

FREE FLIGHT **DOWN UNDER**

NEWSLETTER OF THE AUSTRALIAN FREE FLIGHT SOCIETY INC

VOLUME 48 NUMBER 2

WINTER 2016



**POWER-FLYERS
BEWARE**

**ALL MAJOR AUS
COMPETITION
REPORTS**

69TH FF NATIONALS

AFFS CHAMPS

SOUTHERN CROSS CUP

DAVE ANDERSON MEMORIAL CUP



FRONT COVER: Chris Birch, 14, of Morisset NSW is our newest and youngest free flyer. For those who saw him fly at West Wyalong recently all will quickly agree he is a fast learner. Chris picked up many prizes at the Nationals and SCC.

Free Flight Down Under

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This edition of **Free Flight Down Under** is edited by Malcolm Campbell, 77 Freshwater Circuit, Forest Lake, Australia 4078. email: actrain@ozemail.com.au

Free Flight Down Under is the newsletter of the Australian Free Flight Society Inc, a Special Interest Group of the Model Aircraft Association of Australia. FFDU welcomes contributions in the form of articles, letters, pictures, etc on any aspect of Free Flight or related topics. Contributions can be sent to the above address or emailed to the editor. Electronically prepared material is preferred. Please keep photos separate and no smaller than 200 kb each.

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**Look after your eyes,
Power Flyers Beware**



PRESIDENT'S REPORT

This report follows the recent events held at Narrandera. We had numbers of overseas competitors from China, Indonesia, United States, New Zealand and even some from Tasmania. Malcolm Campbell no doubt will comprehensively report on the detail of the events and support the report with numerous fine photographs.

This year the field was in fine shape and the weather, while a little windy at times, remained flyable but at times the rounds had to be extended to facilitate retrieval of models.

For the David Anderson Memorial event Gary Odgers produced some spectacular ceramic trophies. We were privileged to have David's nephew, Simon, at the Morundah Hotel to present the winners their trophies. Simon, not a flyer, spent a day in the field with the modellers to gain an insight into this flying affliction that David and the rest of us suffer from.

Two World Champions attended the event and demonstrated the very highest standards of flying required to reach the top. We were impressed by the dedication of the Chinese team and their demonstration of world class flying. One team member even ventured into the Scramble event flying a version of Abdul. Alas Abdul was having an off day.

The team from Indonesia demonstrated skill with F1A and F1H models, reaching the fly-off for the former. Two of the team members had spent some time at University in Sydney and communication was easy. We learnt some information about aeromodelling in Indonesia and found it was much more extensive than we were aware of.

A very interesting situation occurred in F1G. Fifteen minutes before the end of the event Matt Hannaford required about twenty-five seconds in his last flight to win but his only F1G was well down wind. He asked me as CD if he could fly his F1B model with a ten gram motor for his final flight. As he was using the legal ten gram motor and his model was well over the eighty gram minimum weight he was given the go ahead. Matt wound the motor and gently launched to see the model climb away into good air and easily make the 120 second max to win. Anyone for twenty-five gram F1B motors?

From the AGM all members of the committee were returned. Vin Morgan will continue to process contest results to determine team places to be nominated to MAAA.

After some discussion, somewhat related to cost, a motion was proposed and carried to charge the real cost of printed FFDU to those requiring hard copies.

The new arrangements for toilets has saved us a great deal of money and I did not receive any adverse comment. Thanks to Phil Mitchell for this initiative,

When we started the Free Flight events over the Easter weekend the program started at lunch time on Good Friday and finished at lunch time on Easter Monday. The program was completed by flying some events in the afternoon. In recent times we have ceased afternoon events and doubled up morning events. This has raised issues for some trying to fly more than one event at a time in the morning. I would like to hear if members are still happy with the present arrangements or think there should be a review of the program.

I would like to thank the committee for all their work this last year and a special thank you to Noels for her work behind the scenes in making things run smoothly.

Happy flying

*Graham Maynard
President, AFFS*

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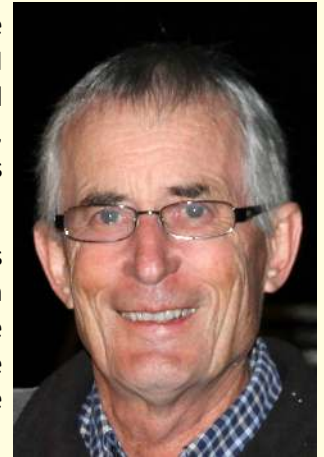


FROM THE EDITOR

FFDU takes time to put together but I always like the challenge. It helps me avoid the important jobs around the home and keeps me away from the modelling bench as I engross myself in the editing process. The AFFS and SCC events were very enjoyable and gave me plenty to write about and I got lots of useful photos. The Chinese, Indonesian, US and New Zealand visitors helped make the event so much better. Our overseas visitors flew very well and really added to the social side of the 10 days of competition.

Five weeks later, Kathy, Albert and I were once again at West Wyalong for the Nationals and NSW State Champs, the latter unfortunately rained out. We clocked up 6,700 km in the two trips. Weather for the Nats was excellent and we got the chance to move the flight line a few times. As the organisers gain more local weather data, setting up for the day will become easier. The clubhouse is working well and many of us enjoyed some delicious meals there over the week.

It was disappointing that only a small amount of content was mailed into me for this edition, so you'll have to put up with a newsletter heavily skewed to competition reports. Of course, this is also the time when our major events take place. Thanks to Matt Hannaford, Vin Morgan, Roy Summersby, Phil Mitchell, Tahn Stowe, Mike Pettigrew and of course Xin Pu Sheng from China and David Gunawan from Indonesia.



Cheers, Malcolm Campbell

Help broaden the content. Send me an article!



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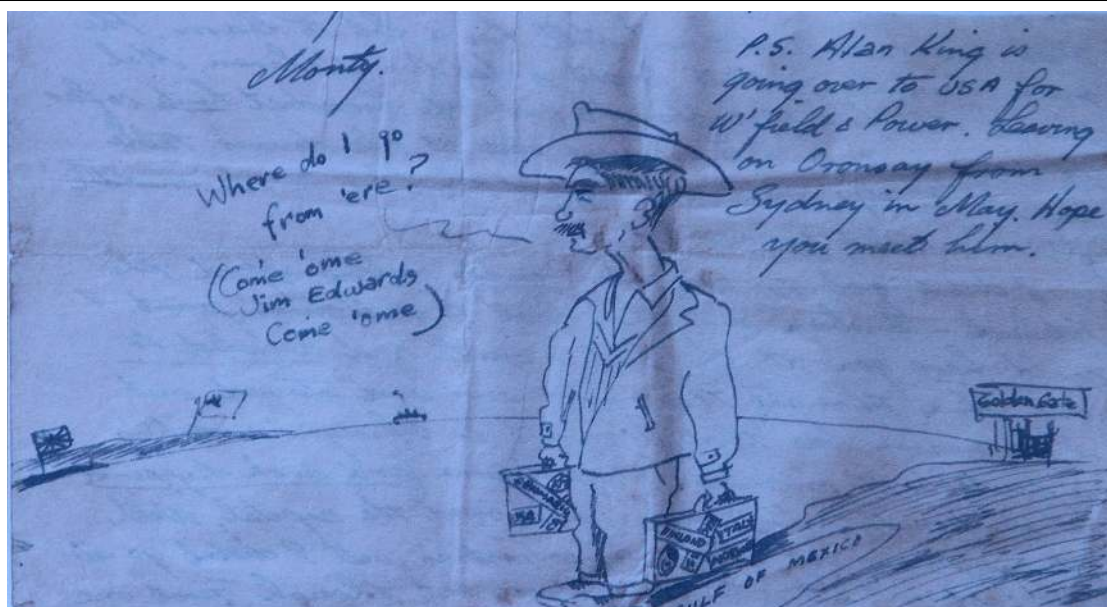
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Narrandera and West Wyalong 2016

Dave Anderson Memorial and AFFS Champs Southern Cross Cup (WW)

Report and photos by Malcolm Campbell

Early arrivals practised on Thursday and Phil and Noels, who were “camped by a billabong under the shade of a coolabah tree”, had been there since Monday. Winds were up, particularly in the morning, but winds for Friday were said to be in the 2 – 5 m/sec range with sunny skies. I put up a few flights in the afternoon, as did Brian and Charlie, our US visitors. Mike Thomas and Mike Pettigrew also came out to play, and the Indonesians made a late appearance.

FRIDAY

Dave Anderson Memorial Cup - F1A and F1C

Friday was cloudy and quite cool with a very light breeze by 8 am, which would increase to 5 m/sec by 11 am, with gusts to 8; a pattern that would apply to most days of competition.

Nine flew in F1A and five in F1C under the command of CD Graham Maynard. We flew to the new FAI rules of 4 min first round with an option for 4 minutes in the final (5th) round. F1C had a 4 sec motor run. The first two rounds were quite calm with short retrieves.

Mike Pettigrew made a welcome return to F1C after a short break of

over 20 years. He endured considerable pain in his right leg and flew pending a major operation on Monday. He would surprise everyone. Regulars Gary Pope and Terry Bond were joined by a very capable Tamworth flyer, Shannon Tolmie who also surprised the regulars. Fellow Tamworth flyer Shayne McDonald would join in the fun by the end of the week.

F1A had a few newcomers. Well actually a couple were quite old and returning to the fold – Mike Thomas from Tasmania and Tahn Stowe. Indonesian David Gunawan made his first trip to Australia with a pair of Vasy F1A LDA Buntbones. It was great to see the large contingent of Indonesian and Chinese visitors. And Matt Hannaford trotted out the venerable ex Phil Mitchell ex Brett Mitchell ex Malcolm Campbell model for his first competitive F1A flight at Narrandera.

F1A – 9 flew

Round 1 was buoyant but making 4 minutes didn't seem easy for some, although Vin said he was using this event to retrim his WHobby model, and Matt's model was also misbehaving. There were some bad drops in R1. Things improved in round

2 with all except one making the 3 minutes. Well, Matt would have made the three minutes if he'd set the timer correctly. The next scroll would have given him 4 minutes and he didn't feel like walking, so he set it one scroll in and fell 5 secs short.

Thermals were scarce so many elected to stay with long models for round 3. Albert was the standout, circling for nearly 30 minutes before scoring the best height of the day. I dropped 3 secs (if only I launched harder!) and Mike Thomas recorded his second max. Vin continued trimming his model and Matt Hannaford's model continued to play up, getting minor tip damage when it landed. David Gunawan put paid to his chances in this round but maxed the other four. It was in this round a light shower passed through. It would be the only rain we got – such a contrast to last year!

Round 4 was the thermal round as winds increased and 8 maxed, although only Brian and Phil were clean. It was decided R5 would be 4 minutes so Brian and Phil launched early after several minutes of towing, initiating a mad scramble by the other flyers to join them. I was held up with Albert's line falling across mine and



Phil Mitchell setting up for the first comp



Charlie Jones helps Brian Van Nest

got away too late for the big lift, but my model held on tantalisingly close to the ground for most of the flight. It should have been all over in 2 mins but it hung in for 4 mins 15 secs. Albert was really high, taking 3 min 30 secs after DT to land, and Brian and Phil were also very high. Tahn towed in a different direction scoring B class lift and dropped 20 secs, whereas David Gunawan got the 4 mins.

F1C – 5 flew

F1C had one big drama and one surprise, and it involved just one person – Mike Pettigrew. His timer failed to start and his model screamed skyward arcing over on its back to do two very large outside loops at high speed, the geared motor seriously unloading on each downward trip. Finally it performed some sort of wingover and raced skyward again, aiming for the clouds. It almost got there! Now out of fuel, it descended, on VIT setting and on its back in a step and stairs fashion, to strike the ground quite hard. Damage was only a broken boom. Mike must have found a soft

clod of dirt. He reached for another model.

Gary Pope started badly with an incorrect hook-up but went on to max the other 4 rounds. Shannon Tolmie was still learning the ropes and would surprise many later on, in the AFFS comp. Roy and Terry did the opposite, starting well and choking in the final flight and failing to pick 4 minute air.

After over 20 years, Mike Pettigrew was back, winning F1C with a full house and no fly-off.

SATURDAY

Dave Anderson Memorial Cup - F1B

Weather for Saturday started perfectly, with a very light breeze early in the morning for the F1A fly-off between Brian Van Nest and Phil Mitchell. Both didn't waste much time launching in similar air, with Phil recording a 94 m launch to be down in 6 min 5 secs, just 3 secs ahead of Brian. This margin would come back to haunt Brian in the very last comp at West Wyalong!

F1B – 10 flew

Round 1 started in a very light breeze, which like Friday would increase to 5 m/sec by 11 am, with gusts to 8. Graham Maynard was the first DNF with timer failure. Matt Hannaford was coming to grips with his new Vivchar model and Leigh Morgan was also trimming, so they were not worried about scores. Paul Rossiter encountered prop release problems that were not fixed until late in R2, and he went on to max that one.

Round 3 was the cruncher. With very little breeze, Matt launched first to be tossed around and into lift. Paul went next and his climb was not good. Vin waited a few minutes and launched about the time Roger Morrell launched. Charlie Jones and Craig Hemsworth soon followed, the latter nearly snaring Gary Goodwin's model that had DT'ed on launch. Three models circled low in in dead air. Gary Pope had already dropped two rounds and now four key players, Vin, Paul, Charlie and Craig, also dropped. Roger



Roger Morell gets away in the DAM Cup



Craig Hemsworth leans well back to launch



Vin Morgan flew consistently all morning



Terry Bond picked his own air & surprised everyone



Charlie Jones tested his lovely Russian full CF model



Terry had his own cheer squad, Gary and Matt

squeaked it in and Terry and he were the only ones clean.

Roger was not so lucky in R4, falling 10 secs short. Craig went in a boomer, after borrowing Albert's tracker system, his being misplaced in R3 and subsequently located after he'd launched. This was the start of a déjà vu experience for Craig. Having lost a model here in 2015 he embarked upon a lengthy and successful retrieval that removed him from a R5 score. Had he got back and maxed, he would have taken 3rd place, by 2 secs.

Round 5 saw Charlie Jones field his Russian-built elliptical-tipped model with full carbon covered wing, and he hooked a monster thermal to finish the climb at 180 m. The door stayed open for a while with seven maxing the round.

In the end, Terry was the only one to max out with Roger 10 secs behind and Vin in 3rd place.

SUNDAY

This was a reserve day. Those who went to the AGM had a meal at the RSL first. The full committee was re-elected.

