious he'd been drinking the good stuff again. He was exceedingly happy. One comp to go!





5 Star RV chef Albert never stopped cooking



Because you have to keep the troops happy

We arrived at the field late to find to find Albert cooking omelettes for the boys, a job he did admirably for the whole week. I think they all needed some food, to counter the effects of the cheap booze. It may just have been the magic ingredient to keep Roy sparking on all four. Vin apposed the "cheap booze" ethic, purchasing a Talisker for \$92, an action that drew a reprimand from Roy for buying expensive bottles of wine!

Walt Ghio had the Voodoo out again and both Ken Bauer and Craig Hemsworth had some fun on the end of the line. Still no streamers appeared. I then spent 4 hours with two of my models, under the watchful eye of Lee Hines. What little breeze there was came from various

directions. At 3pm we registered for Maxmen and then ascended Hollaway's Hill to learn the F1E results and to help them pack up. We then zipped home for a shower before returning to Phil and Noels with a pizza, boneless chicken wings and wine to compliment Phil's BBQ'ed ribs and salad. It was a lovely meal but we left early to get ready for the next day.

FRIDAY F1A Maxmen 59 entries

Another lovely day with minimal breeze. The dirt road that led us to the flight-line had a soft and muddy patch to negotiate, 200 mtrs from the end. By the time I got there it had been suitably muddied and the hire car refused to go through to the other side, so it stayed there until a shift of

the flight-line. Roy made sure sufficient photos were taken!

F1A The wind was so calm, I kept my long model out for the first 3 rounds before changing in R4 and doing a terrible launch, for 86 secs. I adjusted my launch technique and maxed the rest, but the damage had been done. Albert continued to fly well and Phil did the best and maxed out. The fly-off was big with 36 in it, and 10 made the 6 minutes. Swiss flyer Christian Andrist gingerly climbed a nearby 30 m hill and creatively launched from there to assist in making the 6 minutes. A 10 min fly-off was held the next morning. 20 secs separated the first 3 places, with Roland Koglot winning from Sergey Makarov and Christian Andrist.



But rentals are supposed to go anywhere!



Pondering the day. A Merry Smith photo.



Amazing. Gil Morris will be 91 this year!



Russian Champion Larissa Savukhina flew very well



Ken Faux had a good time but dropped one flight



Barrel straight. Nice launch from Mike Roberts



Mr Unstoppable, on his way, again

We finished with drinks in the RV quadrangle before having chicken wings in the servo with Andrew and Peter Barron.

SATURDAY F1B and F1C Maxmen

Another top weather day, with light winds that crested 2 m/sec for the later rounds.

In **F1C** (18 flyers), Roy continued his amazing form, maxing out to join 6 in the fly-off, including Russian lady Larissa Savukhina. Only Babenko joined Roy in the final, as Parker missed the 6 mins by 5 secs. Roy went on to beat Babenko by 38 secs in the two man shoot out, recording a time of 7m 28 s in the early morning fly-off. This was a real reason for celebration – Roy had won every

F1C event over a week of tough international competition – a trifecta – and he was the first one ever to do it. This caused someone who should know to say (in a strong Nordic accent) *"Roy Summersby is the greatest F1C flyer in the world"*.

In **F1B** (56 flyers), Craig and Vin started off well but Vin had a disastrous 29 secs in R2, when the rear hammer didn't let go of the tail after VIT and Vin had to hit the button to avoid a crash on the flight line. A worn stop and a slightly wider tail had performed faultlessly all week, until then.

The air on the day was massive, with many clusters of models sharing the same thermal. I counted over 30 in some of my photos.

F1B Maxmen Pictorial

Charlie Jones started this

***The end result was magnificent.
Over 30 in the same thermal.***

Zoom in, and count them!



Alex Andriukov



Craig Hemsworth



Vin Morgan



Tony Mathews

One memorable mass launch occurred when Charlie Jones, at the top of the flight line, bravely launched first to trigger a wild flurry of activity all the way down the line. While many launched when Alex did, Craig and Vin pioneered their own lift and did so very well. With 38 in the first fly-off Craig put up a 4m 39s flight well short of the 6 minute target, finishing a creditable 17th. With 10 still in it, Walt Ghio launched early in great air to convincingly win the second fly-off from Chinese Hong Lu and in form Brit Russell Peers.

The **America's Cup Banquet** was held for the first time in the new Lost Hills Community Centre and was very well attended, as it was 5 minutes from the RV camp and 5 minutes from the motels. Catering was excellent and the beef and chicken was tender, although stronger cutlery would be good next year. Presentations were short and Jim Parker came up with a

novel idea of projecting Free Flight shots onto the wall. I assembled a selection of 300 from a much larger number covering the last 5 years at Fab Feb, plus the French and Mongolian World Champs. Seeing them projected on two 80 inch screens was amazing and very well received.

SUNDAY The Minis (G, H and J)

Another beautiful day, with a much appreciated 10 am start, caused by two equally important events – Roy Summersby claiming the F1C trifecta after clinching his third F1C win for the week, and then the fairy-tale wedding of Dick and Betty. Dick Myers and Betty Davis had known each other from kindergarten, stayed friends through their married years and reunited their friendship after they lost their partners. Dick flew F1B during the week, even had a few circuits with Walt's Voodoo while lovely Betty waited until the Sunday

morning when celebrant Janna Van Nest set up a gorgeous outdoor chapel and married them on the field with over 40 watching on. I'm not sure if drinking champagne is wise before a competition – it didn't improve my luck but Kathy flew well.

F1H had a surprise result further down the order, with Kathy beating Phil, myself and Rob Wallace and was sitting on 4 maxes when 9+ m/sec caused a line move. It knocked her rhythm and she failed to pick adequate lift in the final round finishing 13th out of 19 flyers, a big number for F1H anywhere. 8 maxed out although only 3 started the second fly-off, convincingly won by Aviv Ballisiano with another Israeli Shmulik Sitton 74 seconds behind. Per Findahl placed 3rd although his model did not enjoy good air.

F1G had 15 entries with an all-male result. Nine made the fly-off with old



Dick Myers last day of "freedom"



Married on the field - Janna Van Nest performs the ceremony for Dick and Betty



No doubt the discussion was on aerofoils?



Aviv Ballisiano and Avner Studnik live for F1A



Albert had the evening off for the America's Cup Banquet



Was Andrew talking to Reinhardt about baggage handlers?

timer Carrol Allen finishing ahead of Peter Brocks with Blake Jensen 3rd.

And so ended an absolutely brilliant week of free flight, with the best weather for many years and healthy entries in all major events.

LDAs now dominate F1A results with massive launches around 120 m. Many combatants now emulate Jama Danier, totally disregarding their bodies as they hurl themselves to the ground to gain extra launch height. Flyers seem to have absolute confidence in their trim as they accelerate their models hard, just as they turn the corner, resulting in massive speed as they accelerate towards the launch. LDA flappers are now the flavour although "top shelf" in price and still with a few teething problems. Phil was looking forward to getting his at Maxmen but it was not to be, as Segey took it back to the factory. Anders Persson was testing his M & K model with Per Findahl on the last Sunday and seemed pleased.

F1B competition is also very close with LDA sections and good rubber being the main area of development, making for great height and assuring big fly-off fields. Charlie Jones had a

F1B that unfortunately had a trimming accident that rendered Charlie very quiet for some time. Hopefully it will do better next year.

F1C still has some reliable non-folders but the folders launch higher and now have the glide. Wingspan of a climbing folder is now under a metre, guaranteeing a rapid climb. It's a pity the F1C numbers are down, but they seem to handle the 4 second motor run quite well. Maybe some who sat it out this year will return?

At 5 pm Sunday night, the RV park put on the customary spread of left-overs, complimented by wine from Mike Roberts, Kathy and Malcolm plus a few left over half full ones. It was good to see 15 – 20 in attendance after a long and tiring week. We topped off the socialising with a tri-tips beef roast with Phil and Noels.

MONDAY Departure day

Albert and Craig had departed the previous afternoon. Phil and Noels would be the last to leave the field on Monday. We had a leisurely drive to Roger Morrell's place where we met up with Antony and Rob. Roger dropped Rob to the airport in the

arrived. Seven of us went to a local restaurant near LAX and we were first to leave, although we knew Vin and Roy's flight left before ours. We dropped off the rental, booked in for the flight and met Albert at the departure gate. The cold I had inherited from various modellers had really kicked in by then and I wasn't feeling well (still pretty ordinary 2 weeks later). Kathy wasn't much better. Well, the flight home was good, although Albert had to wait another day for his flight box because it wasn't loaded. Vin and Roy arrived at LAX in a rush, 20 mins before their flight departed so their boxes were going to be left behind anyway. Seems the airline had not heard about Roy's big wins and simply treated him as a normal passenger who'd arrived late.

As I've said before, you don't have to compete at Lost Hills. If you enjoy free flight you will not see better competitions anywhere in the world. Like the Goodwood Revival or the Phillip Island Classic Festival of Motorsport are to car racing fans, Feb Feb is the US way of celebrating free flight. It's a great way to spend a week in the Californian sun in February.

