

FREE FLIGHT

DOWN UNDER

NEWSLETTER OF THE AUSTRALIAN FREE FLIGHT SOCIETY INC

VOLUME 43 NUMBER 2

WINTER 2011

2011
WORLD
CHAMPS

AFFS
CHAMPS

SOUTHERN CROSS CUP
VICTORIAN STATE CHAMPS
QUEENSLAND STATE CHAMPS



FRONT COVER: Roy Summersby caught in the glow of an early sunrise at Narrandera during the Scale competition, rubber powered Focke Wulf 190 in hand.

Free Flight Down Under

Winter 2011

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Free Flight Down Under is the newsletter of the Australian Free Flight Society Inc, a Special Interest Group of the Model Aircraft Association of Australia. FFDU welcomes contributions in the form of articles, letters, pictures, etc on any aspect of Free Flight or related topics. Contributions can be sent to the above address or emailed to the editor. Electronically prepared material is preferred.

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WITH SPECIAL REPORTS ON

WORLD CHAMPS ARGENTINA



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PRESIDENT'S REPORT:

Greetings all, welcome to the second edition of FFDU for 2011. Plenty to report this time around. Firstly Malcolm Campbell has taken on the editorship of FFDU for another 12 months, thank you Malcolm. The other big stories in this edition are the World Champs recently finished in Argentina, and also the AFFS Champs locally.

We may not have won the World Champs, but then neither did a lot of other teams. Still we did have some strong results both in the World Cup event before hand, and the World Champs with Paul Rossiter finishing a superb ninth in F1B after two fly-off rounds. Congratulation to Paul; great to see the rewards of many years of hard work, and many rubber motors tested.

As for Narrandera this year, we had some glorious weather, and yet the week unfortunately fizzled out due to rain on the last two days. While the weather itself was not necessarily un-flyable, it was decided by the committee to curtail flying on Saturday and Sunday to minimise the damage caused to the road into the field, and to maintain our good relations with Wayne Durnan, the property lessee. It was an interesting experience driving out of the field on Saturday morning watching the car in front with the front wheels pointing in one direction, the rear wheels pointing in another, and the car travelling in a third direction, and all this at probably less than 15km/hr.

I am sure that Malcolm et al will tell the story of the week (and photos) far better than I. I do however want to discuss a couple of issues that came up during the week.

Firstly I would like to thank everyone who participated this year, and to those who have been involved in the organisation of the AFFS champs. Due to a number of issues we saw a smaller number of entries this year, which created a number of knock on problems. The most significant of these was finding CDs for the AFFS comps. We started off in some disarray on Wednesday morning for which I must apologise, but thanks to some excellent work by Gary Pope and Phil Mitchell, the ship was quickly righted, and the rest *President's Report continues on page 46*



AFFS SUBSCRIPTIONS DUE

If you have not paid your AFFS subscription for 2011/12 it is now due. Still just \$20 for membership and an electronic version of FFDU.

If you want a paper copy of the Newsletter this will cost an additional \$20 making a total of \$40.

And, for those who have already paid, thank you, but if you require a paper FFDU you need to forward an additional \$20.

Subscriptions should be sent to:

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Cheques should be made out to:

Australian Free Flight Society (AFFS may work but the bank will not accept FFDU).

FROM THE EDITOR:

Help at last! You'll see in this edition of Free Flight Down Under a number of contributors, including a few new hands. Many thanks, it makes the reading that much more interesting. So thanks to Paul Rossiter, Terry Bond, Roy Summersby, Gary Pope, John Lewis, Vin Morgan and George Car. And also our friend in the US, Mike Roberts. The stories of personal experiences and observations during the World Champs at Argentina make fascinating reading. And George is always good at digging up some stuff from the past to amuse us. Narrandera was, as usual, a great week for most of us, and the comradie around the Country Roads BBQs each night was wonderful. It's lucky it was only a week, because the BBQs worked overtime to process the vast quantities of local produce cooked. Some may have gone home to diet! It was a pity the last two days didn't eventuate, with the 2 klm road into the flight line treacherously slippery after a nights rain. I understand that the NSW State Champs for A, B and C may be held at Narrandera on the last week of October, and will absorb the A and C missed from the AFFS programme.



2011 WORLD CHAMPS REPORTS

from various enthusiastic journalists

MY REFLECTIONS ON F1B AT THE ARGENTINA WORLD CHAMPIONSHIPS

Paul Rossiter

The pole allocations for the Australian team in both the World Cup and World Championship events were remote from the other top teams and so I am unfortunately not able to provide comment on their trials and tribulations. What follows is thus very much a personal perspective on what was happening in the Australian camp. Some comments on the USA and New Zealand experiences are available on SEN.

The F1B World Cup

Kathy and I arrived at Embalse on Monday 25th April and after a few mobile phone calls were met by Vin and Phil who showed us the way to the accommodation. The next day we went to the flying field to get familiar with the layout and surroundings. As the weather was perfect I was tempted to put up a couple of flights, but as we hadn't yet purchased the usual essentials (water, fruit, snacks, hammer etc) I decided to wait until the following day. I got to the field early on Wed 27th and managed to trim two of my "long" models to the stall point before any noticeable thermal activity started and then check out their transitions following the burst. Similar conditions were expected for the morning of Thurs 28th so I again got to the field very early and trimmed out the third long model just below stall. However, the wind started to increase later in the morning and so I called it a day. That night there was a huge rain squall following passage of a front and the wind shifted to the south and strengthened.

The next day was still blowing from the South and when we got to the field early in the morning there were a few of people standing around but no signs of action. As the wind was below the FAI limit I took the opportunity to test my two short models, damaging one wing tip in the process as it blew over on the ground. Fortunately we had our team "D-box man" (Tahn) on hand back at Hotel 7 and he made the necessary repairs later that day.