MONDAY – the AFFS events begin

Combined Open % – 6 flew

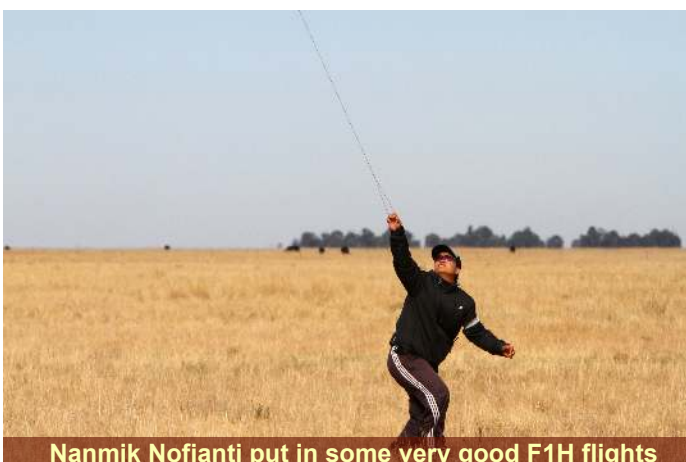
Another day that started light with the winds progressively increasing over the morning. 3 F1Bs, an F1A, an F1H and an F1J competed. Phil worked quickly to record his 3 flights while the winds were down. Craig Hemsworth flew 2 flights and Mike Thomas soldiered on, they were the only two not to make the fly-off.

F1H – 5 flew

Phil Mitchell and Brian Van Nest put in impressive performances with good high launches, easily running up 5 maxes. Indonesian Nanmik Nofianti showed very good form but suffered badly in R3 when her model pulled hard left in the launch with a resultant drop. I found my model needed a lot more trimming and recorded just one max. Afterwards, I also found a broken dihedral joint that may have been there for most of the competition! Surprise packet was Kathy Burford who soundly maxed all 5 rounds with good height to make her first ever fly-off.

F1J – 8 flew

This was the biggest field of Js for some time. Most flew Vasily models with Cyclon power although Harry



Nanmik Nofianti put in some very good F1H flights



Kathy Burford tries out the #1 spot before her fly-off

Sokol had a very cute TD-powered half size Dixielander. Tamworth flyers Shayne McDonald and Shannon Tolmie livened up the competition and will be ones to watch in future. Bruce Hao (Capt Risky) show improving form with his J. To think last year he was only flying Scramble! Matt Hannaford had a bad prang in R2 and retired. Terry, Roy and Tahn continued to max until R5 when Tahn dropped, so there were two in the fly-off.

F1G – 5 flew

I saw Jim Christie not far from the line looking for his first flight. His second flight kept him busy for 3 hours, so he missed the rest of the competition. Leigh Morgan's model gave her trouble in the first 2 rounds so she too retired. Charlie Jones was beaten by the wind in the three middle rounds but did max the first and last ones. Terry Bond fared worse than Charlie and also dropped three rounds, with winds at 5 – 7 m/sec for the later rounds. Matt Hannaford kept clean in the first 4 rounds – and then he lost his model. I was walking back in with an empty-handed Matt when

he broke into a stride saying he was hatching a plan for R5, assuming Terry could be beaten into 2nd place as he thought Charlie was leading. His plan worked better than expected. He loaded his F1B with just 10 gm of rubber and the model lumbered upwards in R5 to hook a thermal and max! A surprised Matt took 1st place and gave the Americans a wonderful story to take home.

TUESDAY

Three fronted the line at 7.30 am for the F1H fly-off, with winds around 2 – 3 m/sec. Brian and Phil circled not far from each other and launched early in the window. Kathy waited until later and got a bit involved in her launch losing some height but then she was not bunting, and it's asking a lot for a little balsa model to keep up with the CF youngsters. Another close finish for Phil and Brian, with Brian this time coming home 4 secs ahead of Phil. Kathy had the shortest retrieve but she still recorded a credible 108 secs.

Phil won the Combined Open % fly-off with an F1A, leading home the F1Bs of Vin Morgan and Paul Rossiter, with

Roy Summersby a distant 4th. Roy and Phil were particularly busy, completing two fly-offs apiece, before starting their F1A and C events respectively.

The F1J fly-off was a two horse race – Roy against Terry. Roy took the trophy, almost a minute ahead of Terry. I don't think Terry was that happy, as he left his model in the paddock until after the F1C event was over. I picked it up on my R5 retrieve.

F1A – 8 flew

The CD elected to declare the first and last rounds to be 180 secs due to the forecast for stronger winds. Only 4 maxed the first round, in steadily increasing winds. I was unlucky to miss out when low level turbulence buffeted my model down just 11 secs short. David Gunawan went late in the round when winds were 4 – 6 m/sec with gusts to 8.

Round 2 was fun. Seeing a soaring wedge-tailed eagle coming our way, I launched to bunt under it. Phil simultaneously thundered over to bunt over it. The wedgie looked confused. Brian Van Nest was unlucky



Roy Summersby tests his F1J before the fly-off



Phil Mitchell gets away in the Combined fly-off



Kathy and I found the "Man from Ironbark's" camp



This year socialising was high on the agenda

to break a line during his launch, coming off below line height and recording 2 min 38 secs. Four maxed this round.

Winds subsided a bit for round 3. Phil and Brian went together early to max and Albert and David went later in the same air to max. I got pushed off to the side to drop badly. Tahn picked his own air later in the round to also max. He said later he had excess right rudder as the line had unwound, and didn't really want to walk beyond the drainage ditch. So he picked a weak thermal and ended up going in what became a wild launch into a boomer, giving him the long walk he didn't want. So R3 changed the order substantially for me and put Brian back in the running for a podium position.

Albert and I had big retrieves in the final round; mine going a lot further and ending half way up the edge of the wall of a ¾ full dam! But the finishing order didn't change for rounds 4 and 5 as all contenders maxed these flights, and Indonesian David Gunawan found himself in his first fly-off.

P-30 – 4 flew

This was The Morgans versus The Hannafords, well two Hannafords, not the whole squadron and the wind gods weren't kind. I have photos thanks to Kathy but didn't see any of this event. Matt did because he was in it, and he reports on it elsewhere in FFDU.

OPEN RUBBER – 3 flew

A surprisingly low entry for this event and we saw two F1Bs battling against a lone stick & tissue true Open Rubber model. With the breeze up they all had long walks and it was good to see newcomer 14 year old Chris Birch accompanying our octogenarian Jim Christie on each retrieve. Jim has such long retrieves that the NSWFFS is thinking of installing a tracker on Jim as well as his model!

Craig's differential warps had equalised causing his model to fall out of lift. He fixed this before his third flight. And cunning Jim Christie DT'ed early on his final flight skilfully avoiding a fly-off with winner Paul Rossiter but

he fell too early to catch 2nd place getter Craig Hemsworth.

F1C – 8 flew

It was interesting to see the 8 entrants were made up of 4 Chinese flyers, the 2 Tamworth newcomers and the dreaded F1Ceasy brothers. Unfortunately, Mike Pettigrew was home recuperating after his Monday ankle operation. This was the biggest F1C field for some time, and the results surprised many.

I remember one Chinese flyer, Weiwei Yang, totalling his model but that may have been a practise flight. Needless to say it got the attention of Craig Hemsworth and Kathy Burford, when it dug in not far from their vehicles.

The weather was perfect for F1Cs judging by the number of red dots. But only one Chinese flyer joined three Aussies for the fly-off, and one of those Aussies was Shannon Tolmie who signalled a very strong intention to fly hard, although he had to push the button on one attempt. The



Nanmik Nofianti launches David Gunawan's F1A



Terry Bond has perfected the One Finger launch



Shannon Tolmie from Tamworth surprised quite a few



Roy Summersby also uses just one finger



Chinese flyer Hong Lu flew both F1C and F1B!



Alex Andriukov only flew in the AFFS & SCC - won both



Vin Morgan made sure of each of his launches



Hong Lu easily swaps from Power to Rubber

F1C easy boys were up front where they liked to be, but things were to change.

WEDNESDAY

The F1C fly-off was not without drama. Getting 8 timers early in the morning was one thing then Terry hooked his lines incorrectly and the model went inverted for the glide. Fortunately the only thing that suffered was his time. Roy's launch was perfect (he has had considerable practise) and he went on to score a very respectable 7 min 25 secs. Roy looked good, as F1B/F1C flyer Hong Lu was having starting troubles. With a minute to go he got it started and launched with a mighty cry, not nearly as mighty as Roy's when the time came in, 7 min 27 secs. Shannon Tolmie wasn't half bad either, recording 4 mins 22 secs. Roy's problems were compounded when he spent hours looking for his model without a signal. He returned to base and went out a second time and found it, without a tracker signal. He opened the hatch to extract the transmitter to

discover he hadn't removed the battery isolator. What's that famous Summersby motto? "*Check, check, check*"

The F1A fly-off followed with Phil customarily first up, but not away. He watched David get airborne and launched directly after David, with a bunt of 104 m. He DT'ed as soon as he knew David's time, still with 2 mins of altitude in the tank. I foolishly volunteered to walk out for it. The line was spot on but the distance was considerable.

F1B – 14 flew

Wednesday became a tricky day, with the seemingly customary 3 – 5 m/sec gusting to 7 patches, not quite as windy as the F1A day. Lulls of 3 m/sec were very short. Round 1 sorted many out. It was 4 mins and half the field dropped including some big names. Charlie trotted out his glamorous elliptical tipped model to be one who maxed. Some models were clocked off due to visibility issues.

Graham Maynard suffered a "silicone launch" in R2, his model rotating in his

hand causing a big drop. By Round 3 it was decided to extend rounds to 90 minutes. That caught Gary Odgers out. He was flying a vintage balsa Wake and making a good job of it, but he got out of sync and missed R4. And Graham also didn't get back for R5 when the round was brought back to 60 minutes.

But back to R3 - at 11 am we stopped momentarily to celebrate Lindy Morrell's and Charlie Jones' birthdays. Noels supplied a scrumptious decorated birthday cake and other goodies, all gleefully devoured by marauding modellers, although Charlie missed all the preliminaries as he was out retrieving his model. We kept some cake for him.

Round 4 spelt disaster for Craig Hemsworth, his model not transitioning correctly from the power burst. It was down in 35 secs, shattering what was otherwise a perfect score. Charlie Jones had a big disappointment too, dropping just 9 secs in R5 to miss out on the fly-off. His Facebook page told his friends he'd walked over 13 miles on the day.

The fly-off now had just three people – an American, a Chinese and an Aussie. Speaking with Alex Andriukov after the event he said he felt conditions were not that hard although I know many felt the long retrievals were tiring, particularly when the wind direction brought fences into play and the bike riders had to leave their bikes at the fence. But gee, it was only five rounds.

The fly-off tomorrow was going to be a cracker!

OPEN POWER – 3 flew

With the demise of “Sarah” (Roy’s refurbished, improved and renamed “Dianna”), it became a rather lame 3 horse race. “Sarah” should have been spectacular as she didn’t have “Dianna’s” bladder problems, but she took a while to get started. She was also more of an extrovert and had a tendency to go over the top. And she did so in one short and spectacular flight becoming a folder by the time

Roy hit the button. More repairs for Roy.

It was hard to tell who was flying in this event because some were just practising, but it was Harry Sokol who claimed first place by flying longer flights than Tahn Stowe who easily beat Martin Williams who put up one “flight”, claimed 3rd place and called it a day.

HLG/CLG/DLG – 9 flew

Five flew CLGs, one flew a DLG and three HLGs made up the nine. One of the HLGs would be the surprise packet. Flying near and downwind of the relocated F1B flight line, one would have thought the balsa glider flyers would benefit from some indicators but this was not so as it was windy with gusts and the air most flew in kept their scores low. Only those who launched high got above the turbulent air.

Peter Lloyd just couldn’t get his Morris Dancer DLG dancing and

recorded low scores. Tahn Stowe and Mike Thomas had a great time flying their CLGs, as did Phil Mitchell who did push bike retrievals. In the wind it was advisable to trot along under your model as the little gliders tend to nestle into the grass and disappear on landing.

Tahn Stowe hooked the first decent thermal on his second flight to max, one of only 4 maxes recorded by four separate competitors over a total of 54 flights. Chris Birch showed the advantages of a young arm, being the only one with a HLG to max, and on his second last flight, as did HLG flyer Mike Thomas. Malcolm Campbell waited longer, snaring his max and the highest flight with his last launch.

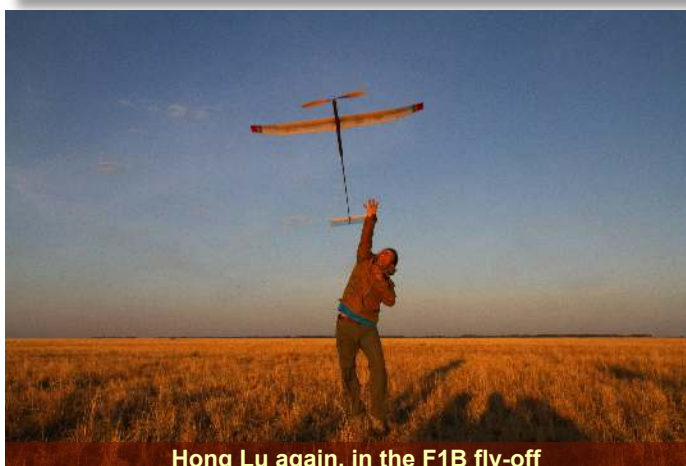
Well, who won? Not any of these. Kathy Burford flew under the radar racking up a consistent set of scores to win from Chris Birch and Malcolm Campbell. She was actually quite surprised, thinking you needed a max to win! The event was closely fought,



Noels teed up a great surprise for the two birthday flyers



Gary Odgers did so well with his old Wake



Hong Lu again, in the F1B fly-off



Harry Sokol, with a relaxed launch in Open Power

with 13 secs separating the first 6 places.

THURSDAY

With light winds (1 – 2 m/sec) from the east, conditions for the F1B fly-off were ideal. Vin Morgan launched first in apparently good air. Alex Andriukov broke his first motor and walked to the line with 3 mins to go, calmly cranking on a large number of additional turns. His launch was good. Hong Lu wound 2 motors and launched his model with 1 min to spare. Alex won from Vin, over a minute behind with Hong 10 secs behind Vin. Hong and his crew then spent several hours locating his model, as he flew without a tracker in it!

Combined Vintage – 5 flew

One power model and a rubber model faced 3 gliders in an uncharacteristically small field of entries. The first flight was “time to ground” and before 8 am which placed a strain on those flying more than one event or those who flew in the

preceding fly-offs. Fortunately winds were light.

I was pretty happy with my Seraph’s first flight as it flew 4 secs more than Phil’s Nebula flight of 3 min 51 secs. Then Roy announced his first flight. It was 33 secs longer than Phil’s! The race was on. Kathy Burford had never flown the Nebula or used a stretchy 100 m line before but she took it to the top for a credible 2 min 57 secs. Her launches were all the same, to the top of the line, maxing her second flight and being high enough to max her final flight, except I’d let the timer run down, by accident, I swear.