Let's do it again in 2017



F1A Kiwi Cup

58 entries

Place	Given Name	Nat	R1	R2	R3	R4	R5	FO 1	FO 2	FO 3	Total
1	Jama Danier	CAN	240	180	180	180	240	420	501		1941
2	Per Findahl	SWE	240	180	180	180	240	420	465		1905
3	Roland Koglot	SLO	240	180	180	180	240	420	461		1901
11	Antony Koerbin	NZL	240	180	180	180	240	420	394		1834
34	Robert Wallace	NZL	240	168	180	180	240				1008
42	Albert Fathers	AUS	188	180	180	180	237				965
48	Malcolm Campbell	AUS	240	180	93	175	240				928
51	Phil Mitchell	AUS	240	180	180	137	101				838

F1B Kiwi Cup

49 entries

Place	Given Name	Nat	R1	R2	R3	R4	R5	FO 1	FO 2	FO 3	Total
1	Alexander Andriukov	USA	240	180	180	180	240	420	441		1881
2	Tony Mathews	CAN	240	180	180	180	240	420	399		1839
3	Marty Schroedter	USA	240	180	180	180	240	420	385		1825
12	Craig Hemsworth	AUS	240	180	180	180	240	344			1364
13	Vin Morgan	AUS	240	180	180	180	240	334			1354

F1C Kiwi Cup

16 entries

Place	Given Name	Nat	R1	R2	R3	R4	R5	FO 1	FO 2	FO 3	Total
1	Roy Summersby	AUS	240	180	180	180	240	420	440		1880
2	Artem Babenko	UKR	240	180	180	180	240	420	421		1861
3	Larissa Savukhina	RUS	240	180	180	180	240	420	404		1844

F1H

20 entries

Place	Given Name	Nat	R1	R2	R3	R4	R5	FO 1	FO 2	FO 3	Total
1	Saar Issakov	ISR	271	120	120	120	120	120	240	360	1471
2	Avner Studnik	ISR	211	120	120	120	120	120	240	360	1411
3	Brian Van Nest	USA	205	120	120	120	120	120	240	360	1405
8	Phil Mitchell	AUS	266	120	120	120	120	120	240	53	893
12	Rob Wallace	NZL	148	120	108	120	120	120			588
16	Kathy Burford	AUS	107	107	114	120	120	12			473
17	Malcolm Campbell	AUS	124	120	120	97	41	DNF			378



F1A North American Cup

55 entries

Place	Name	Nat	R1	R2	R3	R4	R5	R6	R7	FO 1	FO 2	FO 3	Total
1	Ivan Bezak	SVK	240	180	180	180	180	180	0	493		0	1633
2	Roland Koglot	SLO	240	180	180	180	180	180	0	405		0	1545
3	Sergey Makarov	RUS	240	180	180	180	180	180	0	402	466	0	1542
9	Phil Mitchell	AUS	240	180	180	180	180	180	0	358		0	1498
31	Rob Wallace	NZL	240	180	180	180	160	180	0			0	1120
32	Antony Koerbin	NZL	240	180	180	149	180	180	0			0	1109
36	Albert Fathers	AUS	196	180	180	180	180	180	0			0	1096
51	Malcolm Campbell	AUS	216	180	180	180	58	113	0			0	927

F1B North American Cup 51 entries

Place	Name	Nat	R1	R2	R3	R4	R5	R6	R7	FO 1	FO 2	FO 3	Total
1	Oleg Kulakovsky	UKR	240	180	180	180	180	180	0	529			1669
2	Ron Felix	USA	240	180	180	180	180	180	0	524			1664
3	Walt Ghio	USA	240	180	180	180	180	180	0	487			1627
26	Craig Hemsworth	AUS	240	180	180	180	180	180	0	326			1466
34	Vin Morgan	AUS	240	180	180	180	180	180	0	280			1420
41	Roger Morrell	NZL	240	180	180	180	180	180	0	200			1340

F1C North American Cup 17 entries

Place	Name	Nat	R1	R2	R3	R4	R5	R6	R7	FO 1	FO 2	FO 3	Total
1	Roy Summersby	AUS	240	180	180	180	180	180	0	540	384		2064
2	Artem Babenko	UKR	240	180	180	180	180	180	0	540	233		1913
3	Reinhardt Truppe	AUT	240	180	180	180	180	180	0	540	130		1810



F1A Maxmen 59 entries

Place	Name	Nat	R1	R2	R3	R4	R5	R6	R7	FO 1	FO 2	TOTAL
1	Roland Koglott	SLV	240	180	180	180	180	180	180	360	389	2069
2	Sergey Makarov	RUS	240	180	180	180	180	180	180	360	377	2057
3	Christian Andrist	SUI	240	180	180	180	180	180	180	360	367	2047
19	Phil Mitchell	AUS	240	180	180	180	180	180	180	294		1614
24	Antony Koerbin	NZL	240	180	180	180	180	180	180	274		1594
37	Robert Wallace	NZL	240	180	180	178	180	180	180			1318
43	Albert Fathers	AUS	222	180	180	180	155	180	180			1277
49	Malcolm Campbell	AUS	240	180	180	86	180	180	180			1226

F1B Maxmen 56 entries

Place	Name	Nat	R1	R2	R3	R4	R5	R6	R7	F1	F2	TOTAL
1	Walt Ghio	USA	240	180	180	180	180	180	180	360	352	2032
2	Hong Lu	CHN	240	180	180	180	180	180	180	360	324	2004
3	Russell Peers	GBR	240	180	180	180	180	180	180	360	318	1998
12	Roger Morrell	NZL	240	180	180	180	180	180	180	296		1616
17	Craig Hemsworth	AUS	240	180	180	180	180	180	180	279		1599
51	Vin Morgan	AUS	240	29	180	180	180	180	180			1169

F1C Maxmen 18 entries

Place	Name	Nat	R1	R2	R3	R4	R5	R6	R7	F1	F2	Total
1	Roy Summersby	AUS	240	180	180	180	180	180	180	360	448	2128
2	Artem Babenko	UKR	240	180	180	180	180	180	180	360	410	2090
3	Faust Parker	USA	240	180	180	180	180	180	180	355		1675

F1H Maxmen 19 entries

Place	Name	Nat	R1	R2	R3	R4	R5	F1	F2	TOTAL
1	Aviv Balassiano	ISR	120	120	120	120	120	300	276	1176
2	Shmulik Sitton	ISR	120	120	120	120	120	300	202	1102
3	Per Findahl	SWE	120	120	120	120	120	300	83	983
13	Kathy Burford	AUS	120	120	120	120	80			560
15	Robert Wallace	NZL	120	120	120	120	56			536
17	Phil Mitchell	AUS	120	120	120	104	0			464
18	Malcolm Campbell	AUS	120	93	41	111	0			365



The WAFFS Report



Our free flight season took a while to get under way this year due to unfavourable weather. It started off with **HLG/CLG and Scramble** at the Gossage Road site on the April 12th. Unfortunately Scramble had to be called off but a few hardy souls braved the freshening breeze and flew HLG.

The State Champs for F1A, B and C were held at Meckering on May 30th, a lovely day with light winds but only patchy lift. Due to a clash with the control line State Champs we managed only three starters flying FIA gliders so the serious part of the day was soon over and out came the sports models.

Graeme Sharp who had to work that morning arrived after just the contest and with his son Caleb had fun flying his duo of Cox 049 powered Charybdis models. The red finned model in the picture is diesel powered but struggled to gain height, the silver model is glow powered and on its

Next event was **Open Power** on July 5th. Apart from a morning fog that pushed back the starting time the weather was very flyable. We managed five starters flying a mix of models.

Neil Pollock made the 300+km trip up from Capel to fly his F1J and would have maxed out if not for going OOS first in the fog and then in a hollow far downwind after the model failed to settle in a good glide turn and took off down wind. We had to move the start line for the last flight but we all got in our three flights and the contest was close. Rod McDonald took the honours again with a combination of models; an OS20FP powered 60 inch Maverick with a two piece wing and his OS15LA powered model, with gadgets. Rod makes his own carbon tube fuselages and his own electronic timers and when not winning FF events plunders the silver from the Old Timer RC brigade.



Graeme Sharp and one of his Cox 049 powered Charybdis



Son Caleb captures the action setting up Charybdis No 2

Results WA State Open Power 5 July 2015

1	Rod McDonald	OS20FP	Maverick	+ OS15LA OD	Total 518 sec
2	Philip Letchford	K&B 20	Slow 500		Total 426 sec
3	Greg McClure	Thunder Tiger GP11	Dixielander		Total 419 sec
4	Neil Pollock		F1J		Total 414 sec
5	Noel MacMillan	MVVS 11	Mini Weaver		Total 392 sec



While waiting for the mist to rise Noel MacMillan test flew his new Frankenstein





Rod McDonald prepares to launch his OS20FP Maverick SLOP off on a test flight while his OS15LA model with gadgets waits its turn.

Rod is a great builder and competitor and he makes his own carbon fuselages and electronic timers.

George Fuller Event 19 July 2015

After the 50th year Dixielander contest we decided to hold an annual George Fuller event flying any of his designs. This year we only managed three entrants, all flying Dixielanders.

Rod McDonald managed to have a huge flyaway on a test flight and so we spent the first couple of hours looking for his model. After we got back, Greg McClure managed to

bend his model so it was down to Rod and Phil to fight it out.

Results George Fuller Event

1	Rod McDonald	140	147	148	435
2	Philip Letchford	122	97	180	399
3	Greg McClure	DNF			

State Slow Open Power 11 October 2015

This contest had already been blown out in March so before the summer set in we decided to give it one last shot. The weather websites were checked and we made the call to hold the contest and contacted all the regular fliers. The wind was fine to start with but soon rose and swung towards the crops so after the first flight we dropped the max to 120 and reduced the run to 7 seconds.