Phil and Roy maxed out and I should have but boom damage I discovered after a long second flight and temporarily repaired by Tahn Stowe had me worried that it may not handle rugged conditions. So I stupidly towed up in sink and recorded a woeful 80 secs, dropping from a probable 2nd into 5th. Jim Christie was very unlucky, sitting on two maxes his timer

malfunctioned in the 4rd flight causing a DT under power – down in 45 secs!

So Roy took the prize from Phil and Kathy.

SCRAMBLE

While the day’s events were taking place the Scramble kicked off at 8.30 am, much to the amusement of the overseas people who had never before witnessed such a spectacle. It should have been a race between Tahn and Phil, but Tahn had his carpet fly like never before, in a boomer thermal. He never came back until after it ended. Maybe he could have made it back, but it was decided at the outset because of the wind speed to make it a 30 min scramble, not the full hour. So this favoured our ironman, Phil Mitchell. But Phil now had a serious adversary, young Chris Birch. 14 year old legs will always outrun those with grey hair.

Matt Hannaford rewrote the book on aerodynamics. Losing most of his fin and port wingtip, he simply re-jigged



Phil Mitchell was challenged in Scramble



XinPu Sheng deserved a “A” for effort



Matt Hannaford’s model flew on despite damage



Changing of the guard - Chris Birch won

the wing and kept flying till the end. Models were flying as far as the fence line and all were feeling weary, well except for Xin Pu Sheng who was having a ball. He could start the little Mills diesel without any trouble but couldn't keep it flying. So the champion F1C flyer ran around the flight line holding his flying carpet and occasionally trying to launch it. Xin Pu kept the spectators happy. Matt's son Tim had bad luck. He broke the back of his hastily built untrimmed Carpet.

So it was Chris Birch flying a Tomboy who stopped Phil's long unbroken spell as Scramble King, by 30 secs with Matt Hannaford a worthy 3rd.

OZ DIESEL

This event was a poorly attended event with Roy winning easily with his "F1J" styled OzD from Harry Sokol and Martin Williams. I put up a couple of flights but the DT arm kept letting go on the Seelig for 80 secs and 40 sec flights (no pre-comp test flights for me).

Retrieves were long on the last day so many went home to rest before the dinner. Kathy and I did the "Des and Col" thing, for those who remember this most enthusiastic FF duo – we stayed back after all had left to have our lunch on a vacant field and reflect

on what was a great AFFS competition. And we closed the gates for the last time until 2017.

Oh, and before we leave the Narrandera story I must say that the regular social afternoons and occasional evening meals in Free Flight Central (the downtown caravan park where most flyers stayed) were most enjoyable.

THE AFFS DINNER

Some say this is the best part of the AFFS week and after this one I'm sure more will be saying it. The AFFS have run this dinner at the Morundah Pub for three years now and the quality



The Tamworth boys and the Hannaford Clan



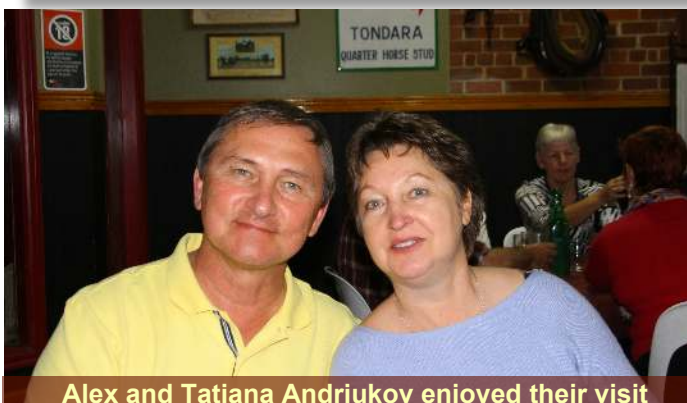
NSW hosts the Chinese table



A good roll up at the Morundah Pub



Pres Graham Maynard and the Indonesian team



Alex and Tatiana Andriukov enjoyed their visit



Jackie Wang and Xin Pu Sheng with Terry Bond

and content hasn't wavered, thanks to their ex-Melbourne 5 star chef. It was a truly superb dinner, made even better when we learnt that it was to be a dry tab, with the drinks being picked up by the late Dave Anderson's estate. And this year, we were

chauffeured there and back by a full-size air-conditioned coach.

Dave Anderson's nephew Simon gave out the trophies and made a good speech at the start of proceedings. The awards and speeches went off without a hitch and the smiles on all

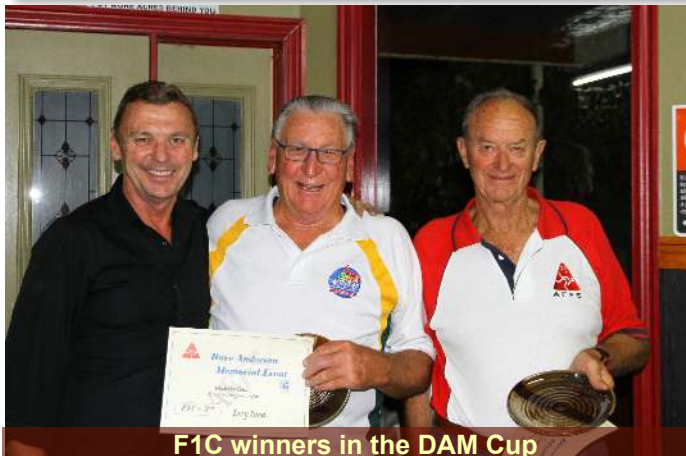
faces in the many photos I took suggest this was a truly spectacular ending to the 2016 AFFS Champs. The committee should be truly proud of their achievements. Tomorrow, many of us leave for West Wyalong and the Southern Cross Cup.



F1A winners in the DAM Cup



F1B winners in the DAM Cup



F1C winners in the DAM Cup



AFFS F1A winners



AFFS F1B winners



AFFS F1C winners



AFFS F1G winners



AFFS F1H winners



AFFS F1J winners

DAVE ANDERSON MEMORIAL CUP**Results****F1A**

NAME	FAI NUMBER	R1	R2	R3	R4	R5	TOTAL	FO1	PLACE
Phil MITCHELL	AUS12594	240	180	180	180	240	1020	365	1
Brian VAN NEST	USA23122	240	180	180	180	240	1020	362	2
Malcolm CAMPBELL	AUS52060	240	180	177	180	240	1017		3
Vin MORGAN	AUS19046	205	180	140	180	240	945		4
David GUNAWAN	IND545	240	180	100	180	240	940		5
Tahn STOWE	AUS3148	137	180	130	180	220	847		6
Mike THOMAS	AUS17192	145	180	180	180	130	815		7
Albert FATHERS	AUS65586	120	180	180	90	240	810		8
Matt HANNAFORD	AUS30384	119	175	120	26	201	641		9

**F1B**

Terry BOND	AUS3107	240	180	180	180	180	960		1
Roger MORRELL	NZ10530	240	180	180	170	180	950		2
Vin MORGAN	AUS19046	240	180	148	180	180	928		3
Charlie JONES	USA45287	240	180	132	128	180	860		4
Matt HANNAFORD	AUS30384	138	180	180	180	180	858		5
Gary GOODWIN	AUS12808	240	180	7	180	180	787		6
Leigh MORGAN	AUS48321	104	123	180	180	180	767		7
Craig HEMSWORTH	AUS8828	240	180	150	180	0	750		8
Gary POPE	AUS38115	149	180	111	58	90	588		9
Paul ROSSITER	AUS20577	240	180	108	23	0	551		10

F1C

Mike PETTIGREW	AUS4941	240	180	180	180	240	1020		1
Roy SUMMERSBY	AUS2153	240	180	180	180	189	969		2
Terry BOND	AUS3107	240	180	180	180	179	959		3
Gary POPE	AUS38115	30	180	180	180	240	810		4
Shannon TOLMIE	AUS56015	128	180	177	150	131	766		5

AUSTRALIAN FREE FLIGHT CHAMPIONSHIPS**Results****F1A**

NAME	FAI NUMBER	R1	R2	R3	R4	R5	TOTAL	FO1	PLACE
Phil MITCHELL	AUS12594	180	180	180	180	180	900	263	1
David GUNAWAN	IND545	180	180	180	180	180	900	223	2
Brian VAN NEST	USA23122	180	166	180	180	180	886		3
Albert FATHERS	AUS65586	115	180	180	180	180	835		4
Malcolm CAMPBELL	AUS52060	169	180	98	180	180	807		5
Tahn STOWE	AUS3148	131	134	180	180	180	805		6
Mike THOMAS	AUS17192	180	0	0	0	0	180		7
Matt HANNAFORD	AUS30384	124	36	0	0	0	160		8

**P30**

P30					FO1	PLACE
Leigh MORGAN	120	120	120	360	193	1
Vin MORGAN	120	120	120	360	192	2
Matt HANNAFORD	120	120	120	360	173	3
Tim HANNAFORD	120	120	120	360	151	4
Mike THOMAS	105	8	120	233		5

F1B

								FO1	PLACE
Alex ANDRIUKOV	USA548719	240	180	180	180	180	960	378	1
Vin MORGAN	AUS19046	240	180	180	180	180	960	311	2
Hong LU	CHI90605	240	180	180	180	180	960	301	3
Charlie JONES	USA45287	240	180	180	180	171	951		4
Yunsheng WU	CHI90599	240	167	180	180	180	947		5
Roger MORRELL	NZ10530	223	180	180	180	180	943		6
Paul ROSSITER	AUS20577	214	180	180	180	180	934		7
Craig HEMSWORTH	AUS8828	240	180	35	180	180	815		8
Gary ODGERS	AUS24774	202	180	180	0	180	742		9
Graham MAYNARD	AUS 9879	227	114	180	180	0	701		10
Matt HANNAFORD	AUS30384	240	158	0	0	0	398		11
Terry BOND	AUS3107	205	0	0	0	0	205		12
Gary POPE	AUS38115	147	0	0	0	0	147		13
Leigh MORGAN	AUS48321	116	0	0	0	0	116		14

**F1C**

								FO1	PLACE
Hong LU	CHI90605	180	180	180	180	180	900	447	1
Roy SUMMERSBY	AUS2153	180	180	180	180	180	900	445	2
Shannon TOLMIE	AUS56015	180	180	180	180	180	900	262	3
Terry BOND	AUS3107	180	180	180	180	180	900	59	4
Yuan GAO	CHI90603	180	180	180	180	170	890		5
Xin Pu SHENG	CHI110498	180	180	173	180	120	833		6
Gary POPE	AUS38115	180	86	52	180	116	614		7
Weiwei YANG	CHI90604	175	180				355		8

COMBINED % OPEN

					TOTAL %	FO Model	FO %	PLACE
Phil MITCHELL	F1H	100	100	100	100	F1A	221%	1
Vin MORGAN	F1B	100	100	100	100	F1B	168%	2
Paul ROSSITER	F1B	100	100	100	100	F1B	156%	3
Roy SUMMERSBY	F1J	100	100	100	100	F1J	21%	4
Mike THOMAS	F1A	56.66	67.22	71.66	65.18			5
Craig HEMSWORTH	F1B	100	11.66		37.22			6

F1H

							FO1	PLACE
Brian VAN NEST	120	120	120	120	120	600	210	1
Phil MITCHELL	120	120	120	120	120	600	206	2
Kathy BURFORD	120	120	120	120	120	600	108	3
Nanmik NOFIANTI	120	120	95	120	120	575		4
Malcolm CAMPBELL	60	120	93	70	71	414		5

F1G

Matt HANNAFORD	120	120	120	120	120	600		1
Charlie JONES	120	85	104	114	120	543		2
Terry BOND	120	79	70	120	115	504		3
Leigh MORGAN	81	60				141		4
Jim CHRISTIE	101					101		5

F1J

							FO1	PLACE
Roy SUMMERSBY	120	120	120	120	120	600	215	1
Terry BOND	120	120	120	120	120	600	156	2
Shayne McDONALD	120	105	120	120	120	585		3
Tahn STOWE	120	120	120	120	93	573		4
Shannon TOLMIE	120	120	120	96	114	570		5
Harry SOKOL	84	120	120	120	120	564		6
Bruce HAO	120	96	96	120	116	548		7
Matt HANNAFORD	120					120		8

OPEN RUBBER

					PLACE
Paul ROSSITER	180	180	180	540	1
Craig HEMSWORTH	180	159	180	519	2
Jim CHRISTIE	180	180	116	476	3

OPEN POWER

					PLACE
Harry SOKOL	180	180	56	416	1
Tahn STOWE	145	135	83	363	2
Martin WILLIAMS	24			24	3

HLG/DLG/CLG

							Best 3	Place
Kathy BURFORD	49	36	38	25	25	46	133	1
Chris BIRCH	20	17	27	41	60	22	128	2
Mal CAMPBELL	29	29	36	24	31	60	127	3
Tahn STOWE	33	60	32	19	21	17	125	4
Phil MITCHELL	9	24	28	34	21	60	122	5
Mike THOMAS	19	19	35	20	60	25	120	6
Matt HANNAFORD	59	3	2	22	3	27	108	7
Peter LLOYD	37	9	9	21	15	22	80	8
Tim HANNAFORD	14	2	3	6	3	3	23	9

**OZ DIESEL**

OZ DIESEL						PLACE
Roy SUMMERSBY	120	108	120	119	120	587
Harry SOKOL	120	105				225
Martin WILLIAMS	108	50				158
Malcolm CAMPBELL	70	40				110

IVOR F MEMORIAL & RUSS HAMMOND SCRAMBLE

Chris BIRCH	369	1
Phil MITCHELL	337	2
Matt HANNAFORD	260	3
Tahn STOWE	120	4
Xin Pu SHENG	0	5
Tim HANNAFORD	0	5

COMBINED VINTAGE

		R1	R2	R3	TOTAL	R1 HIGH	PLACE
Roy SUMMERSBY	Swiss Miss 1956	180	180	180	540	264	1
Phil MITCHELL	Nebula 1954	180	180	180	540	231	2
Kathy BURFORD	Nebula 1954	180	180	166	526		3
Mal CAMPBELL	Seraph 1956	180	180	80	440		4
Jim CHRISTIE	Bilgri 1955	180	180	45	405		5

AFFS CHAMPION 2016

	Score	Events
1. Phil MITCHELL	583	6
2. Roy SUMMERSBY	500	5
3. Matt HANNAFORD	388.6	6

CHAMP OF CHAMPS Phil Mitchell

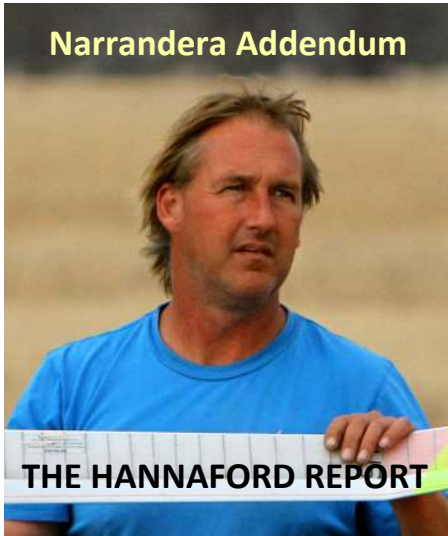
In response to "F1 C and the 4.00 sec Rule"



My opinion about the 4 second rule is that it is a game changer. Given that all F1 C podium positions were all flying folders in all three Fab Feb contests and that most other models that did ok were flappers. It is my opinion that you must use a higher cambered airfoil to now be competitive. With the 5 second run, our geared, compromised airfoil straight wing models could get high enough to sometimes luck into a nice piece of air, but given the lower altitudes now achieved, you must have a very good glide.

***Mike Roberts, Seattle, USA***

Narrandera Addendum



F1G

There were 5 contestants and some flying in 2 categories. Gary Pope was timer for me (F1G, F1J), Terry Bond (F1G, F1J) and Tahn Stowe (F1J). He did a great job and, if it wasn't for Gary, we wouldn't have got all our flights in. Jim Christie and Leigh Morgan both dropped the first round and focused on other events. Terry and Charlie dropped round 3, but the scores were still tight. I was clean in round 4 but the model was in strong lift when it DT'ed and I lost sight at 4min 30 sec.

When all scores were in after round 5 flights and I needed just 25 seconds to win. With a lost model and 1.5 hours till the end of round 5, I searched and searched but with no tracker signal I had to make a decision, should I keep looking or return and fly something else? My brain was ticking away. Without another F1G what would I do?

I returned to the CD tent with only 6 minutes remaining in the round and asked if I can I fly a "Wakefield" model with 10 grams of rubber? Confirmed by Graham and Vin, I started to assemble my F1B. No time to waste, Phil Mitchell was counting down the minutes and the Pope was helping me. I ran with wound model in hand to the flight line with only one minute remaining in the round.

I launched an F1B with only 1/3 of its normal motor and it lazily cruised away. In strong lift and wind, it

bumped into a thermal and then climbed! Now think, this model is 20 grams under-weight if it was an F1B but it only had 10 gm of rubber. It did the impossible – it maxed for the win!

The story gets even better. In the BBQ shed at night after a few beers I thought - I was only doing this to beat Bondie but it was Charlie who came 2nd, and Terry came 3rd!

P-30



Leigh Morgan wins the fly-off

There were 5 contestants, Mike Thomas vs Team Hannaford vs Team Morgan. The rivalry has continued since the Nats two years ago! Team Morgan with new fancy full carbon fuse models with electronic timers were going to be hard to beat with the top 2 Team Hannaford's out of town. I was trying to fly F1A while the kids held the fort. Sam H found the conditions hard and decided not to fly. Tim was keen and assembled and wound unassisted, often sponging lift off others flying. Vin was launching up-wind, from the back of his car. No protest involved, just an advantage!

With 4 in the fly-off, Team Morgan spokeswoman Leigh didn't think they could make it considering they were also flying F1B the next day..... and quote "I have a difficult husband".

The fly-off was tense as Tim broke a motor and Vin had missed a DT band for his timer. In a near mass launch, Tim stalled twice in the climb and didn't get the height of the others and swapped positions, as they all climbed steadily away!

The stop watches clicked off to screams of "Girl Power". Hugs all round for the girls! Leigh had won from Vin, by just 1 second! Matt was approx. 20 seconds behind.



Leigh celebrates her win

SCRAMBLE



Chris Birch wins Scramble

With the Ross Hammond perpetual trophy and Ivor F memorial trophy up for grabs, the Scramble stakes were high.

Tahn Stowe offered a model to Xin Pu Sheng from China, one of his famous flying carpets. With minimal training he was keen to try the event.

The others were looking at each other thinking this is just ludicrous! The wind was blowing 5-6 m/s from the north! I suggested to young Christopher Birch (Jnr 14) that he take a photo of his Tomboy model because



Xin Pu Sheng really enjoyed it



A few repairs are needed

it looks so good now, but not for long.....

The hooter sounded for the Le Mans style start for what would be a half hour scramble. The crowd had been gathering for some time and the Yanks had never seen us Aussies flying with hand start diesel motors. This was a unique event that drew the crowd.

I was first away with just two flicks and left handed launch. Failing to climb away I nearly took the head off Phil and Xin Pu and, with a crash bang, I broke a prop! This was just one of many for my modified Gaucho, soon to be highly modified. Phil needed his Iron Man training as models were travelling to the fence line in one minute. Xin Pu Sheng failed to get away for the rest of the competition but didn't fail to entertain the crowd. He was often seen starting the motor and running around with the model held high over-head. Tim H was flying a similar flying carpet. He failed to post a score and managed to break the carpet's back!

Tahn got in just one flight. Flying his Kanga Carpet, he waited for a lull in the wind and that was his undoing as he launched into a boomer of a thermal! This was a 2 min MAX for him but he lost sight of the model as he snagged his shirt getting through the fence. He eventually found the model, but never made it back for another flight.

Young Christopher Birch was struggling in the conditions but, with coaching from Terry Bond, he recovered from a busted prop, borrowing one from Tahn's toolbox when Tahn was out chasing his carpet. He put in consistent short flights.

As expected, Phil was strong with retrieves.

I busted 3 props in bad launches with my model failing to climb and make the first turn and then I stuffed it! Without a score on the board my "never give in" attitude kicked in! Missing my left wing tip (8") and only having about 10% of my fin left, I strapped the wing on in the most

asymmetrical way possible, and it flew! I was last seen dancing down the field with arms above my head saying "It flies! It flies!"



Chris took out the event with consistency, a good model, training from a Scramble master and his young exuberance. Phil came 2nd and I was 3rd.

My quote of the week - by Charlie Jones, in an American accent:

"Matthew, you have destroyed everything I know about aeromodelling! First you fly Wakefield with a 10 gram motor, now Scramble with no left wing tip and no fin!"

POWER FLYERS BEWARE



While I was in Lost Hills, I witnessed what could have been a very nasty accident. It was on a non competition day and there were flyers in many small groups practicing for the competitions to follow. I was riding around mid afternoon having a chat with all and ended up talking to our English cousins.

They had finished flying and were in the process of cleaning up and packing away their models. I was talking to Ken Faux who is a very experienced and well respected F1C flyer. Ken had finished cleaning his flying surfaces and was working on his front ends. Now Ken cleans everything and does what we all should do, he fills his tank with straight methanal and flushes it through the spray bar.

For those not familiar with the current systems the tank is a piece of tube which is blown up to give a fairly high fuel pressure. This is done by using a 20mm syringe through a one way valve. I am watching Ken injecting the methanal into the tank, when suddenly the syringe splits, spraying fuel into his eyes. Luckily water was at hand and was poured into Ken's eyes within seconds preventing what could have been a very serious accident.

I have seen syringes crack around the nipple, but never split along the body. Maybe it was old, maybe it was faulty. I guess the moral to this is to always wear some eye protection when refuelling, or better still, whenever handling fuels, expect the unexpected. Your eyes are very precious.

Read more on this subject on page 41

Roy Summersby

WEST WYALONG

THE SOUTHERN CROSS CUP

FRIDAY

This was relocation day and most people got into West Wyalong before lunch and were out at the field. We had lunch in town with Charlie, Brian and the Morgans, then booked into our motel before heading for the Adrian Bryant field. Phil had already set up his van and Peter Nash had his little camper near the splendid ablutions block, his two solar panels sucking energy for his battery. With winds from the NE, those testing were up at the top side of the paddock near where the adjoining farmer was dry planting crops. The dust was not too enjoyable. Thankfully they planted throughout the night and the next day they rested. Many of us cooked a BBQ at the "clubhouse".

SATURDAY

F1B – 11 flew

We were to see an amazing sight on many mornings and one afternoon as we drove to the West Wyalong field. It isn't a long trip by car, but 13.9 km on foot is another story. Well, the Chinese interpreter is a marathon runner, and she does 4 marathons each year, so it was an easy task for her to tackle the "little" run to the field, resplendent in hi-vis fluoro top, shorts and running shoes. Jackie Wang is just a slip of a girl, less than 50 kg I'd say, but she obviously has a big heart. I saw her wisely running towards the traffic when a Double B drove past her. She told me later it gave her quite a buffeting!

Back to the flying. Winds had abated somewhat but still came from the NE at about 2 – 3 m/sec, so the flight line was set up where testing was done on Thursday. Most maxed R1 although Leigh Morgan was unlucky to snag a mylar streamer on launch and the added drag wrecked her chances for the event. Gary Goodwin and Matt

Hannaford had trimming problems and Hong Lu simply flew a brand new model without a prior test flight – down in 85 secs. Then trimmed, he maxed the rest!

Innovation in R2 for Leigh Morgan, who tried a two-handed F1C style launch, suggested earlier by Alex Andriukov, to good effect as she maxed the next 3 flights and missed the last by 5 secs. Everyone maxed R2.

R3 and R4 were the thermal rounds with only two dropping a flight, Yunsheng Wu by just 2 secs, when his model fell out of lift. Most went early in R5 and most maxed. Terry Bond went with Charlie Jones who maxed but Terry dropped, to miss the fly-off with an unfortunate 2 min 27 sec flight. And Leigh Morgan went with Gary Goodwin – Gary maxed and Leigh fell 5 secs short.

It was interesting to watch Alex Andriukov launch after Vin Morgan and see him power past and out-climb



Above and below - Charlie Jones



Above and below - Hong Lu



Above and below - Terry Bond



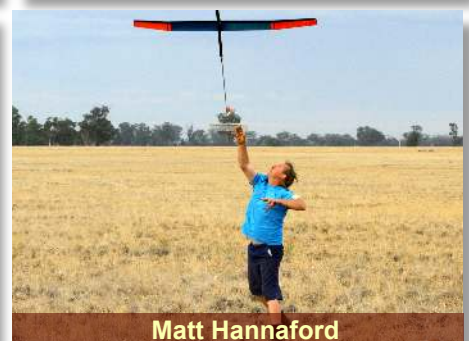
Vin Morgan



Yunsheng Wu



Matt Hannaford





F1J Roy Summersby



F1J Bruce Hao



F1J Tahn Stowe



Leigh Morgan experiments with High Drag streamer



Tiger Eyes - Jackie Wang



Sam Hannaford tweaks



Paul Rossiter & Peter Nash talk WA

him; they both maxed. There were some pretty high models in these rounds but none strayed too far away, although some landed behind the first row of trees. Matt Hannaford suffered the most damage, going through two sets of wings in search of decent flights.

This event had the largest fly-off of the week – five flyers – two from the USA, two from Australia and one from New Zealand. Ten timers would be required early next morning!

OPEN POWER – 4 flew

Open Power provided some interest in stark contrast to the silent rubber models. Bruce Hao's F1J buzzed the skies, executing similar manoeuvres to those seen last week at Narrandera when Mike Pettigrew's F1C went feral. Miraculously "Captain Risky" survived to fly on. Roy Summersby also put one in, breaking the boom when the motor didn't flood off. Tahn Stowe arrived late to slot into 2nd place and Roy reclaimed 1st place when he swapped

to an unbroken model. Newcomer Chris Birch flying a Rothwell 1.5 powered Dixielander took 3rd place.

THE SCC DINNER

How could you fail with such a balmy evening, a perfectly cooked roast lamb, camp oven vegetables and a variety of scrummy sweets? Well you couldn't. The meal was superb, and the unexpected show put on by Phil Mitchell and Brian Van Nest brought the house down and certainly brought



Another perfect West Wyalong sunset



Camp oven nearly ready



The lamb was delicious



The Andriukovs & BVN talk happy snaps



Leigh, Xin Pu and Jackie do the same



Roger and Lindy Morrell corner Charlie Jones



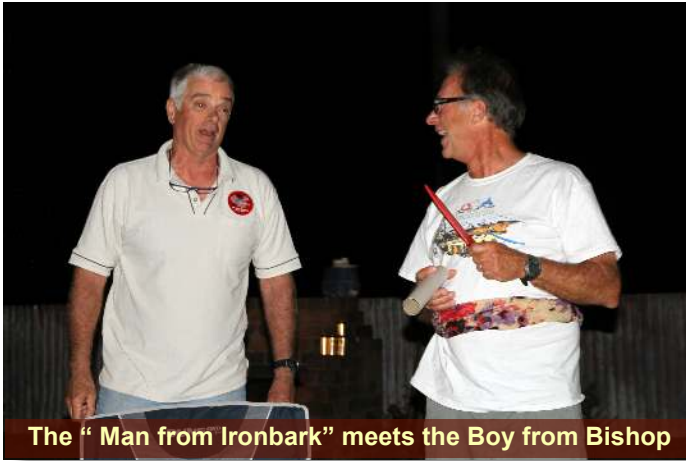
The boys from the bush Shannon & Shayne with Terry



Paul Rossiter with Chinese flyers and Bruce Hao



The Indonesian team loved their Aussie visit



The "Man from Ironbark" meets the Boy from Bishop



Yuan Gao happily accepts 1st prize in the draw

the outback to our Asian and US guests.

Phil recited Australian poet Banjo Patterson's *"The Man From Ironbark"* to an audience who hung on every word. The recital was enhanced by the fact that Brian Van Nest became the barber with the cut throat razor who "did in" the man from Ironbark.

Perhaps our overseas guests didn't understand it but everyone had a great chuckle as theatre came to the flying field! It will be a hard act to follow.

The embers refused to die on the hearty campfire but some of us had to be up early, so we said our goodbyes and headed back to our motels.

SUNDAY

Winds today were 180 degrees to Friday and lighter, about 2 m/sec, as predicted. We flew on the flat, 300 m out from the club house – ideal ground for glider towing.

But first, five wound for the F1B fly-off. Charlie Jones launched early, his model taking some time to settle



SCC F1B Fly-off Charlie Jones



SCC F1B Fly-off Alex Andriukov



SCC F1B Fly-off Paul Rossiter



SCC F1B Fly-off Roger Morrell



SCC F1B Fly-off Vin Morgan

from a slight stall. Alex launched soon after, gaining the greatest height, followed by Paul Rossiter and Roger Morrell. Vin Morgan was the last to launch, something he rarely does. Alex won convincingly with a 5 min 48 sec flight, 44 secs ahead of Vin, with Roger taking 3rd place.

Alex shook hands and he was off. He and his wife Tatiana had a good time and he did what he came to do – win the AFFS and SCC F1B events. He also sold some goodies to the Chinese and local flyers, and certainly put on a world class display of flying.



SCC F1B winners 2. Vin Morgan 1. Alex Andriukov 3. Roger Morrell



Jim Christie wins Open Rubber

OPEN RUBBER – 4 flew

This was Jim Christie's event although he flew against 3 capable F1Bs. It could have been anyone's comp but the top three all dropped one flight. Paul Rossiter gave Jim the closest chase but wily old Jim won by 9 secs even though he DT'ed early in his final flight. Leigh Morgan had two maxes up but dropped the last flight badly, with Gary Goodwin not far behind in 4th place.