Ian Dixon had thrown out the Silver Swallow 15 and put an OS15LA into his Dixielander so it needed a little re-trimming during the contest and his last flight was set to

be a ripper, a perfect climb that finished high above our heads looking like a sure fire max only to fly into the biggest sink of the day and be down in 76 seconds. Ian will certainly be the one to watch out for next time.

Adrian Dyson had also been patiently dialling in his PAW 19 powered Hipperson T34 and his last flight was a beauty but it also went straight into sink. My Slow 500 was off pattern and starting to go flat on long runs but luckily still managed to beat an also off trim Rod McDonald into second place.

Philip Letchford

Results State Slow Open Power

1	Philip Letchford	132	98	120	350
2	Rod McDonald	108	94	120	332
3	Greg McClure	122	80	117	319
4	Ian Dixon	44	120	76	240
5	Adrian Dyson	43	107		150



Photo from the July State Open Power event

Musings on Oz Diesel

a report by Martin Williams

The first model aeroplane I can remember was a Veron Cardinal, purchased as a kit by my father. I allegedly built it, but in fact I usually fell asleep while magically, construction progress was made by morning. I was seven.

The selected engine was a Mills .75 and I spent hours fiddling with it. The sweet little thing tolerated all my ignorant childhood abuses and in fact I still have the engine, installed in a sentimentally constructed Cardinal really built by me over forty years later and the winner of the Scramble at the AFFS Championships in 2010 even though the undercarriage fell out half way through the contest (Tahn, eat your heart out).

The scent of diesel fuel had impregnated more than my boyhood clothing and even though I have had a long and wonderful love affair with F1A, I have continued to build the occasional power model. I have flirted with glowplug engines and once upon a time I managed to come third in Open Power at the Nationals with a ½ A Viking. Vin Morgan and I had a serious play with TD 051s in Class 1 power models for a while (mine in a Mini Weaver), but after a day's flying with them I just didn't reek enough to make the day's exposure to chemicals really satisfying. So back to diesels I eventually went, and built a series of models for them including a Swiss Miss with an Oliver Tiger Mk III, a Dream Weaver with a Mk IV and a few less memorable projects.

Power model construction slipped into the background for a period (twenty years?) while I attempted to improve my ability to toss F1As into thermals, but after my fifth and probably last F1A World Championships in 2005 I was ready to get smelly again. What to build? Vintage was the easy answer and I built a Stomper after buying an original Elfin 149 from a sad little local toy shop



Martin's current fleet, from left to right - 20th century Slicker 50 1947, Stomper 1953, Dixielander 1959, and 21st century Airhead 2008 and Ozalisque 2013

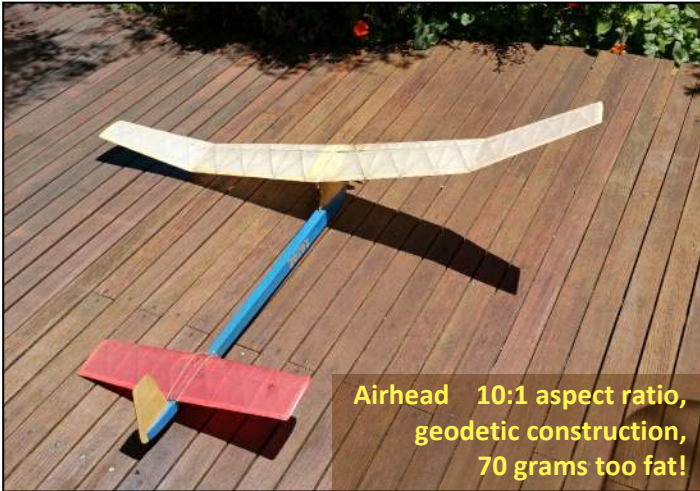
which smelled more of cat piss than diesel fuel. It flew surprisingly well, but I itched to make a few (clearly illegal) improvements to the design. Hooked by now, I eventually persuaded my good friend Jon Fletcher to build an engine we had both talked about for years – a properly dieselised Cox TD 09 – and built a Dixielander for it and for the Dixielander 50th anniversary in 2009. The performance was pretty impressive given that Dixies are commonly fitted with engines of probably twice the power. But it wasn't Vintage and I couldn't compete with it in any event except Open Power (against F1Cs...hmm) or... *Oz Diesel*. Hey, I already had two models that qualified, plus a half finished Slicker 50 and another example of Jon's excellent engine, as well as an assortment of other 1.5 cc diesels I had collected for research. Time to design an airframe myself.

I leafed through a pile of plans looking for inspiration and even went back to Martyn Simons for guidance. I came up with two options: a high thrust line, high aspect ratio, high risk design I dubbed Airhead (for obvious reasons – what idiot would build this?) and a more conventional design. Both had geodetic construction but the more conventional design had

elliptical tips. I agonised over the proportions of this model for the best part of two years before the first sheet of balsa was sacrificed – I drew endless sketches and kept staring at them until one looked right. It looked gorgeous too (at least to my Spitfire-prejudiced eyes), so I Christened it Ozalisque. For those of you who aren't arty old pervs, an odalisque is a Circassian slave in a Turkish harem. The Turks captured Circassian women because of their exceptional beauty. Go ahead and stare at paintings of nudes via Google. Tell your wife it's Art.

Predictably, Airhead proved impossible. I spent four seasons and two new fuselages trying to tame it. The temptation of high thrust line and the efficient climb pattern that is (theoretically) possible with it is still tantalising, but I can resist it for now. Ozalisque on the other hand has proven very amenable, even though testing has been marred by pilot incompetence. It is still being sorted out but is clearly well within the Free Flight Ball Park.

I decided when I started designing models that I would not use carbon fibre, but stick to balsa. The C/F, high tech route leads to a second-rate F1J. And balsa is such wonderful stuff! The



aim has been to create a model which has a wing loading of 10 gram/square decimetre while being strong enough to survive for several seasons. Models with very low wing loadings such as Coupes (the lightest being around 5 gm/dm²) and 1/2A power models (around 7) glide well and respond very well to light lift. F1As and F1Bs with a loading of 12 gm/dm² also glide well but have aspect ratios of up to 20 using carbon fibre structures. To achieve a good glide I have been

attempting to both raise the aspect ratio of the wing and lower the loading.

Now to a comparison table. Thanks to Peter Greenhill and Harry Sokol for adding some interesting examples.

So for wing loading, Stomper is on the money and so is another early 1950s design, Eliminator. The Slicker 50, with a couple of ounces of undercarriage and big blocks of cowling and fairing, is a brick by comparison and so is Airhead, which I built far too heavily. The mechanical

stuff relying on the airframe to lug it around (engine, prop, tank, timer and tracker) weighs about 130 gram, so a Y-Bar airframe would have to weigh 80 gram to achieve a loading of 10 gm/dm².

Where to from here? In the next gripping episode I will muse more deeply on weight allocation to various bits, geodetic construction, coverings, and generally whether after sixty years we can do any better than The Ancients in about 1955.

Design	Wingspan mm proj.	Wing Area dm ²	Aspect ratio	Tail Area dm ²	Weight gm	Loading gm/dm ²
Stomper	1275	22.3	7	8.4	301	9.9
Dixielander	1275	22.3	7.0	9.6	340	10.7
Slicker 50	1225	19.7	7.6	8.4	395	15.1
Y-Bar (Harry S)	950	14.0	6.7	7.0	298	14.2
Eliminator	1060	18.4	6.0	9.6	290	10.3
Airhead	1450	21.1	10.0	6.1	374	13.7
Ozalisque	1310	21.5	8.6	6.6	303	10.7
PG Design	1300	22.6	7.1	7.4	340	11.3
Mini Weaver	1100	15.5	8	5.5	163	7.8



CONSTRUCTION CORNER



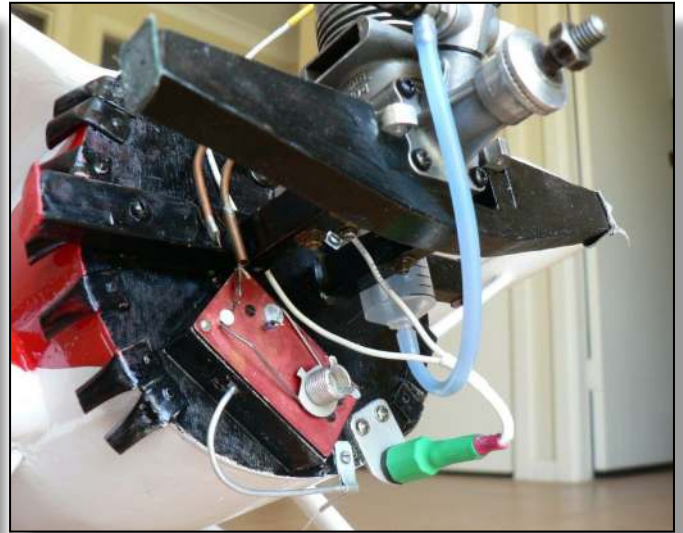
The paint on the Sopwith Swallow was hardly dry, and I was thinking what my next project would be. Having finished the Flying pencil and with four other vintage models in the house, it was obvious I didn't need another vintage power model. Another scale job it had to be, they take up much more time and give you something to think about. There are always problems apart from where you keep them when they are finished. What should it be? I did consider some sure flyers like the Auster or Piper Cub, and even gathered some information on them. I was going through an old Aeromodeller plans handbook and out jumped Frank Bryant's plan of the PZL24. Frank was a bonza bloke, and could be seen every year at the veterans gathering in Muswellbrook flying his Butterfly RC models. His book

"There's Always Bloody Something" is a must read. Back to the PZL24, - Frank's plan was $\frac{1}{12}$ scale and used a Frog 150 for power, it looked a bit small for me so after borrowing the plan, I soon had it blown up to $\frac{1}{8}$ scale, bringing it up to 1321mm span, just a nice size. For those of you who are now saying *"What the hell is a PZL 24"*, here is a brief description. This plane was the very first all metal fighter ever produced, and at one stage held the world speed record for a radial engine fighter. It was designed and built in Poland, and made its debut at the 1934 Paris air show. There were 143 built and were sold to Turkey, Bulgaria, Romania and Greece. Although built in fewer numbers than the PZL P11, the PZL 24 was for a period during the 1930's the fastest and most heavily armed single seat fighter in the world.