F1C – 8 flew

F1C again put on a grand show with a good group of talented flyers, two of whom stood on the podium at the recent World Championships in

Mongolia. China had fielded a formidable team and Roy only had to blink and they'd pounce. He did and they pounced. But going back to the early rounds; they were filled with maxes in calm air producing wonderful flights. F1C flyer from the 80s and 90s, Peter Nash visited the field and was in awe of the capability of the modern day F1C.

Terry Bond had a day he'd rather forget, dropping two rounds and damaging his best model breaking a boom and putting another into a tree. Xin Pu Sheng wrote off his model in R5 – ask Jim Christie about it! I think he's stopped shaking. Shayne McDonald and Shannon Tolmie acquitted

themselves well, filling the final two places just 2 secs apart. They are a welcome injection of new talent in this premier class. The biggest shock came to Roy in R5, when he recorded 177 secs to be ousted from the fly-off. The Chinese were elated to make up the complete team for tomorrow's decider.

F1A – 6 flew

Winds were light and both Vin and Malcolm dropped significant time. Vin only dropped the one round, gaining great height on each of his 4 maxes. Indonesian flyer David Gunawan spent most of his time trying to tame a misbehaving model. Phil had a copybook day, maxing all rounds and



SCC F1C 1st Yuan Gao



SCC F1C 2nd Hong Lu



SCC F1C 3rd Xin Pu Sheng

Tahn Stowe for the first time ever in F1A found himself in the fly-off. It looked like Brian Van Nest would not have the chance to face off against Phil when he suffered a timer glitch in R5. His model bunted into the ground while still on the line. He wisely swapped planes and, after a lengthy tow, his model pulled hard left on launch, coming off not much higher than line height. Barely in lift, it bobbed around for 2 minutes, looking like it could drop at any moment, but it found patchy lift and that was enough for his max. He and Charlie celebrated with a "high 5" – he was in the fly-off.

MONDAY

No more new comps today, only two fly-offs, F1A and F1C. Light winds crossed the field and Phil was first away, launching high after just one circle. Brian went soon after reaching similar height and perhaps gliding a little better. The models initially

headed along the length of the field before starting to drift more to the east, near the entry gate. Both flew across the road and were clocked off when foreground trees obscured the view. Phil recorded 3 seconds more than Brian but also landed in a tree, without damage.

While this was going on, Tahn had his own problems. The model he wanted to fly had timer failure and he had to quickly prepare his reserve model, towing up and launching with just 2 minutes spare. His model landed in the field for 3rd place.

There were no Aussies in the F1C fly-off, just three Chinese. It looked unusual to see Roy Summersby watching on. The three flyers agreed on a launch sequence and flew that way for the benefit of the crowd who stayed to watch the last event of the week. Hong Lu went first with Yuan Gao then launching to greater height. Last to go was Xin Pu Sheng, and soon three slinky black Babenko folders

were gliding silently in light winds, towards the entry gate. Gao won from Lu, with Sheng 3rd who later needed a pole to release his model from a tree.

So ended an excellent eleven days of competition, flown in good spirit and in wonderful weather. The committee did an excellent job with the DAM and AFFS events and particular thanks should go to Graham Maynard, Phil Mitchell and Noeline who worked most days to ensure the events ran smoothly. Donna Gray and Matt Hannaford also did the hard yards for the SCC. I doubt that many realise how much goes into these events, both in the lead up and the wrap up. Without these people, events such as these would not be possible.

Our overseas guests enjoyed our hospitality and flew exceptionally well. Many I spoke said they'd be back and I suspect we will have more overseas competitors when we get together again in 2017.



Vin Morgan during SCC F1A



Tahn Stowe tows into fly-off



Charlie Jones launches for BVN



SCC F1A winners



SCC F1B winners



SOUTHERN CROSS CUP

RESULTS



F1B

NAME			FAI NUMBER	R1	R2	R3	R4	R5	TOTAL	FO1	PLACE
Andriukov	Alex	USA	USA548719	240	180	180	180	180	348	1308	1
Morgan	Vin	Australia	AUS19046	240	180	180	180	180	304	1264	2
Morrell	Roger	NZ	NZL10530	240	180	180	180	180	282	1242	3
Rossiter	Paul	Australia	AUS20577	240	180	180	180	180	262	1222	4
Jones	Charlie	USA	USA45287	240	180	180	180	180	235	1195	5
Wu	Yunsheng	China	CHN90599	240	180	180	178	180		958	6
Bond	Terry	Australia	AUS3107	240	180	180	180	147		927	7
Goodwin	Gary	Australia	AUS12808	154	180	180	180	180		874	8
Morgan	Leigh	Australia	AUS48321	110	180	180	180	175		825	9
Lu	Hong	China	CHN90605	85	180	180	180	180		805	10
Hannaford	Matthew	Australia	AUS30384	122	180	13	180	180		675	11

Open Power

NAME			FAI NUMBER	F1	F2	F3	TOTAL	PLACE
Summersby	Roy	Australia	AUS2153	180	180	180	540	1
Stowe	Tahn	Australia	AUS3184	156	146	157	459	2
Birch	Chris	Australia	AUS82988	175	124	134	433	3
Hao	Bruce	Australia	AUS77201	83	98	24	205	4

F1A

NAME			FAI NUMBER	R1	R2	R3	R4	R5	TOTAL	FO1	PLACE
Mitchell	Phil	Australia	AUS12594	240	180	180	180	180	377	1337	1
Van Nest	Bryan	USA	USA23122	240	180	180	180	180	374	1334	2
Stowe	Tahn	Australia	AUS3184	240	180	180	180	180	116	1076	3
Morgan	Vin	Australia	AUS19046	240	180	137	180	180		917	4
Campbell	Malcolm	Australia	AUS52060	240	168	99	180	180		867	5
Gunawan	David	Indonesia	IND545	147	180	148	180	180		835	6

F1C

NAME			FAI NUMBER	R1	R2	R3	R4	R5	TOTAL	FO1	PLACE
Gao	Yuan	China	CHN90603	240	180	180	180	180	392	1352	1
Lu	Hong	China	CHN90605	240	180	180	180	180	374	1334	2
Sheng	Xin Pu	China	CHN0498	240	180	180	180	180	330	1290	3
Summersby	Roy	Australia	AUS2153	240	180	180	180	177		957	4
Bond	Terry	Australia	AUS3107	240	180	147	180	136		883	5
Pope	Gary	Australia	AUS38115	207	180	133	180	158		858	6
McDonald	Shayne	Australia	AUS82086	240	173	179	180	85		857	7
Tolmie	Shannon	Australia	AUS56015	213	163	119	180	180		855	8

Open Rubber

NAME			FAI NUMBER	F1	F2	F3	TOTAL	PLACE
Christie	Jim	Australia	AUS3951	180	180	176	536	1
Rossiter	Paul	Australia	AUS20577	180	173	174	527	2
Morgan	Leigh	Australia	AUS48321	180	180	144	504	3
Goodwin	Gary	Australia	AUS12808	133	180	177	490	4

AUSTRALIAN FREE FLIGHT an account by XinPu Sheng



Greetings there,

Sorry for the delay as we took the weekend off to DaLian(a nice city in northern China by the sea) to join a full Marathon.

As we spoke in April, I would like to write something about our experience in AU to remember the days in Narrandera and WW. It's been almost a month since we left the lovely country, but everything was so real and what has happened just like yesterday.

Everyone has a dream about flying freely in the sky, mine started on the year of 13. I got in touch with flight models in Youth Palace - the palace where students would spend time after class. The youth palace has different clubs to choose such as singing, dancing, instrument playing, art drawing and flight modelling. All of the clubs is free to join. I went to the flight modelling club every day after school and spent whole weekend there to finish the model making.

There was a dedicated teacher who taught us how to make the flight model starting from the drawing. Back in the year of 1983, I was the only boy among over 50 students who can own a remote controller - Futaba 2 channel which was equal to my dad's 4 months' salary. My teacher gave me an engine, and everything else to assemble a flight model had to be made by bare hands because there was no place to buy those components.

I can't be more excited to see the flight model made by myself flying in the sky. The only thing I love most is to play with the flight models when I was a kid. As I grow, I kept this hobby

and got to know a lot of friends who share the same interest with me. I witnessed the whole development of free flight models from balsa to carbon, from fixed wings to folding wings. It has changed a lot not only for the materials but also the techniques.

Invited by Yuan Gao and the Australian Free Flight Society, I was so glad to compete in the F1C events in Narrandera and West Wyalong. It was my first time in Australia and also my first time to join the F1C contest. It's great to spend time with so many friends from all over the world and to compete in such a lovely country. Everything was new and attractive. I enjoyed the time in Australia where I can discuss and learn a lot from the seniors. All of the members shared their experiences to us without reservation; it was flight model that connect us without boundary.

That's pretty much of it. I cherish all the days back in AU and wish I can go there again.

XinPu Sheng



Xin Pu tries Tahn's carpet



Xin Pu launches his F1C



Xin Pu with F1C winner Yuan Gao

Photos of AFFS and SCC events taken by Malcolm Campbell are available to view or download from the following link:

<https://www.flickr.com/photos/motor-racing-photography/sets/72157667350212242>

AUSTRALIAN FREE FLIGHT an account by David Gunawan



Hello from Indonesia to all flyers and readers. I had the best flying experience attending the Australian Free Flight Society event in Narrandera and West Wyalong. This was my first overseas event and the most memorable one. It was not the first time I came to Australia, but this was a different part of Australia that I have never seen before.

The first thing I noticed when I set foot on the flying site was that it was HUUUGEEEE! I wish we had this kind of field in my country. So, there was no doubt that the Indonesian team was the first to arrive at the field every

FREE FLIGHT DOWN UNDER

morning before sunrise. We just couldn't have enough of the flying.

I have been flying free flight for about five years. It was Vasyi Bezchasnyy who introduced and got me hooked on this. Thanks to him who told me about this must-go event. The flying vibe that I was feeling was totally different in Australia compared to my country. It was really an unforgettable one. Everyone in the field was friendly and helpful. They even showed me new things.

Usually in my country, after we finish flying we need to quickly retrieve the model, otherwise it will be gone (yes, stolen). But here, it was so relaxing. People took their time to walk through the field to retrieve the models. There was a couple that was kind enough to lend us the bike so the retrieval job

June 2016 was so much easier. Seeing other flyers amazed me, how they fly, how they treat their models, how they manage their time. They were confident and independent. You might notice that Indonesian team has a few people to attend to one flyer.

The farewell dinner was equally memorable. The food was mouth watering and very Australian. We met flyers from all around the world and we got to know each other. And one of the most fun things was that I managed to achieve a fly-off, which was a big deal to me.

At first when I heard of the event, I thought 15 days in Australia? How can I live with that? It turned out, I had the most amazing time. Time passed quickly and when it came to an end, it was actually quite sad. I hope I have the chance to come back to Australia for other flying events. Thank you all!

David Gunawan



The Indonesian team, at work



and at play, at West Wyalong



RICHMOND SCALE RALLY 2nd and 3rd JULY 2016

TRANS TASMAN F4A

David Hope - Cross Trophy
Reg Jude Rubber Trophy



Saturday:

Scale Flying
& Static Judging

Saturday Night:

Buffet Dinner

Sunday:

8.00 am Half Hour Power Scramble
Control Line & Free Flight Fun Fly
BBQ Lunch

CONTACTS:

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Tahn Stowe 02 9664 6198 stowes@ozemail.com.au



The 69th Free Flight Nationals

28th May - 2nd June 2016

West Wyalong NSW

Report and photos by Malcolm Campbell

The 69th Nationals for free flight models commenced at West Wyalong on 28 May 2016. Kathy and I came down from sunny Queensland and felt the min/max temps halve overnight. It was pretty chilly for us.

DAY ONE Saturday

F1G, H and J plus Indoor

Temps were predicted to be 6 – 13 with winds of 4 – 6 m/sec but the winds were generally light when we arrived at 7.30 am. Willyweather also said *“possible thunderstorm and light hail”* but I’m glad they were wrong. Donna Gray and Matt Hannaford CD’ed the mini classes of G, H and J. It was great to see David and Jan Thomas again after over 10 years. David brought a few FF styled models, with RC protruding aerals, for later on.

Positioned in the top part of the field with winds expected to increase, all events were run in flights. Jim Christie was an unfortunate retirement in F1G when the 2 piece fuselage of his F1G refused to handle the wind gusts. Winds soon reached 4 m/sec with gusts to 6 or 7 m/sec and everyone seemed to be affected by low down layers after launch. Wiley Keith Murray had Wally Bolliger retrieving his vintage balsa coupe that handled the weather surprisingly well.

F1J was well subscribed with a few exciting flights to liven the proceedings. Kathy and I flew a tight H comp, with Kathy beating me by 2 seconds. Unlucky Gary Goodwin ran

out of time to finish his H flights after completing his G flights. While drift took us towards two of the small dams, no one went in and no models were treed. Craig Hemsworth and Richard Blackam also put up a number of F1B practice flights in the morning.

Indoor at the State High School was supposed to start at 12.30 pm so we were there on time and waited for over an hour with no one turning up to unlock the building. This was rectified when a teacher drove in and was able to contact the person with the keys. The hall was small and had a peaked ceiling with a large circular air con/heating duct running lengthwise at near max height. This was to present a challenge to all of us as we adapted to the conditions. Keith Murray brought along a box of well-trimmed HLGs of various sizes that he

was glad to loan out as the afternoon wore on. Kathy and I spent some time trimming and damaging our 6”CLGs, but we did manage to keep a couple that flew reasonably well.

Chris Birch and Terry Bond rolled out some very aged Hanger Rats and proceeded to experiment with rubber size, as did Kathy and I. My Hanger Rat looked the one to beat with a long climb to the ceiling and a few lucky bounces to keep it aloft. Kathy’s model was lighter and soon gained dominance to lead the boys. Terry was in the 50s, Chris in the 60s and I managed 70 sec flights. Kathy did two in the 80s. Organiser Tahn Stowe flew late with a pretty little model, with the genuine rat as pilot but he too was in the 50s.

HLG was interesting, with Craig Hemsworth spending lots of time trimming out his loaner and launching right to ceiling height only to be troubled by the narrow hall, although he kept trimming, to record the best flights. Chris Birch used the same or similar model and was Craig’s only threat. As for the 6” CLG class, scores were low and Kathy cleaned up, again making it 3 events in one day. I managed to perch my model on the top of the air con duct. We got it down with a long mylar pole.

The Swap Meet kicked off at 3.30 pm and Vin was soon in the lead \$ wise with Wally Bolliger his best customer.



Malcolm's Rat at Indoor



Terry Bond now uses his F1C launch in F1B



Richard Blackam flew well, as always



Should be enough!



Kim's dog guarded the rubber

DAY TWO Sunday

F1B and Open Power

Saturday was a nicer day with winds between 2 and 3 m/sec and sunny. Kathy and I CD'ed this one. Round 1 was mainly maxes of 4 minutes although Leigh's model stalled for most of the flight and Matt was affected by a dreaded left hook on launch. Maybe too much chain saw work Matt?

In round 2, Richard Blackam recorded a remarkable max when his

model weather-vented for most of the flight steering close to the trees before returning to the flight line to land 50 m north of take-off point! Not to be outdone, Terry Bond launched his model F1C-style, with his finger on the tip of the tail boom as he pushed it gently skyward. Matt continued to throw left.

Round 3 was edgy, as the models started to drift towards nearby trees, some landing beyond them. With

winds at 3–5 m/sec, a line change was needed.

Round 4 was from a point 300 m south and, with thermals present, all maxed. A cold spell preceded the start of round 5 although the lift was still there, with Richard and Craig getting great height in their launches. There would be 4 in the fly-off. Victorians Craig, Richard and Vin versus the lone NSW flyer Terry.

Open Power had three flying. Roy, Gary and Tahn. Roy flying an F1J got

Victorian launch styles



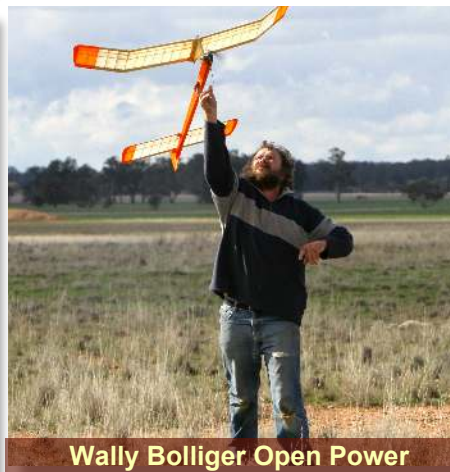
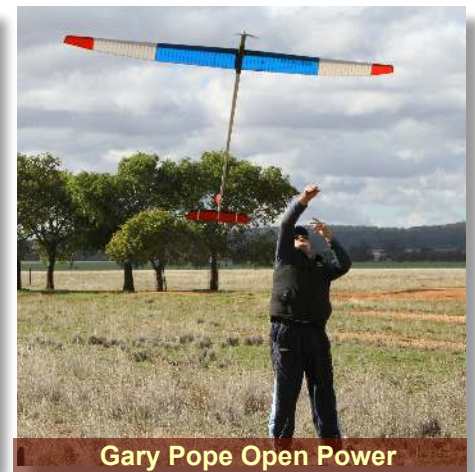
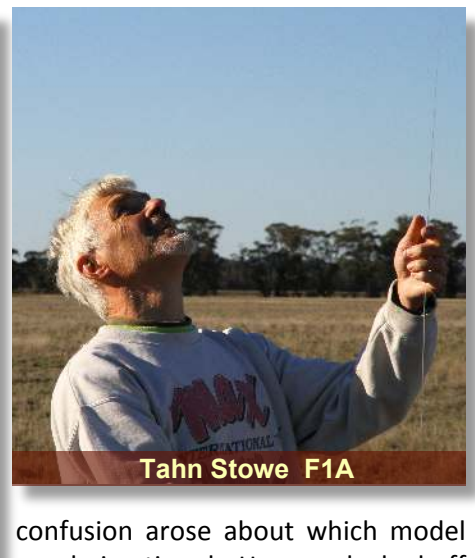
Richard Blackam



Craig Hemsworth



Vin Morgan

**Leigh Morgan F1B****Gary Goodwin F1B****Matt Hannaford F1B****Harry Sokol Open Power****Wally Bolliger Open Power****Gary Pope Open Power****Tahn Stowe Open Power****Roy Summersby Open Power****Tahn Stowe F1A**

his 3 maxes early, as he does and Tahn ambled out later in the morning with his J, not so successfully. Gary was the only one with an F1C and he was so casual he barely got his flights in, but they were all maxes, although the last one floated in for a marginal 180.

DAY THREE

Monday F1A, F1C and Open Rubber

With Jan and Dave Thomas CD'ing, we set up more in the middle of the paddock for the F1B fly-off. Terry was first away, fingering his model into the air. The three Victorians followed. Craig got excellent height and looked good for a win. Richard had front end trouble that dragged his prop run out to 50 seconds, robbing him of height. The big drama was for Craig when

confusion arose about which model was being timed. He was clocked off and Terry won from Vin.

Gary Pope launched first in the Open Power fly-off, with Roy over-bunting, making matters worse with an early DT. Gary had an easy win.

F1A started at 8.15 am with only Vin and me getting the 4 minute first round. I went on to land early in round 2 and Tahn was dogged by a model



Leigh Morgan maxes out in Open Rubber



Albert Fathers also maxes out in Open Rubber



Terry Bond F1C



Roy Summersby F1C



Mike Pettigrew F1C

that glided well but handled badly, looping on unlatch. Matt Hannaford, flying an ex-Craig King model amused fellow flyers with his circling antics but he went on to mark excellent air for Albert in one round with both maxing.

Vin put on a copybook display to cleanly max all rounds. In round 3, I'd waited a while and saw Tahn launch in what looked like good air, so I went up just as his model drifted right and I was in air to the left. Down in 67 seconds, not good. As models started to clear the northern fence, the line was moved back a couple of hundred metres.

Four flew in F1C, with Mike Pettigrew looking strong until he dropped. Terry Bond had one extraordinary flight where his model performed an outside loop, with the wings unfolding while inverted. It then headed nose down towards the flight line before Terry hit the button. Two quick loops and it landed metres from the flight line. Most impressive. Terry experienced another emergency with wings unfolding badly and a subsequent RDT. That made it another Roy and Gary show on Tuesday morning.

Leigh Morgan was flying **Open Rubber** making Vin's maxout more remarkable as he had to trot back and

help Leigh. And Leigh did very well maxing all flights, with her second flight landing in the adjoining paddock. Her final flight took place just as the CD was packing up. Albert Fathers was planning to leave the following morning so he too optimised his day flying A and OR. And he also maxed out. Gary Goodwin, flying an F1B, recorded three maxes although he announced he was going home in the morning. So that left Leigh as the only one who could fly off on Tuesday.

But the Morgans were rapidly packing their equipment and leaving the field, yaghi pointed skyward through the sunroof. Leigh's model



Gary Sunderland's BE 12B

appeared not to have DT'ed and was heading north across the road and into adjoining farm land. Vin believed he had heard it down as the signal faded when he was back on the bitumen road. He was not going to lose Leigh's second OR model in 2 years! If Leigh's model was lost, would Albert stay and fly the next morning?

We did some model testing and headed back to the motel. Vin and Leigh hadn't returned to the motel after 5 hours. We were concerned but shouldn't have been. Vin had tracked the model for 6 km, utilising an Apple phone app called MotionX, giving him a fascinating trace of the recovery process. The model was located in forest, on the ground and undamaged. The DT (DTox timer) hadn't failed but a knot in the DT line had arrested the DT action. Model in hand and using MotionX's map, Vin could see the shortest path to a road and phoned Leigh to alert her as to which road to meet him on. This was a very efficient and high tech retrieve. And Leigh claimed first place, as a bonus. They celebrated at the clubhouse before returning to the motel.

DAY FOUR

Tuesday Scale, Combined Vintage and Night Scramble

This was a beautiful day with Donna Gray CD'ing, 1 – 15 degrees and calm becoming 2 m/sec later in the morning. Four had entered **Scale** but only two flew – Gary Sunderland's Oliver Tiger powered BE 12 B and my



Malcolm Campbell's Piper Cub



Gary Sunderland's BE 12B



The BE 12B climbs out



The Piper Cub on approach

Mills .75 powered Pipe Cub J3. Gary experienced starting problems with his model but it flew magnificently from a hand launch. My little Cub flew like it always has, low and slow and very



Gary's Super Hogan VP model



Too much tail tilt Gary



Tahn got an "A" for effort here

stable, landing in a survivable way. In my second flight the Cub set down for a perfect landing on probably the only piece of ultra-flat ground on the paddock. The ante was upped when Judge Tahn asked for ROG. Once Gary got his cantankerous OT started, his model performed a superb ROG while my Cub careered around on one wheel pirouetting on its starboard tip and getting tantalisingly close to a take-off on a few occasions. Must get a wheel alignment! Tahn Stowe and Matt Hannaford did an excellent and very thorough job as the Scale judges.

There were 10 in **Combined Vintage**, 3 gliders, 6 power models and a solitary rubber model – just the odds rubber man Jim Christie likes! Kathy and I duelled to the finish, with Kathy's Nebula one second clear of my Seraph. Chris Birch flew Albert's Kane but wasn't able to get it to the top of the line, although he did beat Peter Scott's Webra-powered Stomper, also by one second. Harry Sokol's Plyloner and Terry Bond's Goldberg Zipper both dropped badly in one flight. Wally Bolliger had his Torpedo Green 15-powered Zoot Suit pretty well trimmed recording 2 maxes and a 2:27.

Roy's reliable Swiss Miss and Jim's Bilgri set up a three-way fly-off with Peter Lloyd's Zoot Suit.

We went home for the afternoon, returning by 5.30 pm to witness the **Night Scramble**, CD'ed by Mr Scramble himself, Terry Bond. As the sun set on a perfect day and the air went dead calm, Terry dropped the flag for the Le Mans start (not seen at Le Mans for decades) and the first night scramble at West Wyalong.

Tahn Stowe was first away, with port and starboard lights making his well-trimmed model more visible. The new Hannaford carpet (Andrew Heath designed) meant business, with the high revving wooden propped Mills diesel uncharacteristically snarling as it climbed skyward before buzzing the flight line in tight circles, often at head height, often lower. Some of Matt's landings were special, the high revving Mills converting the carpet into a sled that raced around in the dark until it was silenced with a rag. The lights on Aaron Booth's model were magnificent, adding a technicolour glow to the skyline as it executed slow shoulder height circles.

Chris Birch's green Tomboy and Wally Bolliger's Ballerina flew classic patterns but carried no lights, making timing difficult as the light faded. Soon Matt's carpet would also be lightless, causing Donna to searchlight its white underside, making it easier to time and retrieve. As Matt's model lost its trim,

the two low circling carpets intertwined their flight paths with other models and people, passing so closely that it was amazing there were no collisions.

The half hour ticked by slowly and Terry relished making his energy

zapping announcements. "14 minutes to go!" he'd boom out as flyers stumbled back with their models. This was a true spectacle for the onlookers, and remains a real part of the Nationals. Little blood was drawn, although Wally's Ballerina suffered a broken back.



The RC field was a perfect location for the Scramble with its very smooth running surface and, although timing was difficult with some unlit models, it looked like it would be a close finish. And it was, with Chris Birch flying his first Scramble with his first FF model winning by 15 seconds from Tahn's carpet. Matt Hannaford placed third with his brand new carpet and could have done better until he broke a prop.

More follows on next page.....



Vintage fly-off. Jim launched first and won

Vintage fly-off. Roy launched second and came 2nd

DAY FIVE

Wednesday P30 and Oz Diesel

The days started cool and overcast, with light winds of 1 – 3 m/sec. Peter Lloyd slept in, claiming third place in the Combined Vintage fly-off that only Jim Christie and Roy attended. Jim got a way first, quickly followed by Roy's Swiss Miss that carved up the air and nearly Jim's model as it strived to out climb him. Roy got good height but a

stall that hindered him in earlier flights returned to rob him of height. Jim's Bilgri kept climbing and settled into a good glide, and a convincing win.

P30 had some real competition – State versus State – NSW versus Victoria. The Morgans along with Matt and Donna were set to do battle with the Patron of P30s, Terry Bond. Oh, there were two Queenslanders in there as well, but their models were underdeveloped, untrimmed and

underpowered, and never reached the height of the others. Chris Birch had a shaft run, but was down quick enough to declare an attempt and go again. It was interesting to see the style of top P30s. The Morgan machines were ultra slim and high tech, with carbon fuses and electronic DTox timers and the NSW P30s following classic Bond lines of large diameter fuselages and silly putty timers. But they all worked - five in the fly-off.



P30 - Vin's launch was not good



P30 - but Leigh's was and she won!

Oz Diesel was dominated by Roy with his high tech [Cipolla](#)-powered model recording 5 quick maxes. My Dixielander was off trim in its first flight and also underpowered but I sorted that out by the third flight with a long max, but choked on the final two flights with unhelpful air. Peter Scott put in consistent times but his scores were not good enough. Peter Lloyd recorded two maxes but his other scores were not so good,



There's always a big roll up for a P30 F/Off because they need so many timers!



There's no beating Roy in Oz Diesel

although he did pick up third place. So who got the top two places? Harry Sokol's pretty little Y-Bar had a frantic flight path that always seemed to settle down, transitioning very high with a good glide. He maxed out to fly-off with Roy on Thursday.

DAY SIX

Thursday Day Scramble and HLG/CLG/DLG

Harry got a case of the stalls in the Oz Diesel fly-off and Roy didn't, so Roy won. The P30 fly-off was not without drama. As usual, Terry was first away. Vin didn't launch well and failed to get good height. Leigh's looked much better and settled into a good climb. Chris got the jitters, launching too steep and his model fell backwards and never recovered. Donna loaded a motor that was too tight, so the prop never free-wheeled correctly. Game over. Matt got a good launch and a good time. And Leigh went on to win her second major P30 comp in 6 weeks!

The **Day Scramble** was flown on the RC field with very light SE winds, and was a full one hour affair. It seemed longer even though it was very entertaining. There were even senior citizens as retrievers – Roy Summersby ran for Chris Birch, Jim McFall ran for Tahn Stowe and Jan Thomas ran for Peter Scott. But they only ran for the big flights, meeting half way.

Six very keen flyers faced the Le mans start and soon two clear strategies appeared – long versus short flights. This made guessing who'd win quite difficult. I saw two mid-air collisions, with damaged models returning to battle. One ingeniously had a 5 dollar note patched over a gaping hole in the leading edge. Once again, timekeepers were kept on their toes as low flying models circled slowly over the flight line. Chris and Matt were the main culprits, with others electing to power out and above the crowded airspace. Occasionally Chris and Tahn would put in a big flight to ensure their runners were still on the ball. Peter Scott and Jan Thomas took it seriously



Classic Le Mans start



Wally Bolliger



Peter Scott



Chris Birch



Matt Hannaford



Aaron Booth



Tahn Stowe

and didn't muck about – they were using the long flight strategy.

Calls of "45 minutes to go", "30 minutes to go", "11 minutes to go" boomed across the field. We all felt for the flyers. Fortunately, the smooth

paddock and light winds made it all a bit easier. Eventually "Stop watches" was called and the times came in. The long strategy had worked.