Details of the PZL24 are Wingspan 10.570 m, Length 7.500 m, Height 2.680 m, Top Speed 414 km/h, Engine 900 hp Gnome -Rhone. Two 7.9 mm machine guns were in front of the cockpit and two 20 mm cannons were mounted under the wings.

The plane appealed to me as it was a little different; sort of a high wing monoplane. The wings were gull shaped and come out of the top of the fuselage. The other bit I liked was that there were no rigging wires like my FE8 and Sopwith, which I find troublesome. Where does one find information on a Polish fighter plane? Once again a phone call to the specialist book shop in Parramatta along with sixty dollars (scale modelling is expensive) and I had all the information I would ever need.





I was ready to go, but first I had to get the rebuild of Dianna (now Sarah) and some general repairs to a few other models out of the way to give me a clear work bench.

As far as I was concerned it wasn't going to be a straight forward build. The fuselage is near round back to the cockpit, then pear shaped to the tail end. The wings are gull style with struts, so more to think about.

I started with the fuselage and have done it the old fashioned way, that is, built in two halves (top & bottom) on a crutch, formers added then start planking. The two halves are joined at a later stage. Not having ever done any serious planking I wasn't sure how to go about this, but soon got into the swing of it. With my other scale models suffering from under carriage

damage, I decide to make this one spring back, this was easy to do and should take some heavy arrivals. Being a radial engine plane there is plenty of room inside the cowl for engine, tank and timer. The cowl was spun by Matt Hannaford so at least this part of the model was perfect.

The wings I have made knock off just outside of the struts. The plan being to have the entire gull shaped parts of the wing (which takes some getting your head around) and the struts permanently fixed to the fuselage. The only parts removable from the fuselage were the wings, outboard of the struts. Apart from the crazy gull parts the flying surfaces are a simple straight forward build.

The PZL24 was ahead of its time, as it was the first all metal fighter ever

put into production. The aircraft was displayed at the 1934 Paris air show, its big claim to fame and probably only claim to fame, was on the first day of World War 2. September 1st 1939 Lt Wladek Gnys in his PZL P11 shot down 2 Dornier DO-17Es in the dawn skies of Poland, as the Germans launched their surprise attack on his country.

The power plant for my model was to have been an MVVS 2.5 diesel with throttle. This should have been ideal, with a long shaft, front induction and plenty of weight where it was needed. On testing the engine I found it ran very nicely, with plenty of power but throttling was a problem. It would take forever to change from one setting to another. I was looking for three settings - 1. Enough power to take off and climb. 2. A cruise setting maintaining height. 3. Low idle, which it would land on. The MVVS would not do this for me, so onto eBay it went and an Enya 15 was installed. Big changes had to take place in the engine room with the Enya being so much smaller. This was sorted out using a metal engine plate. This also enabled me to move it forward to help the CG with the lighter engine.

This done it was back to the main structure. For the covering, I used a light weight laminating film on all the open structures, and the balsa areas were tissue. The full size aircraft was all metal so I was looking for a shiny finish; it received a light coat of plastic primer, then one coat of two pack auto



paint. The red trim is also two pack, making the model fuel proof to any fuel I want to feed it.

The dash board instruments have been reproduced from the book, so they are as close as I could get them. The windscreen was moulded over a plug, and the trim added after. The Polish pilot I found wandering around the markets, I think he's Barbie's friend Kenski. He did complain to the manufactures about the cold, especially in the Polish skies, so later PZL aircraft were produced with a full cockpit. Inside the beautiful spun cowl there is plenty of room for tank, remote glow plug, timer with cables,

and a tray to keep the bulk of the fuel off the timer (I hope).

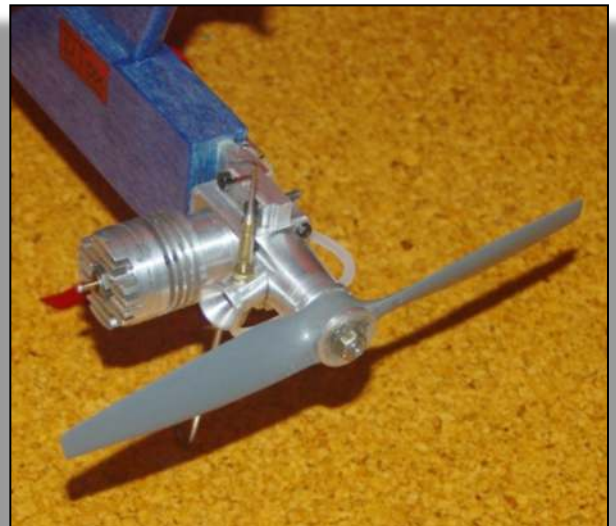
The PZL was sold to four countries, so there are plenty of military colours to pick from. I have based my model on is the exhibition one, so it has a simple colour scheme. This was another big time saver. No guns to make either - I can still remember making two Lewis guns complete with ammunition belts for the Sopwith.

Will it fly, that is the question. The wing on the aircraft is set quite high, and large. This along with a little dihedral certainly gives it a good chance.

After some engine testing in the model it will be a case of finding that famous aero modellers paddock of long grass.



And that will bring a smile to Roy's face



In the pursuit of fun and enjoyment, with the side benefit of keeping me off the streets at night, I resolved to create a new class of competition. One in which I could have a greater chance at success. Many modellers lamented demise of the builder of the model rule, well, here is your chance to regain the that suffering and torture with a vengeance, by doing everything yourself! Thus I have proposed the new provisional class:

F1X, "Builder of Everything"

As an example to all those that follow, I present here the first candidate for consideration.....

my **BADONE**, an acronym designating the **B**uilder **A**nd **D**esigner **O**f **N**early **E**verything!

Airframe: A jumble of dimensions stolen from a variety of other models, built of traditional ingredients and finished with a uniquely formulated ultra shrinking dope, applied liberally.

Powerplant: The most powerful 2.5cc motor to ever come out of the Dtox Engineering works. Hand crafted on a cheap Chinese lathe and mill, where I think I put as much effort into making the jigs and tools as was put into the engine itself.



Timer: The world famous Dtox P type, the very timer that was once fondled by the World Champion.

So, I've got a head start ... all I need now is a competitor, and a contest!



Development of Artyem Babenko Folding Wings – as I have seen it

report by Roy Summersby



Artyem's first folders were made by Strukov or maybe a combined effort. These were four panel i.e. one hinge. There were two types but very similar. The first was used with straight drive, the second using a geared engine. Both these wings used rubber in the opening mechanism. They were along the lines of Lenoid Fuzeev from Russia who had a lot of success with them over the last twenty years. There is one of each of these wings in Australia, but they are in other modeller's sheds, so photos of them are not included here. It was about this time, that Strukov went up in the big thermal and Artyem set about building his own design wings, or as his daughter told me *"Father is making a more elegant wing"*.

The result was **wing number 1**. Rubber was still used for the opening.

It was a bigger span and as Sasha would say, much more elegant. Span, root to tip was 2700 and chord 143. As the photo shows the outer panels are tapered. This wing along with number 2 only has the one main fold; the tips just flatten against the main panel in the climb. This wing was used for quite a few years with both straight and geared engines. In later wings the rubber was replaced with a spring for the opening system.

Wing number 2. Artyem had decided to work on a better glide. To do this, he went to straight drive, and produced a wing with a parallel chord with just the tips curved. This gave less turbulence in the climb as well as a shorter span in the climb (less drag going up). When I first saw this I was very impressed; down to weight, no vibration problems and no more prop

From bottom to top: The progressive refinement of the Babenko F1C wing



hang-ups that the geared engines were experiencing. Wingspan was 2494, chord 143. I had good results with both these wings and had a new wing on order.

When this wing arrived I was shocked to find a totally new style wing, with a note, saying try this wing. This was of course **number 3**. All carbon over a rohacel core; the tips looked like something only a mother would love. The tips now folded right under the middle panel due to a more under-cambered section which gave a much smaller span on the climb. Now the climb had improved as well as the

glide, so who cared about the looks. By the time of the World Champs in France I had four of these models in my box, and they performed extremely well, as the results attest. Wingspan was 2130 and chord 144. Artyem kept improving the wings, as there were small refinements to the hinges and strength.

Then along came wing **number 4**. This had a much better gliding section, and a tip that looked good. Once again the tip was bigger, and the span on the climb even smaller. Wingspan was 2583 and the chord 144. I used these wings in Lost Hills in February 2016.