Matt attacks Wally



Aaron's needed expensive repairs

Hand launch, catapult launch and discus launch models were rolled into one comp, although no HLGs were seen. Peter Lloyd took advantage of the warm light morning air and reeled off his 6 flights quite quickly with his DLG, ahead of an advancing cloud mass. Tahn, Kathy and I trimmed our models to the conditions and Tahn's was flying very well. He then gave that model to Aaron Booth and kept the dud spare for himself! Chris Birch persevered with a cranky model and Matt was lumbered with a dog-eared model that Sam used to fly.

Kathy started to put in good scores and soon maxed one. I started with lower scores but then got two maxes. Things were close. Flight line advice was rife before Kathy and my last flights, and either of us only needed a decent flight to win. I've never early DT'ed a CLG so the banter got to me, and the model DT'ed out of a very good flight. Kathy focussed and produced a good flight, but not good enough, finishing second 5 secs behind Peter Lloyd and 3 secs ahead of me. I'll be better prepared next time.

At least two dozen attended the dinner at the clubhouse on Thursday night, with meals coming from the kitchen of the Lam May Chinese Restaurant. We all had a very good time. And so ended the 69th Nationals, the first ever on the Adrian Bryant field at West Wyalong. The field continues to show its advantages as we learn more about wind directions and flight line placement.

DAY SEVEN

Friday NSW State Champs start

The NSW State Championships were to follow but it rained heavily on and off throughout Thursday night. There was some water in the big drains leading out to the field but there was little run off, and the road in was in good condition. This was another cool morning with winds of 4 m/sec by 7.15 am accompanied by light rain. Heavier rain was predicted for Saturday.

No one looked enthused when we arrived and we spent the next 90 minutes on the patio looking at miserable wet sheep while the ladies stayed in the warmth of the lounge room. Eventually, Matt went out to check paddock access and gallantly put up an F1A flight to check wind drift. Rather than run one comp on the day, organisers elected to postpone all events until mid-July, to make it more attractive to those who travel long distances.

Kathy and I went back into town to pick up extra supplies for lunch so that Matt, Donna, Gary G, Leigh and Kathy could cook up a variety of excellent pizzas for the dozen or so who remained at the clubhouse. Matt cooks a great pizza and six large ones were quickly despatched. We went back to the motel in the afternoon to pack up. It rained all night and yet those who stayed on the farm had no trouble leaving the field, including Mike Pettigrew and his caravan, but he had over 600 NM of torque!



The Nats were all too much for Gary

69th Free Flight Nationals Results

F1G	F1	F2	F3	F4	F5	F/O	Total	Place
Matt Hannaford	105	112	74	71	120		482	1
Keith Murray	120	120	98	37	99		474	2
Gary Goodwin	120	120	120				360	3
Jim Christie	120	59					179	4

F1H	F1	F2	F3	F4	F5	F/O	Total	Place
Kathy Burford	89	120	120	120	59		508	1
Malcolm Campbell	120	96	99	71	120		506	2

F1J	F1	F2	F3	F4	F5	F/O	Total	Place
Roy Summersby	120	120	120	120	120		600	1
Tahn Stowe	120	110	120	101	107		558	2
Terry Bond	120	120	120	75	120		555	3
Bruce Hao	48	85	26	120	64		343	4
Harry Sokol	95						95	5
Chris Birch	67						67	6



69th Free Flight Nationals Results (cont'd)

F1C	R1	R2	R3	R4	R5	F/O	Total	Place
Roy Summersby	240	180	180	180	180	307	1267	1
Gary Pope	240	180	180	180	180	DNF	960	2
Mike Pettigrew	240	180	180	180	101		881	3
Terry Bond	182	180	180	180	DNF		521	4

F1B	R1	R2	R3	R4	R5	F/O	Total	Place
Terry Bond	240	180	180	180	180	319	1279	1
Vin Morgan	240	180	180	180	180	313	1273	2
Craig Hemsworth	240	180	180	180	180	305	1265	3
Richard Blackam	240	180	180	180	180	160	1120	4
Gary Goodwin	186	180	180	180	180		906	5
Leigh Morgan	145	144	180	180	180		829	6
Matt Hannaford	11	160	103	180	180		634	7

Open Power	F1	F2	F3	F/O	Total	Place
Gary Pope	180	180	180	302	842	1
Roy Summersby	180	180	180	192	732	2
Harry Sokol	180	162	180		522	3
Tahn Stowe	180	180	161		521	4
Walter Bolliger	180	76	82		338	5

F1A	R1	R2	R3	R4	R5	F/O	Total	Place
Vin Morgan	240	180	180	180	180		960	1
Albert Fathers	224	180	180	180	180		944	2
Malcolm Campbell	240	166	180	67	180		833	3
Tahn Stowe	206	180	155	131	120		792	4
Matt Hannaford	176	89	43	180	180		668	5

F4A (Scale)	Model	Flight	Static	Total	Place
Gary Sunderland	BE 12 B	574.5	889	1463.5	1
Malcolm Campbell	Piper Cub	449	682	1131.0	2

Open Rubber	F1	F2	F3	F/O	Total	Place
Leigh Morgan	180	180	180		540	1
Albert Fathers	180	180	180		540	2
Gary Goodwin	180	180	180		540	3
Jim Christie	180	141	180		521	4

Combined Vintage	F1	F2	F3	F/O	Total	Place
Jim Christie	180	180	180	251	791	1
Roy Summersby	180	180	180	214	754	2
Peter Lloyd	180	180	180	DNF	540	3
Kathy Burford	176	177	176		529	4
Malcolm Campbell	168	180	180		528	5
Wally Bolliger	180	147	180		507	6
Chris Birch	167	150	180		497	7
Peter Scott	139	180	177		496	8
Harry Sokol	163	110	180		453	9
Terry Bond	136	180	90		406	10

1/2 Hr Night Scramble	Score	Place
Chris Birch	1143	1
Tahn Stowe	1128	2
Matt Hannaford	820	3
Aaron Booth	698	4
Walter Bolliger	441	5

69th Free Flight Nationals Results (cont'd)

1 Hr Day Scramble	No of flights	Avg Flight	Avg Retrieval	Tot Score	Place
Chris Birch	29	62.89	63.42	1824	1
Matt Hannaford	48	32.70	43.19	1570	2
Tahn Stowe	33	46.48	64.56	1534	3
Aaron Booth	25	60.28	87.20	1507	4
Peter Scott	20	72.10	113.50	1442	5
Walter Bolliger	23	47.56	113.90	1094	6



Oz Diesel	F1	F2	F3	F4	F5	F/O	Total	Place
Roy Summersby	120	120	120	120	120	136	736	1
Harry Sokol	120	120	120	120	120	126	726	2
Peter Lloyd	88	120	77	120	90		495	3
Peter Scott	86	85	84	107	99		461	4
Malcolm Campbell	48	107	120	92	90		457	5

CLG, HLG, DLG	Best 3 of 6			Total	Place
Peter Lloyd	51	54	60	165	1
Kathy Burford	49	60	51	160	2
Malcolm Campbell	60	37	60	157	3
Aaron Booth	43	21	19	83	4
Tahn Stowe	20	24	24	68	5
Matt Hannaford	17	18	15	50	6
Chris Birch	13	12	16	41	7

P30	F1	F2	F3	F/O	Total	Place
Leigh Morgan	120	120	120	201	561	1
Terry Bond	120	120	120	179	539	2
Matt Hannaford	120	120	120	178	538	3
Vin Morgan	120	120	120	159	519	4
Donna Gray	120	120	120	159	519	4
Chris Birch	120	120	120	26	386	6
Malcolm Campbell	99	120	52		271	7
Kathy Burford	70	64			134	8

INDOOR 6" CLG	Best 2		Total	Place
Kathy Burford	9	9	18	1
Malcolm Campbell	9	8	17	2
Keith Murray	5	4	9	3

Indoor HLG	Best 2 of 9		Total	Place
Craig Hemsworth	22	22	44	1
Matt Hannaford	20	20	40	2
Chris Birch	20	18	38	3
Keith Murray	13	13	26	4
Tahn Stowe	11	12	23	5

Hangar Rat	Best 2		Total	Place
Kathy Burford	81	85	166	1
Malcolm Campbell	72	73	145	2
Terry Bond	67	72	139	3
Chris Birch	64	71	135	4
Tahn Stowe	55	55	110	5

Australian Free Flight Society Inc.

Annual General Meeting 10 April 2016 Narrandera



Meeting opened at 7.30pm

Members Present: 18

1. Minutes of Previous Meeting

The minutes as published in FFDU were proposed for acceptance Paul Rossiter 2nd Roy Summersby. Accepted.

2. Business Arising From Minutes

Nil

3. President's Report

Graham highlighted the following events during the year:

- CASA concerns re Free Flight models have been addressed. Graham thanked all those involved in achieving the very positive outcome.
- NSWFFS will be holding the FF Nationals at West Wyalong 27th May - 4th June 2016.
- Roy Summersby was congratulated on his 2nd place in the World Championships 2015 and 3 wins at the North American February 2016 World Cup Events.
- AFFS this year is holding the inaugural Dave Anderson Memorial World Cup Competition.
- The Selection Trial process is working well. Thanks to Vin Morgan for his compilation of results and updates to the Free Flight Community.
- This year's Nationals at West Wyalong is included as a Selection Trial event.
- AFFS is receiving good publicity thanks to the efforts of FFDU Editor Malcolm Campbell. MAAA is promoting use of its Web server for this purpose.
- CIAM – Graham thanked various representatives for input on proposed rule changes. In closing Graham thanked the AFFS Committee members for their input during the year.

Proposed acceptance of the President's Report by Paul Rossiter 2nd Terry Bond. Accepted.

4. Treasurer's Report

The Treasurer tabled the AFFS Accounts for the past financial year to **31 December 2015 for the members' consideration:**

Total Income	\$3,806.78
Expenditure	\$3,532.01
Profit	\$274.77
Current Assets	\$4,482.62
Value of Assets (Non current)	\$714.21

Proposed acceptance of the Treasurers Report by Albert Fathers 2nd Malcolm Campbell. Accepted.

5. Election of Office Bearers

Paul Rossiter kindly accepted nomination as Returning Officer. Paul thanked the retiring Committee for their efforts during the year.

Nominations were received in writing as per the Model Rules for Incorporation Associations. No positions were contested. Proposed acceptance by Terry Bond 2nd Tahn Stowe. The meeting unanimously accepted Office bearers' election as follows:-

President	Graham Maynard
Vice President	Matt Hannaford
Secretary	Phil Mitchell
Treasurer	Albert Fathers
Editor FFDU	Malcolm Campbell

6. Formal Meeting Closed at 7.50pm.

AFFS Forum – Items Discussed**Field Status**

The Secretary indicated that Wayne Durnan is happy for us to continue with use of the field at “North Oak”.

Dave Anderson Memorial

AFFS Committee to determine continuation on a yearly basis.

Sponsorship

Members reminded to seek sponsorship for AFFS as appropriate.

Rules

Graham gave a summary of processes involved for MAAA rule changes which are on a 3 year cycle and requested members provide input to him on any issues that may arise.

Memorial/Perpetual Trophies

Nomination accepted for Peter Twiss (Open Rubber) for 2017 AFFS Championships.

The Russ Hammond Memorial trophy will be renamed to include Ivor F in recognition of his lifetime commitment to Aeromodelling, & in particular his passion for Scramble.

Next Years AFFS Program

To be determined by Committee sometime after Easter. (**Note:** Dates now determined by the Committee as 4-10 May 2017 including Dave Anderson Memorial World Cup).

FFDU Printing Costs

Concern was raised over the relatively high cost of printing & posting small numbers of FFDU Editions to members who desire this format over the electronic version. The forum considered this issue and decided to adopt a “user pays” principle regarding future costs of paper copy FFDU sent out at specific member(s) request. The Committee will seek accurate advice on printing & posting costs. Future fees for printed & posted FFDU Editions (2017/18) will be set to reflect actual costs incurred by AFFS.

**THE EYES HAVE IT**

We aeromodellers often fail to take adequate precautions to protect ourselves when flying our little toys. Some do: most don't and I'm one of them.

Let's talk about the fuel we use: Fuel is just fuel we say to ourselves but Methanol, the key ingredient of glow motor fuel is nasty stuff. If you drink it you can die; taste it and it stings, get some in your eyes and it can hurt like nothing you want to experience again.

I've been flying since the 1960's and it never seemed to be a problem to be around fuel, to get covered in exhaust and generally get messy doing what I love doing, but this time, coming back to free flight after a break of almost 40 years, fuel causes me all sorts of problems if I get it in my eyes.

Modern F1C models, with rear exhausts that you stand over as you start, spray you with a mixture of exhaust and neat fuel and I found out the hard way that it can hurt you.

Christmas/New Year 2015/2016 I flew at West Wyalong but after a day of trimming, I had eyes so sore that I went to the outpatients at the local hospital. It felt as if I had a needle stuck in my eye!

I wasn't asked if I'd spilt anything in my eyes, they thought it might be some sort of infection or virus but couldn't be sure, so I was sent packing off to Wagga Base Hospital. Again, I don't recall being asked by them if I'd spilt anything in my eyes and I certainly didn't make the connection between flying and sore eyes.

It was diagnosed as a virus, special ointment was administered and, a day or so later, I was back to normal again.

None of us connected it to model flying.

April; at the lead-up to the AFFS Champs; it happened again. Back down to Wagga Base Hospital with the same result.

May at the Vic State Champs - same thing again but this time I went to an ophthalmic surgeon and he made it clear that in his view I'd spilt something in my eyes - he could see sores erupting on my eyeballs!

The penny had already dropped with me by that stage. I'm not that smart so some things take time.

I spent the next day (F1B day) lying down with one eye bandaged over and full of some special cream. It took 48

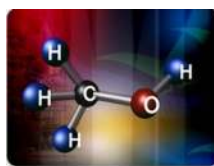
hours to recover and I was warned not to repeat it again as I risked permanent eye damage.

I now wear close fitting safety glasses to start and launch. I've tried them out and they work!

Long story but worth the detail to act as a warning.

Protect your eyes or your hobby could send you blind!

Mike Pettigrew



14 - 15 May 2016 F1A and F1B Queensland State Championships



Q'ld State Champs F1A winners



Q'ld State Champs F1B winners

For the 2016 Queensland State Championships in F1A and F1B, Dalby repeated the excellent weather of the last two years and there were no crops, making retrievals a breeze.

Phil Mitchell and Noels returned for their third year too, camping on the field and getting plenty of practice each day. Graham Maynard tested his W Hobby glider and, with Malcolm's help, made some progress in understanding the programming.

Saturday was warm with light winds going in another direction at line height in round 1, just to make things interesting. Malcolm got ahead of Phil in round 3 when Phil fell out of lift, and then scared himself in the final round when his model took 18 minutes to come down after DT. Albert had two tow ins in the final round, to blow his chances of a place, allowing Ben Lewis to swap places.

On Sunday, wind speed and direction was even better for F1B and Mark Armour looked strong to win until he experienced trouble with both his main and reserve models, allowing Ben and John Lewis to move up the order. Graham Maynard was unlucky not to get a place; he used two models trying. Ron Munden was very happy to take third place.