Wing number 5 had the same section, main and middle panels, and a sexier looking tip. Wingspan was 2599 and chord 144. Of course this wing also had a sexy stab to go with it.

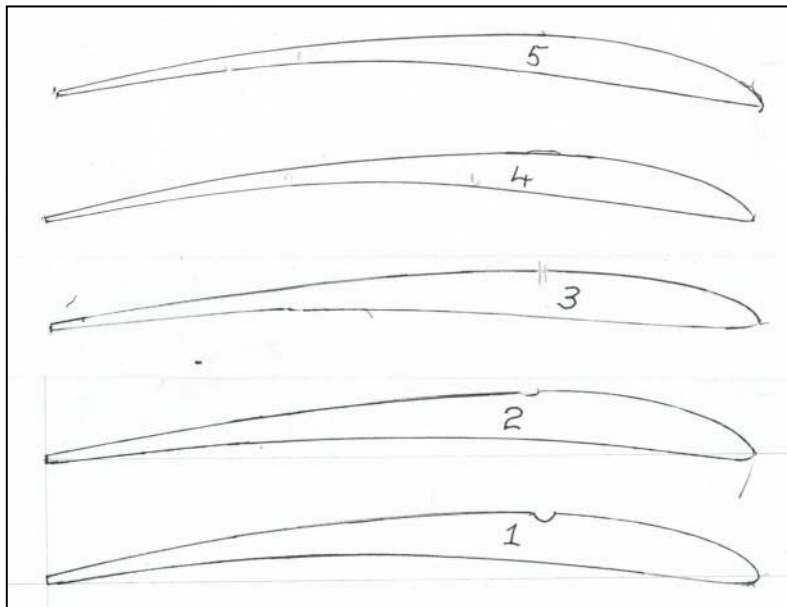
What's the next step? Who knows. What will he do, or think of next?

Measurements above are approximate and projected.

Total spans on the climb are as follows:

No 1	1376 mm
No 2	1238 mm
No 3	1061 mm
No 4	963 mm
No 5	959 mm

From bottom to top:
The progressive
refinement of the
Babenko F1C wing
section



Scrambles will never be the same. Coming soon to ruffle your feathers.



SNTs and SNUFFER TUBE TIMERS *a report by Bill McGarvey*



I know, and so does Bill. Fuses are not allowed in AUS. So Bill prefaced the article with this disclaimer:

Now, I know that fuse D/Ts are outlawed in Australia so just forget I mentioned that half of the system and be envious we have enough moisture over here to use fuse most of the time. I have found the SPT part of the system convenient on its own and no doubt your readers might too.

INTRODUCTION

I have used Mike Woodhouse $5/32$ fuse for years in Vintage and Open models and standardised on a K&S $3/16$ I.D. aluminium snuffer tube. As fire bans increased in frequency I lost a few aeroplanes trying to fly them without thermal assistance before adopting a version of a tube-in-tube silly putty timer which replaces the fuse in the snuffer tube. I currently use SPTs in my Korda and Talisman Vintage models.

COMPONENT LAYOUT

Figure 1 shows the general arrangement on the Korda and Talisman. The Korda has a split fuselage D/T and the Talisman a normal tip up tail D/T. Note the difference in tension needed for each layout. Putting the snuffer near the CG takes care of any weight difference between the fuse and timer upsetting glide trim and provides enough length for the timer band. I make my snuffers full width of fuselage so that spent ends of fuse can be pushed through.

Figure 2 shows a long section of timer construction. The $3/16$ I.D. aluminium snuffer tube sets the outer tube size for the drop in timer. K&S have a series of tubes which fit loosely inside each other as shown and are ideal for making this type of timer.

TIMER ACCURACY

Two frequent criticisms of SPTs is lack of accuracy and a tendency to behave unpredictably. The first

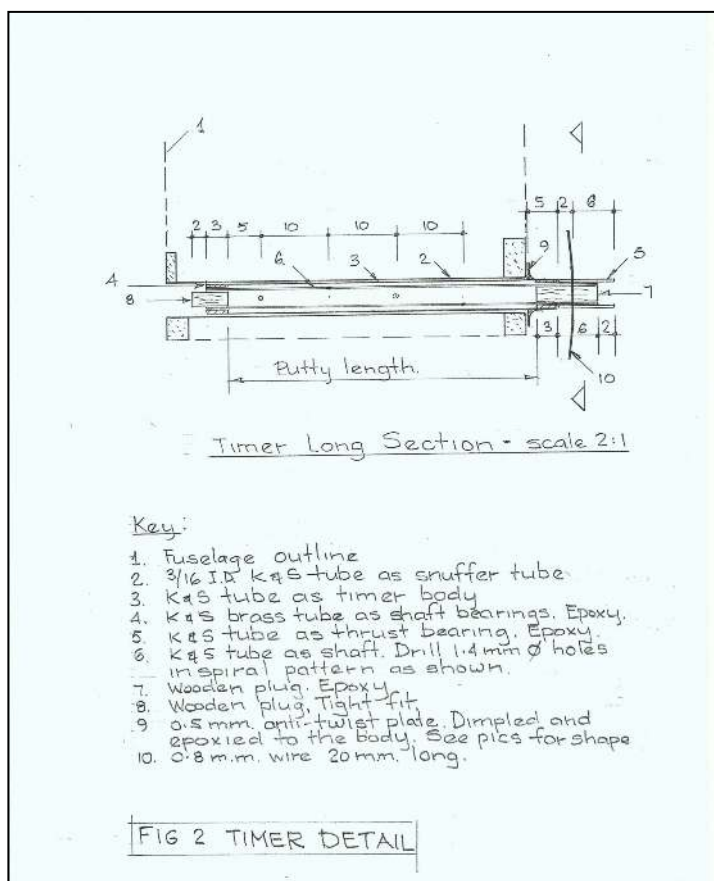
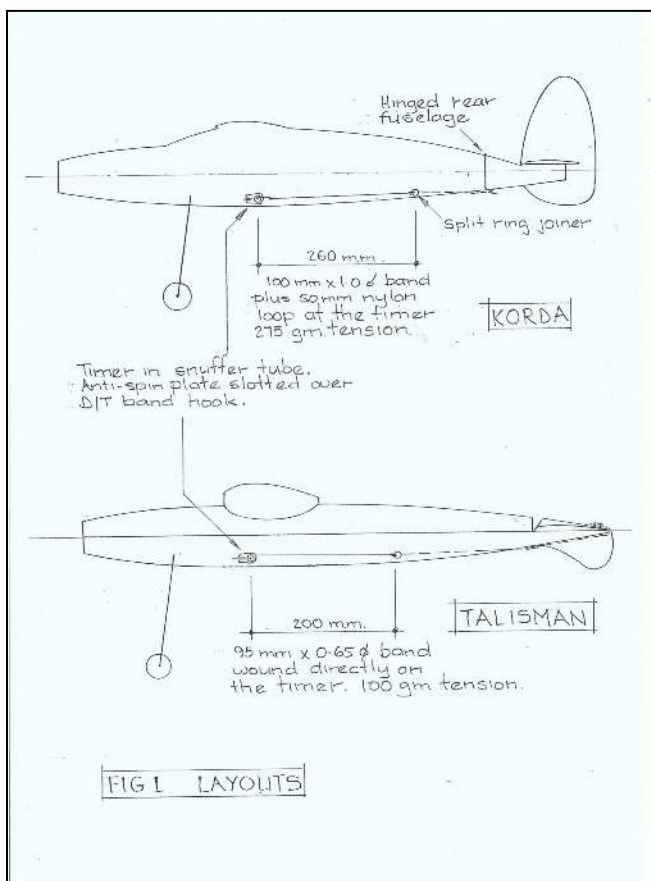
criticism is due to lack of manufacturing precision introducing random friction into the movement. The second is due to unsuitable putty. Slight variation in initial start point is also a factor leading to variation in d/t times.

2 spirals of Woodhouse D/T fuse in a gentle breeze of 23 deg C at 50% relative humidity yielded the following burning times:

3 min 52 secs, 3 min 59 secs and 4 min 6 secs. For this particular day and a 3 min competition max trimming the fuse to $1\frac{5}{8}$ spirals would be a prudent move.

2 turns of a 30 mm long timer under constant line pull of 92 gm. yielded the following turning times under similar conditions to the fuse:

4 min 45 secs, 5 min 09 secs, and 4 min 40 secs. For this particular timer and a 3 min max a higher average band tension or fewer turns would be needed. Some more information



about the band average tension is needed. As the band unwinds from the shaft the tension in it reduces and the rate of timer revolution slows.

The figures show, however, that SPT accuracy is about the same as fuse.

OPERATIONAL MATTERS

The SPT timer is slipped into the snuffer tube and a small keeper band stretched around the barrel to prevent the whole thing falling out. Alan Douglas is the architect of the anti-twist arm and the cunning dimple for epoxy.

I use a secondary aluminium tube parallel to the snuffer. This takes a pull pin which is inserted after winding the timer and before winding the rubber motor or starting the engine. This gets over the problem of trying to set the d/t one handed while hanging on to the model with the other. Note that the location of the pull pin is only approximately correct. Just prior to launch after the pin is out the shaft can be wound back one handed or allowed to rotate normally until it is time to launch.