I guess we'll see Phil again in Dalby next year, as the score is currently Mal 2 and Phil 1!

Malcolm Campbell

Name	R1	R2	R3	R4	R5	F/O	Total
1 Malcolm Campbell	240	180	180	180	180		960
2 Phil Mitchell	240	180	170	180	180		950
3 Ben Lewis	141	28	180	180	172		701
4 Albert Fathers	228	180	101	180	0		689
5 John Lewis	128	159	153	0	91		531
6 Graham Maynard	62	62	-	-	-		124

Name	R1	R2	R3	R4	R5	F/O	Total
1 Ben Lewis	223	160	180	180	180		923
2 John Lewis	240	103	180	180	180		883
3 Ron Munden	133	154	108	176	142		713
4 Graham Maynard	105	74	166	131	180		656
5 Mark Armour	240	180	180	-	-		600



Ben Lewis likes to launch hard

Victorian State Championships 2016

Report by Vin Morgan



I think the Age Newspaper mentioned the event. "Wet and windy weekend for Victoria" it said and for much of the time it was, however only Sunday was a complete write-off and on all the other days there was some flying.

The event was the first to be held on the new field near Marong found by Mike Pettigrew and Roy Summersby last year. The field is owned by Rob Harrison and is roughly a square mile with the farmhouse and a road in the middle. The adjacent paddocks are owned by Rob's cousin and are accessible for retrieval although we don't yet have permission to set up on these. The surface of all the fields was good, flat and smooth and firm underfoot with just weak stubble. When we arrived on Thursday it was very dry and the roads were dusty. The weather over the next few days put an end to the dust but even after 25 mm of rain on Saturday night it was still easy to drive to the start line and walk across the field. There are trees – tall eucalypts beside some of the roads but the outfield area is generally clear cropping or grazing land.

The field is actually closer to Bridgewater and Inglewood than Marong. There is a motel at Bridgewater and a pub, and there is also accommodation (and several pubs) at Inglewood.

The forecast was for northerly winds and it was northerly when we went out on Thursday morning so we set up the table and sun shelter (!) close to the north end of the field. Although the

forecast for the weekend was grim, early on Thursday it was reasonably calm (~3m/s) and dry so we had a few test flights.

Friday. The forecast was for 5-6 m/s but on the field it was only 2-3. However there was rain. The scheduled events Combined Mini (F1G + F1H + F1J), F1C and P-30 were started. We managed a few P-30 flights (one each) and Mike Glaister also had one flight in F1G before the rain set in at about 10:30. We retired to the coffee shop in Bridgewater, had a relaxing afternoon and dined at the Inglewood Hotel Bistro. Vin, Leigh, Sean, Mike G, Gary. Two bottles of local red were satisfactory.

Saturday. We added the unfinished events of Friday to the scheduled events of Open Rubber and Combined Vintage. The wind wasn't too bad ~2-3m/s but the misty rain was a problem especially for oily F1Cs, exposed electronic timers and tissue covering. In P-30 Sean and Vin both got two more maxes thus requiring a flyoff. This will be done sometime in the future at Exford.

In Combined Mini, Mike Glaister persevered with his F1G and succeeded in getting in all five flights. This put him in a winning position although I understand he is not too impressed since he didn't get any maxes. The tissue covered Deuzio doesn't like water. Harry Sokol got the glide of his F1J sorted by flight three and then demonstrated how well it glides by sending it away in a nice thermal (the

servo in his timer had failed). He followed it down the road beside the field for a fairly easy retrieve at about 7km.

Gary Odgers put in a couple of flights in F1H – well we think they are Gary's flights although this might be questioned by the fastidious rule-reader. One of Gary's legs wasn't quite pulling its weight and he was having trouble towing so it was arranged that someone else (Vin) would hang on to the string while Gary launched the model. It seems clear who had the most responsibility; Gary built, trimmed and actually launched the model while Vin just held onto the string until the model floated off the line. There was however in this day of no proxy flying and purchased models some doubt about who actually made the flight. The doubters were ignored and the second flight was clearly the best of the event. The model sailed away in a nice piece of lift and DTed, still at about 50m just after 2 minutes. Perfect.

The F1C Flyers, Mike Pettigrew and Gary Pope, were both hoping for some practice and possibly some good Team Trials scores. Mike was operating under an additional handicap (on top of the rain) since following recent foot-surgery he had to launch sitting down. Both the F1C flyers took some time to get going (the rain??) and Mike's first flight, going for 4 minutes disappeared from sight at 2:55 behind trees. It could have maxed. John Quigley who now flies radio retrieved with assistance

from Yvonne. Gary Pope was leading with a 3:36 1st flight and a second flight max but his third flight was only 1:46 and time was getting on and it was getting windier. Mike was ahead when they called it quits after three flights.

We had to have dinner at the Inglewood Hotel again because Bridgewater was full. Vin, Leigh, Gary O, Mike G, Sean O'C, Martin W, Harry S and Peter G.

It rained and blew all Saturday night and it was still raining on Sunday morning – the forecast was right. We went out to the field and took down the sun-shelter (only a few tubes were bowed) and spent a pleasant day looking at the junk shops in Inglewood, buying new Rossi boots and exploring the territory south of the field that Harry's flyaway had visited on Saturday. A number of people went home on Sunday which turned out to be not such a good call since the weather on Monday was the best for the whole weekend. The Blackams, Richard and Kim, and Craig Hemsworth arrived on Sunday evening to partly keep up numbers and we had an enjoyable dinner at the Bridgewater Hotel. It ended a little earlier than it might have when The Hotel said they were closing and we had to leave just

when we were starting on small drinks. Probably just as well with the early start the next day.



Monday. As forecast, on arriving at the field there was little wind and no rain. The wind was predicted to increase later so we flew flights not rounds in order to finish as quickly as possible. In F1B Craig and Vin fairly easily made the 5 flights while Richard who hadn't had the models out of the box for a year or so needed a couple of tests and then dropped the first by an unfortunate 3 seconds. Leigh's Wakefield seemed to have become a 3 minute model with several flights around 180s, unfortunately a couple of them on the wrong side.

By the time we had finished the flights the wind was up to 3-4m/s so a 6 minute flyoff was not a pleasant prospect. We used a new (for us) method to break the tie. We decided

to fly for 2 minutes, DT, and time to the ground. With the essentially identical models the DT rate should be similar (depending a bit on tail angle) so a longer time would indicate a higher model that presumably would record a higher flight time. Not quite the same as a proper flyoff where a lesser performing model might find lift but just as fair. It was quite a fun thing to do. We launched together and the times were close, 2:15 and 2:12.

In Open Power Harry's first max made it impossible for Peter to catch him even if he flew all three so he didn't bother with a third.

All in all considering the dire weather predictions we got in quite a lot of flying. The field is good for a northerly wind and if we can get access to the adjacent fields it would be satisfactory for other directions. The location near the towns of Bridgewater, Inglewood and Marong provides ample accommodation and eating establishments and it is only ~2 hours from Melbourne.

Thanks to the fifteen flyers who ventured out in the face of the weather forecast. There was some flying and there were a number of enjoyable pub meals.

Vin Morgan

2016 Victorian State Championships

Held at Bridgewater near Marong near Bendigo

F1C

					Total	
1	Mike Pettigrew	175	174	180		529
2	Gary Pope	216	180	106		502

Combined Mini

1	Mike Glaister	76	97	45	53	62	333
2	Harry Sokol	91	76	120			287
3	Gary Odgers	64	120				184

P-30

	Vin Morgan	120	120	120			360	FO
	Sean O'Connor	120	120	120			360	xx
3	Leigh Morgan	104	117	120			341	
4	Ian Haigh	106	83	26			215	

F1B

					Total	FO	
1	Craig Hemsworth	240	180	180	180	180	135
2	Vin Morgan	240	180	180	180	180	132
3	Richard Blackam	237	180	180	180	180	957
4	Leigh Morgan	189	180	168	174		711

Open Power

1	Harry Sokol	180	97	122		399
2	Peter Greenhill	98	116			214

xx the P30 flyoff will be done sometime in the future at Exford



CONSTRUCTION CORNER



In going through Ivor's motor collection Tahn Stowe has unearthed a 2.5cc glow motor produced by three modellers from the NSWFFS in the early 70's in Australia.

Can you identify this motor? *The answer is on page 47*



Phil Mitchell has been busy with his new project. A story will follow.

WANTED



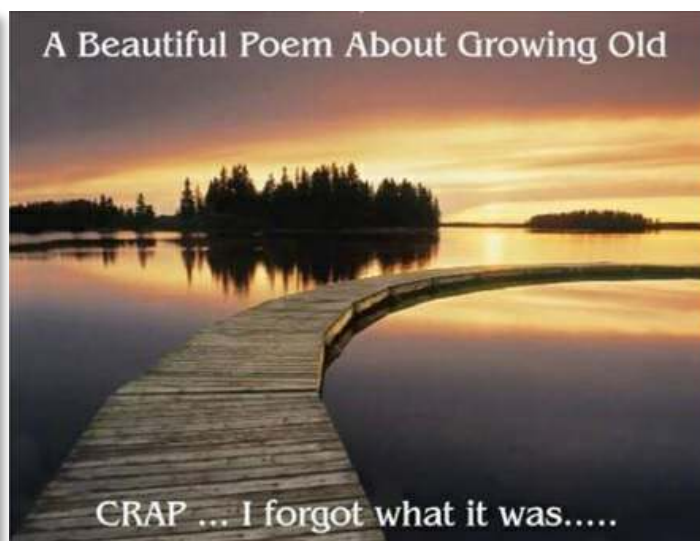
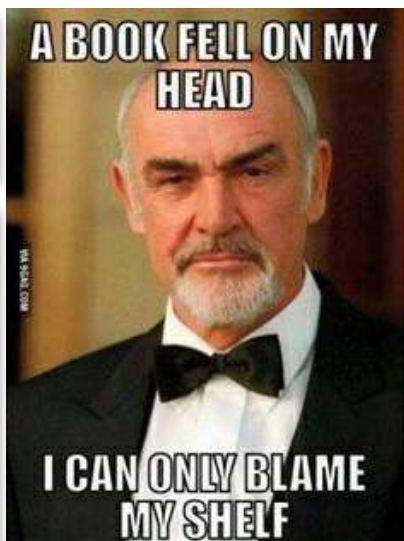

Cox .049 / .051 TD and Seelig 1/8 A timer

One or more wanted, must be in good condition. Contact William Jones:

Phone - 07 3345 7828

Email - weldwell@ultrafast.com.au

Need a laugh?



TEAM TRIALS AS AT 4 JUNE 2016

	Kiwi	North American	Max Men	Dave Anderson	AFFS	SCC	Vic St Ch	QLD St Ch F1A, F1B	69th Nationals	NSW St Ch	WA St Ch	WA Trials	QLD Trial	Sum of best three	Sum of best four
	6/2/16	10/2/16	12/2/16	8-9/4/16	11/4/16	16/4/16	29/4/16	14/5/16 15/5/16	28/5/16- 2/6/16	16/7/16 17/7/16	13/8/16- 14/8/16	13/8/16- 14/8/16	15/9/16 16/9/16		
F1A															
Phil Mitchell	x838	x960	960	960	900	960		950						2880	
Malcolm Campbell	868	x814	x866	957	807	867		960	833					2785	
Vin Morgan				885		917			960					2762	
Albert Fathers	x908	x916	917	750	835			689	944					2696	
Tahn Stowe				807	805	960			792					2572	
Matt Hannaford				620	160				668					1448	
Mike Thomas				815	180									995	
Ben Lewis								701						701	
John Lewis								537						537	
Graham Maynard								124						124	
F1B															
Vin Morgan	960	x960	x809	928	960	960	960		960					2880	3840
Craig Hemsworth	960	x960	x960	750	815		960		960					2880	3695
Terry Bond				960	205	927			960					2847	
Gary Goodwin				787		874			906					2567	
Paul Rossiter				551	934	960								2445	
Leigh Morgan				767	116	825	711		829					2421	
Matt Hannaford				858	398	675			634					2167	
Richard Blackam							957		960					1917	
Graham Maynard					701			656						1357	
Ben Lewis								923						923	
John Lewis								883						883	
Gary Odgers					742									742	
Gary Pope				588	147									735	
Ron Munden								713						713	
Mark Armour								600						600	
F1C															
Roy Summersby	960	x960	x960	960	900	957			960					2880	
Terry Bond				959	900	883			722					2742	
Gary Pope				750	614	858	502		960					2568	
Shannon Tolmie				766	900	855								2521	
Mike Pettigrew				960			529		881					2370	
Shayne McDonald						857								857	

x Under the trials rules one overseas event can be counted. An x before the score indicates an overseas score not used.

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.

Here's the answer to the page 45 question

Tahn Stowe tells me the motor in question is the **LEJ 2.5**. Only one was produced. The motor was test run and apparently achieved 18,000 rpm, however further development was curtailed.



Three modellers produced this engine. One is deceased, one no longer flies but is still involved in administration of the NSWFFS (and is the only Life Member of NSWFFS) and the third has been absent from competitions for many years but represented Australia several times in F1B at World Champs and in Trans Tasman.

Do you know who these three are?

The "L" is for Barry Lee NSWFFS Registrar and sole life member, the "E" is for Allan Edwards of Wakefield claim. He worked for Sankey Bensons back in the early 70's, engineering the first "mag" wheels to be made in Australia. As such he had access to aluminium casting and so made the male plug and special plaster castings for the "sand cast" crankcase. The "J" is for Brian Jones who was a Free Flight and CL flyer back in the 60's and died in the mid 70's.

It would appear that Allan did most of the work, Barry Lee supplied the use of his garage and Brian offered enthusiastic support.

So who answered this correctly, without cheating? Email me on actrain@ozemail.com.au if you did. And thanks Tahn, for this fascinating glimpse into Australian aeromodelling's past.



WINGS OVER WEST WYALONG

Last Weekend in OCTOBER

A fun flying weekend for all, Saturday 29th / Sunday 30th October 2016



Come and fly Friday afternoon if you want!

Camp on the field in our camping ground and make use of the camp kitchen, showers and toilets. Cost \$10 per head per night. Electricity and water hook up for vans.

Fly anything at all, Pulse Jets; to Cox 010s (noise no problem) FF, CL, or RC, BIG and SMALL, bring them ALL to our 700 Acre multi purpose field.

Plenty of room for everyone !

\$20 registration fee paid before flying and you MUST have a current MAAA card.*

**Includes ticket in the raffle for a new in box DC Merlin, drawn at dinner*

Organized events

4.00pm Saturday Ebenezer mass launch

Lamb Spit roast Saturday evening \$20

8.00am Sunday ½ Hour Campbell Scramble (must walk, no running)

Sausage sandwich, tea, coffee & drinks will be available.