The geometry of the SPT is such that when installed in a snuffer tube the shaft pin stands proud of the fuselage by at least 5mm. This creates a small angle between the band and the fuselage centreline. Tension in the band has a component tending to pull the shaft into the timer body. Consequently, the brass and aluminium tubes forming an end bearing at this location need to be smooth and square ended. The other consequence is that the shaft needs no restraint to stop it coming out. That is why there is no restraining tube glued on the inner end. This allows the shaft to be removed whenever maintenance is needed on tubes or putty.

THE TIMER BAND

The operating band is best made with round section white rubber strand found in shock cords when the outer covering is stripped off. This material seems to have good solar resistance,

a maximum stretch ratio of about 6 (stretched length divided by original length) a nice straight force versus stretched length curve, and good fatigue properties i.e. it holds its tension through the contest. Mitre 10 sell shock cord in various diameters but invariably the individual strands are of 0.65mm or 1.00mm diameter.

I use a simple loop of rubber and put the knot at the split ring end so that it does not scrape across the fuselage and create friction as the band unwinds on the SPT shaft. The unknotted end of 0.65mm diameter rubber can be looped over the shaft pin directly while for 1.0mm diameter rubber a separate nylon winding loop is best added to the band to allow the required number of turns to physically fit on the shaft neatly.

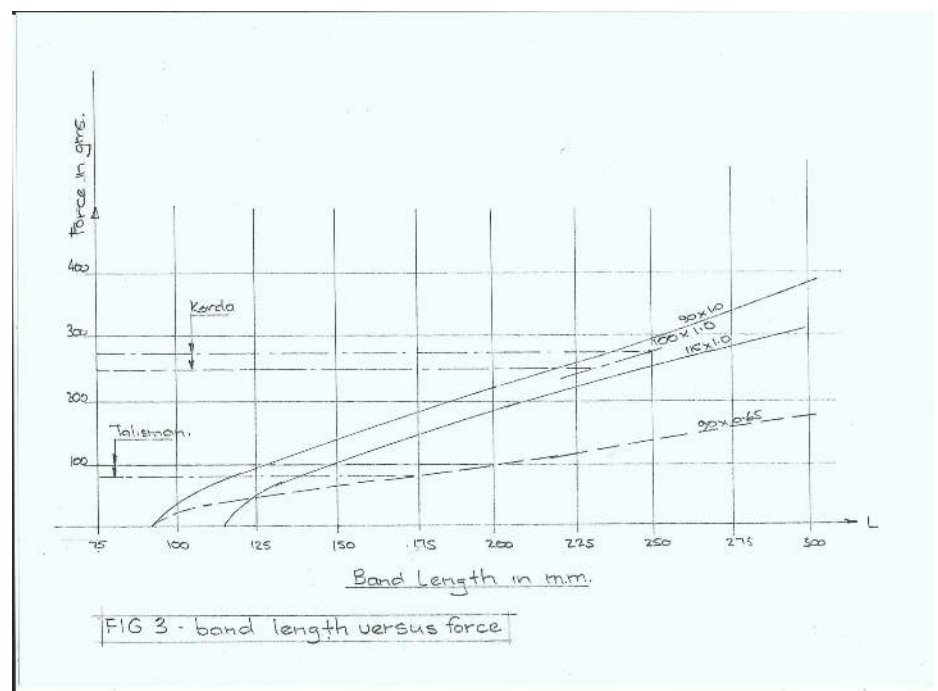
Getting the band wound evenly on the shaft can be achieved by using no more than 2 turns and putting the loop around the pin then straddling the next pin end before sweeping out on the shaft. The aim is to reduce friction between adjacent turns as they unwind and keep what friction there is the same for each successive winding. To prevent the pin and band snagging bend the pin so that it is parallel with the band as the loop releases.

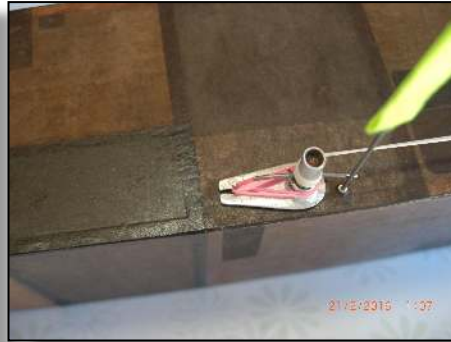
The other reason for winding the band (or nylon) evenly around the shaft is to keep the band diameter the same, and hence, keep the twisting moment on the shaft the same. A variable twisting moment due to a bunched band will affect the rate of rotation and introduce erratic timing.

SIZING THE BAND AND MATCHING THE PUTTY LENGTH

The fact that the snuffer tube matches fuse diameter and construction is based on K&S tube fixes the timer cross section, the putty cross section, the putty surface area in contact with tube per unit length, and hence, the torque resistance per unit length for uniform putty consistency. Within construction tolerances the average band tension and putty length are directly related.

Fig 3 shows typical stretch versus tension results for various loop lengths of 0.65 mm and 1.0 mm diameter rubber. Sizing the band involves choosing a diameter and release length which gives the required minimum line tension at release and a maximum tension on the shallow part of the stretch versus tension curve when the timer is wound. Winding the timer 2 turns will stretch the band another 25 mm to 28 mm depending on its stretched diameter.





The timer putty length is selected to give the required rate of rotation at the average tension in the band, at a putty consistency that promotes excellent adhesion of putty to tube. $1\frac{1}{2}$ to 2 turns in 3 minutes is a good starting point for rate of rotation.

SILLY PUTTY PREPARATION

The two criteria which seem to matter are :

- a) The shear stiffness
- b) The stickiness

Shear stiffness provides the torque resistance needed to stop the shaft whizzing around too fast under band tension. A sign the stiffness is too high is a small amount of elastic "spring back" when the timer is wound backwards then released.

Stickiness keeps the putty firmly glued to both rotating and fixed tubes even when the shaft is being wound "backwards" after placing the band loop around the pin. A sure sign that separation of putty and tube is occurring is a wide disparity in rate of rotation between successive runs.

Putty is sold in plastic "eggs" that split for access. Sometimes it is sold as "tricky putty" in novelty or toy stores. As purchased it is usually too stiff and not sticky enough. Add silicon oil (used by F1B flyers) to make it softer and

stickier and knead well to get through consistency. The amount of oil I add is 3 gm per 10 gm of putty. The consistency resulting is not as soft as toothpaste but more like that of linseed oil putty used to seal glazing into wooden frames.

I have found that when putty consistency is right there will be leakage of it through the bearing tube clearance. Regular replacement of putty loss and removal of the leakage inside the snuffer tube avoids a slow friction build up there and a gradual slowing of the rate of rotation.

MAKING THE BITS

Tube can be cut by hand using fine toothed saws then sanded and honed square with a bench stop and fine abrasive glued to squared balsa blocks then finished with a fine stone. Remove all burrs and make sure tubes are straight before gluing on the bearings and stops. The anti twist plate needs to be dimpled before cutting out. A metal anvil plate with a hole in it and a suitably shaped punch will form the dimple. Start with a 3.5 mm hole in the anti twist plate and use a rat tailed file to ream to final size. Some experimentation is needed to get the dimple the right shape. Drill a hole in block balsa to take the body and make it a friction fit. Insert the body. Cut a matching hole in thin

polythene and use this to stop the epoxy seeping into the block. Fit the plate and hold it in place with pins or a clamp then turn the block over so the epoxy tends to fill the plate dimple rather than the block.

Martin Gregorie's website has an excellent article on making a simple tube in tube timer and describes a jig system for cutting tubes. Martin's design uses wound nylon bearings whereas mine uses brass tube. His website is at: www.gregorie.org/freeflight/silly_dt/index.html

ASSEMBLY AND TEST

Clean the body and shaft of excess epoxy paying particular care at bearing surfaces. Check for shaft straightness with a steel rule. Remove any bends by rolling the shaft under the rule on a flat surface. Oil the bearings and assemble without putty. Spin the shaft by hand to wear in the bearings. Disassemble and clean out the fine particles formed by wearing in. Oil and assemble again then check for binding in the bearings. A headband magnifier is useful at this stage to spot the rubbing portion of bearing. Use a fine abrasive stick rubbed radially on the offending lump on the outside of the shaft bearing or a rat tail file to do the same inside the brass bearings. Keep on at this exercise until the parts spin without friction spots. Clean and oil one last time then fill the body and shaft with putty.

Sounds easy but unless you have some sort of squeeze tube or syringe you will be obliged to put your finger over the far end, push small quantities of putty in the near end and compact with a dowel of smaller diameter than the inside of the tube. This allows air

to escape and the void to be filled solid. A small amount of putty will exude from the shaft holes as the shaft is filled

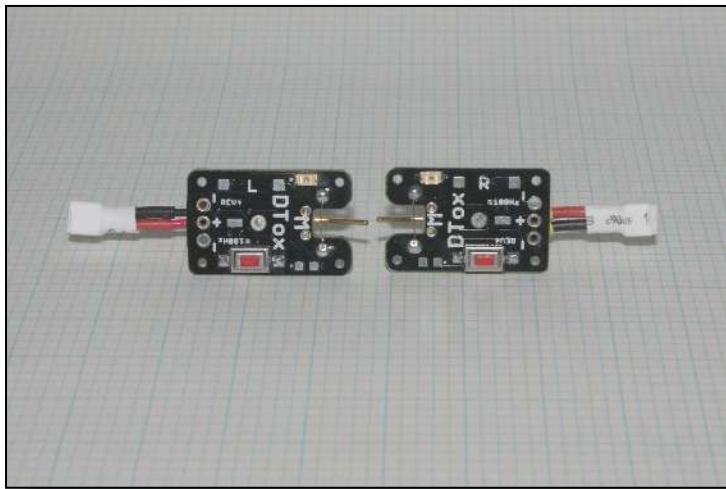
Make the wooden plug for the end of the shaft but don't fit it yet. With finger over the far end of the tube slowly push the shaft in to the body. Fill the shaft holes as they disappear into the near bearing. Allow excess putty to escape from the far end but keep a decent finger pressure on to encourage compaction of putty inside

both tubes. The aim is to get intimate contact of the putty at the shaft exterior and the body interior by pressurizing the putty during the filling operation. Pick out the putty at the shaft end and push in the wooden plug. You are done.

Test the timer by mounting it in the aeroplane and powering it with the intended band. Test turns and times and the band tension. At this point band tension and number of turns are the variables unless a different length

timer is available. Settle on your choices then make up a small polythene bag with a card inside noting times versus turns and the name of the model. Make a spare band, put in a wire stop pin with a high viz tag and some keeper bands plus a band pick. You are ready to fly.

Note: For the Korda the putty length is 70mm and 2½ turns gives 3.00 min. For the Talisman the putty length is 38 mm and 1½ turns gives 3.00 min



An electronic alternative?

Now this timer is more expensive but it might appeal to those strapped for time. Harry says:

"The new improved Mtype timer now available ... details at www.4dfx.com.au/Dtox"

Budget Cuts

Next Month, the Immigration Department will start deporting seniors (instead of illegals) in order to lower Social Security and Medicare costs. Older people are easier to catch and less likely to remember how to get back home.

Secrets to a long happy marriage



A old woman was sipping on a glass of wine, while sitting on the patio with her husband, and she says, "I love you so much, I don't know how I could ever live without you"... Her husband asks, "Is that you, or the wine talking?"... She replies, "It's me... talking to the wine."

We need more contributors in 2016. I'm sure you have a model under construction or repair? Tell us about it. Maybe you received some nifty modelling tools for Christmas? Tell us about them. Maybe you have construction plans for 2016? Tell us about them. Free Flight Down Under needs VARIETY! And you can supply this vitalising ingredient

VALE Peter Twiss

1936 - 2016



Peter Twiss died recently at the ripe old age of 90. He had not been well for some of the last year or so, suffering from heart and lung conditions, but, was still lucid in mind and still a pleasure to speak to when I last visited him shortly before Christmas.

Peter had been an executive in the WRE organisation which was involved in the development of space rockets and similar technology and

own lightweight plane after his retirement when he was in his late sixties and into his seventies! I remember him flying me over our old free flight model flying field in the '90's.

Peter had been active with modelling since his youth, coming from the rural riverland area of South Australia and after studying at Adelaide University. He also studied and worked overseas. He continued

had spent time at their main base in Woomera, South Australia.

He had a brilliant mind and high intelligence but was always a humble and quiet person.

Peter was not only a marvellous Free Flight Modeller, but also built and flew his

winning contests and flying even into his eighties!

Naturally as a gifted scientist the hobby of building aeromodels precisely and delicately appealed to him. He was involved with the South Australia Free Flight Group for many year and had been on the committee of the MAAA for some years.

I remember him as a humble, very pleasant person whose knowledge of flying (not just model aircraft) was phenomenal. It was largely due to his support and encouragement that my son, Jeremy and I became involved in Free Flight.

Sadly his last few years were quiet after the death of his long time wife Margaret. Peter, you will be dearly remembered for your friendship and accomplishments in the world of Free Flight Modelling.

Ted Woolley
ex member and office bearer SAFFG
1 March 2016



Winding up at Cambrai – photo by Jan Pudney

PETER TWISS

I first met Peter in 1981, just after we arrived in Adelaide. I asked if he had any connection with the Fairy Delta 2, which had famously broken the air speed record back in the mid-50s, piloted by a Peter Twiss. He laughed and said "No, but I've had a lot of free drinks on it!!"

Edinburgh to build his own twin-seater light aircraft, a Jodel Princess. In typical fashion, his Jodel was beautifully built, with no "bling" and its quality shone through. He would gladly take people for a flight, and when Jan Pudney told him how terrified of flying she was, he cured her fear by taking her on a flight over the Coorong and Murray mouth.

Peter was an engineer, aerodynamicist and craftsman, and a humble man. He went backpacking in India in the 1950s, and was proud to say that he had shaken Jawaharlal Nehru's hand. Peter took early retirement from his job as Deputy Director of DSTO

On the free flight field, Peter was never a flamboyant flier, but was invariably there at the end. He flew most of the classes over time - F1A, B and C, Vintage Power and Rubber, Open Power and Rubber. His knack of picking thermals could be very disconcerting to his fellow competitors. While he was still working he had a winder built to his own design. It had a turn counter, torque meter, and was dust and water proof – quite amazing.

Peter had very few really bad days on the free flight field, but if he did he would say "The worst day on the free flight field is better than the best day at work."

He was a polymath, with a sense of humour that bordered on silliness at times – a lovely man who will be sorely missed.

Bill Pudney

SCHEDULE OF AUSTRALIAN TEAM TRIALS EVENTS 2015/16

for Team Places in the 2017 World Championships for F1A, F1B and F1C

F1A, F1B, F1C Free Flight Team Selection is held in a multi-trials format. The trial period runs from 1 Dec 2015 to 30 Nov 2016. Eligible events are the Australian Free Flight Society Championships, the Dave Anderson Memorial Cup, the Southern Cross Cup, State Championships, Australian Nationals and Special Trial Events in Queensland and West Australia. The timetable for events is:

DATE	EVENT	CLASSES	LOCATION	CONTACT	EMAIL
Apr 2	Q'ld State Champs	F1C	Dalby	Malcolm Campbell	actrain@ozemail.com.au
Apr 8 - 10	Dave Anderson Memorial	F1A, B and C	Narrandera	Phil Mitchell	filnoels@bigpond.net.au
Apr 11 - 14	AFFS Champs	F1A, B and C	Narrandera	Phil Mitchell	filnoels@bigpond.net.au
Apr 16 - 17	SCC	F1A, B and C	West Wyalong	Roy Summersby	roydi132@optusnet.com.au
Apr 29 - May 2	Vic State Champs	F1A, B and C	Marong	Vin Morgan	vin.morgan@utas.edu.au
May 14 - 15	Q'ld State Champs	F1A and B	Dalby	Malcolm Campbell	actrain@ozemail.com.au
May 28 - Jun 2	69 th Nationals	F1A, B and C	West Wyalong	Gary Pope	garypope_kw@hotmail.com
Jun 3 - 4	NSW State Champs	F1A, B and C	West Wyalong	Gary Pope	garypope_kw@hotmail.com
Aug 13 - 14	WA State Champs	F1A, B and C	Meckering	Paul Rossiter	paul.rossiter@ozemail.com.au
Aug 13 - 14	WA Team Trials	F1A, B and C	Meckering	Paul Rossiter	paul.rossiter@ozemail.com.au
Sep 15 - 16	Q'ld Team Trials	F1A, B and C	Dalby	Malcolm Campbell	actrain@ozemail.com.au

Notes

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

This is Jill

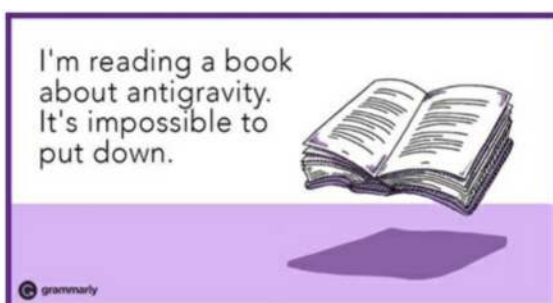
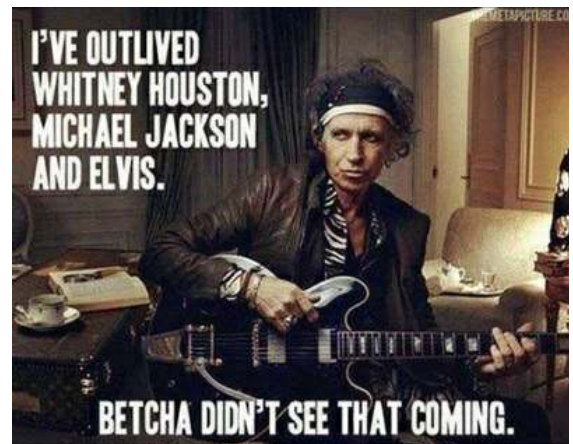
Jill does not post new year resolutions on Facebook.
Jill just continues to drink wine and eat what she likes.

Jill does not care what other people think

Be like Jill



need a laugh?





BRISBANE FREE FLIGHT SOCIETY



MONTH	DATE	START	EVENT	LOCATION
January	Sat 30 th	12pm - 4pm	Club meeting plus "show and tell"	John's place
March	Sun 6 th	3pm - 6pm	Indoor Delta Dart Club Event	BSHS
	Sun 13 th	7am - 2pm	2 Minute class models (all in 3 flights)	Coominya
	Sun 20 th	7am - 2pm	Dale's Fun Day (P20, Sport and limited RC)	Coominya
April	Sat 2 nd	7am - 12pm	F1C (2014 rules - 5 flights) State Champs	Dalby
		1pm - 4pm	Open Power (3 flights) State Champs	
	Sun 3 rd	7am - 12pm	F1J (5 flights) State Champs	Dalby
	Fri 8 th - Thu 14 th		Dave Anderson Memorial and AFFS Champs	Narrandera
	Sat 16 th - Sun 17 th		Southern Cross Cup	West Wyalong
	Sun 24 th	3pm - 6pm	Indoor HLG/Catapult State Champs	BSHS
May	Sun 1 st	7am - 2pm	Scale, HLG and CLG State Champs	Coominya
	Sat 14 th	7am - 12pm	F1A State Champs (5 rounds)	Dalby
	Sun 15 th	7am - 12pm	F1B State Champs (5 rounds)	Dalby
	Sun 22 nd	3pm - 6pm	Indoor F1L (EZB) State Champs	BSHS
	Sun 29 th	7am - 2pm	F1G (5 flights) State Champs	Coominya
June	Sun 5 th	8am - 2pm	P30 State Champs (3 flights)	Coominya
	Sun 12 th	3pm - 6pm	Indoor Hanger Rat State Champs	BSHS
	Sun 19 th	8am - 2pm	A1 Sailplane and E36 (both 3 flights)	Coominya
	Sat 25 th	12 - 4pm	AGM plus "Show and Tell"	John's place
July	Sun 3 rd	8am - 2pm	100gm Coupe (3 flights)	Coominya
	Sun 10 th	3pm - 6pm	Indoor P18 (club sponsored) State Champs	BSHS
	Sun 17 th	8am - 2pm	F1H State Champs (5 flights)	Coominya
	Sun 24 th	8am - 2pm	Dale's Fun Day (P20, Sport and limited RC)	Coominya
August	Sun 7 th	8am - 2pm	Combined % (3 flights)	Coominya
	Sun 21 st	8am - 2pm	Col's Comb Vintage (3 flights)	Coominya
	Sun 28 th	3pm - 6pm	Indoor Peanut Scale State Champs	BSHS
September	Sun 11 th	8am - 2pm	Frog, KKK and Vic Smeed Rally (each 3 flights)	Coominya
	Thu 15 th	7am - 12pm	F1A & F1C Team Selection Trial (5 rounds)	Dalby
	Fri 16 th	7am - 12pm	F1B Team Selection Trial (5 rounds)	Dalby
	Sat 17 th	7am - 9am	LSq/100 (3 flights)	Dalby
		9am - 1pm	Open Rubber (3 flights)	
	Sun 18 th	7am - 12pm	No Frills Wakefield (5 flights)	Dalby
October	Sun 9 th	7am - 2pm	BFFS Mini Power and E36 (both 3 flights)	Coominya
	Sun 23 rd	7am - 2pm	Dale's Fun Day (P20, Sport and limited RC)	Coominya
November	Sun 6 th	7am - 2pm	QDP (3 flights) + ½ hour Walking Scramble	Coominya
	Sun 13 th	7am - 2pm	General Flying and Reserve day	Coominya
	Sat 19 th	12noon-4pm	BFFS Xmas Party	Bremer Waters

CONTACTS:

► John Lewis 07 3848 4280

► Malcolm Campbell 07 3278 7164

► Albert Fathers 0755 343490

2016 FREE FLIGHT CALENDAR Ver 2



NSWFFS Contest and Fixture Calendar for 2016 including Victorian events



Date	Event	Venue	Time	CD
Dec 30 Jan 2	New Years Eve BBQ & Fun Fly No Comps Just Fun	W Wyalong	Flying anytime	If you want to go, book in
Jan 15	General Meeting	Harris Park	7:30pm	
Jan 24	Scramble, Scale Rally, HLG/CLG	Richmond	7.00am – 1.00pm	Gary Pope
Feb 7	Combined % + Scale Fun Fly	Richmond	7:00am – 1:00pm	Matt Hannaford
Feb 21	State Champ, P30 + Comb Vintage	Richmond	7.00am – 1.00pm	Terry Bond
Feb 27-28	Hunter Valley Champs	Muswellbrook		
Mar 18	General Meeting	Harris Park	7.30pm	
Mar 20	Combined % + HLG & CLG	Richmond	7.00am – 1.00pm	Jim Christie
Mar 27	Final Practice for AFFS & SSC	Richmond	7.00 am	
Apr 8-14	Dave Anderson Mem.Cup and AFFS Champs	Narrandera	See AFFS Program	
Apr 16-17	Southern Cross Cup F1A,B,C	W Wyalong	8.00am – 3.00pm	Dave Thomas
Apr 29 - May 2	Vic State Champs F1A, B, C, G, H, J plus O/Rubber, O/Power, P30, HLG	Marong	See FFDU for Vic Program Vin Morgan 03 9387 2531	
Apr 30-May 1	Veterans Gathering	Muswellbrook		
May 7-13	World Control Line Champs	Perth		
May 15	State Champs Scramble + Combined %, Control Line flying. BBQ Lunch	Richmond BYO Food	7.00am – 1.00pm	Terry Bond
May 20	General Meeting	Harris Park	7.30 pm	
May 28- Jun 2	69 th National Free Flight Championships. All normal events	W Wyalong AB Field	See separate program	CDs for different days
Jun 3-4	NSW State Champs F1A, B, C plus OP and OR	W Wyalong AB Field	8.00am - 1.00pm	Dave Thomas
Jul 2-3	Scale Rally Weekend. Scale comp on Sat 2 nd , Sun 3 rd ½ Hour scramble, Fun Fly C/L flying & BBQ Lunch	Richmond BYO Food	7.00am till dark Trans Tasman	Tahn Stowe
Jul 15	General Meeting	Harris Park	7.30 pm	
Jul 24	Combined %	Richmond	7:00am – 1:00pm	Jim Christie
Aug 7	Combined % (multiple entries)	Richmond	7:00am – 1:00pm	Terry Bond
Aug 21	Scale Rally, P30, Combined Vintage	Richmond	7:00am – 1:00pm	Tahn Stowe
Aug 27-28	Cowra Oily Hand Weekend	Cowra		
Sep 11	½ hour Scramble + Tomboy Mass Launch. Fuller Day, Stomper, Dixielander, Zoot Suit. BBQ Lunch	Richmond BYO Food	7:00am – 1:00pm	John Corby
Sep 16	Annual General Meeting	Harris Park	7:30 pm	
Sep 18	Combined % 5 flights	Richmond	7.00am – 1.00pm	Matt Hannaford
Oct 1 - 3	NSW State Champs F1G, H, J + Vintage Power, Rubber & Glider , ½ hour scramble	W. Wyalong A.B.Field	7.00am – 1.00pm	Roy Summersby
Oct 16	Combined % Multiple Entries	Richmond	7:00am – 1:00pm	Gary Pope
Oct 29, 30	Wings Over West Wyalong + Scale Rally all disciplines FUN FLY	W Wyalong	7.00am – till dark	Plenty of room for everyone
Nov 18	General Meeting	Harris Park	7:30 pm	
Nov 27	F1G, H and J (combined)	Richmond	7:00am – 1:00pm	Gary Pope
Dec 11	½ Hour Scramble, Combined Vintage with SAMS & Fun Fly	Richmond BBQ Xmas	7:00am – 1:00pm Lunch BYO food	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 W Wyalong. Plenty of room. 3. BYO FOOD, DRINK & CHAIR to ALL BBQs at Richmond			



West Australian 2016 Free Flight Contest Calendar



DATE	CONTEST CLASS	LOCATION	TIME	CONTACT
7 March	Combined Open	Meckering	9.00 am	Chris Behr – 9448 9922
27 March	Combined Open	Meckering	9.00 am	Paul Rossiter – 9316 0250
3 April	HLG/CLG State Championships	TBA	TBA	Greg McLure – 9457 8680
As above	Power Scramble State Championships	As above	TBA	As Above
24 April	Combined Open	Meckering	9.00 am	Chris Behr – 9448 9922
1 May	P30 State Champs / Roy Farren Cup	Meckering	9.00 am	Rod McDonald -9316 2762
as above	Combined Open / Free Flight Cup	as above	as above	As Above
5 June	SLOP State Championships	Meckering	9.00 am	Phil Letchford – 9295 2161
as above	Mike Beilby Cup	as above	9.00 am	As Above
as above	Combined Open / Free Flight Cup	as above	as above	As Above
19 June	Rubber State Championships	Meckering	9.00 am	Chris Behr – 9448 9922
as above	Wamac Cup	as above	as above	As Above
as above	Open Glider	as above	as above	As Above
10 July	Open Power State Championships	Meckering	9.00 am	Rod McDonald -9316 2762
as above	Combined Open / Free Flight Cup	as above	as above	As Above
31 July	Nostalgia	Meckering	9.00 am	Paul Rossiter – 9316 0250
as above	Combined Open / Free Flight Cup	as above	as above	As Above
13 – 14 August	F1A, F1B and F1C State Championship	Meckering	9.00 am	Paul Rossiter – 9316 0250
as above	FIA Team trials F1A, F1B and F1C (TT)	as above	as above	As Above
as above	Combined Open / Free Flight Cup	as above	as above	As Above
25 September	Free Flight Electric F1Q/E36/E30	Meckering	9:00am	Paul Rossiter – 9316 0250
as above	Old Timer Electric and Limited Height Gliders	as above	as above	Chris Behr – 9448 9922

- 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.