So by the end of the three days of trimming I was fairly confident that all 5 of my models were ready for action under most conditions. In particular the 3 long models were trimmed just below stall which is the reference point I use to adjust the stab/rudder to suit different turbulence and lift conditions and both short models

were climbing out and gliding well in the blustery conditions.

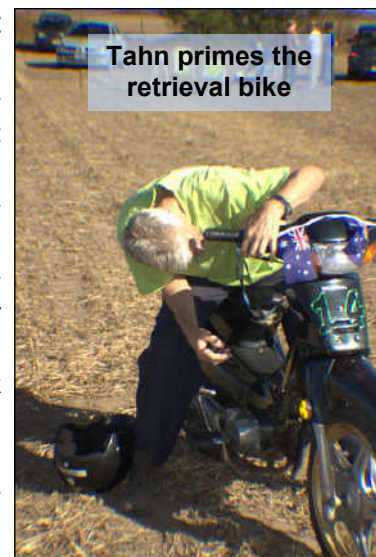
These three days also allowed me to set up the weather logging station (charting the wind strength, direction and temperature variation) so that I could start to get a feeling for any thermal patterns under both light (N, N-E) and windy (S, S-W) conditions. From the chart traces and flight testing, they actually turned out to be quite similar to



what I would expect at Meckering in WA. In the light N-E conditions the early morning calm was followed by a "doldrums" period from about 9.30 to 11:30 in which the lift appeared in quite narrow areas embedded in a general background of sink. That was followed by a more established pattern of regular thermals into the afternoon. In subsequent reports a number of people have commented on the tricky nature of this doldrums period. In the windy S-W conditions the lulls were coming through fairly regularly.

The wind was still blowing quite hard from the S-W on Friday 29th the scheduled F1A competition day and this event was subsequently postponed. By Saturday 30th it had returned back to the north and fairly still conditions greeted us for the first round of the F1B World Cup event. Competition at last!

As the F1B and F1C events were being held concurrently our resources were a bit stretched and we couldn't completely implement our planned team procedures. Phil retrieved for F1B on our "#14" motor cycle (purchased on a buy-back scheme in Embalse) and Tahn rode with Louis (we hired a bike-rider combination) for F1C retrievals.



I didn't have time to set up and use the weather station for this event.

Round 1 was held under nearly ideal conditions with Terry and Gary flying off one pole while I shared the adjacent pole with another flier. Terry had a hectic time since he was also flying F1C and so had to run from one end of the flight line to the other. Both he and Gary got the 4 min round. I trimmed my #1 model conservatively to avoid any catastrophic stalling. The climb was good and Kathy and Noels watched it onto the ground in about 4:30 after DT. Feeling pleased I went to thank the timers who announced that they saw it down in 2:30! Then the fun started. I protested to them but they were unmoved until Kathy and Noels really turned up the heat. Under



that barrage they finally relented and offered me a re-flight. The message is: *don't mess with the Oz free flight ladies!* So I wound and chucked again and, just as before, it DT'd well up at about 4:10. However, I was a bit jumpy by then and pounced on them when I heard them clock it off before the DT, but they somewhat meekly told me that it had been clocked off at 4 mins and not to worry!

For round 2 the drift had increased a bit and there was now some lift (and sink). Terry flew late in the round. He had a good climb and looked like a certain max but the model then dropped out of the sky to land at 154s. This was probably a result of the turbulence associated with the incoming change. Gary maxed but the prop on my model failed to start. However, I managed to catch it by both the motor tube and prop hub and avoided any damage, other than needing to check and reset one of the prop blades, and went on to max.

By round 3 the wind had increased dramatically, swinging to the S-W as a portent of the coming front. I flew early in the round to try to get the best of the weather and easily got the max, though the model flew a long way downwind toward the lake and nuclear power station and Phil couldn't get a tracker signal even though he was stationed a fair way downwind. Terry's model fell over in the climb and never really got away and finished up in a

very prickly tree in just 82 seconds, not far from his F1C that had also finished up a tree. Gary also dropped with 115 seconds, but they were in good company with a number of the other high profile fliers also dropping.

After the round closed I went back with Phil on #14 to look for my model. Using the GPS we followed the line and finally got a signal and located the model 2km from the flight line, indicating an average wind strength of around 10 m/s. The model had just missed a clump of trees and fence and was on the edge of a grassed area leading to the edge of the lake.

With the conditions deteriorating, a 30 minute halt was called and further rounds subsequently abandoned. Of the 67 active competitors, 18 had elected not to fly the last round and just 9 competitors made it through the first three rounds unscathed, myself included. Then began the saga of the first fly off. This was meant to be an unlimited fly-off held at 8:00 the next morning (Sun 1 May). So on Sunday we got a pre-dawn start for the field but found it shrouded in a freezing fog, the car thermometer indicating -5C! I nevertheless set up the models and stooges etc,



anticipating a possible start that never occurred. By the time the fog lifted there were signs of thermal activity and so the CD postponed it again to the following morning.

Another pre-dawn start on Monday 2nd May with exactly the same result, the only difference was the car thermometer now indicating -6C. Kathy commented on the ice that



had formed on the thermistor pole when she pulled it down at around 10:00 am. Later that afternoon the Australian team had model processing for the world championships, and it was still quite cold throughout the afternoon.

So it was up again early the next morning (Tues 3rd May) only to be greeted by the blasted fog again and the 5 and 7 minute fly-offs for both F1B and F1C were then re-scheduled for later afternoon after the opening ceremony (which started at 11:00 in the local outdoor stadium) and banquet at Hotel 7. So once again it was pull it all down again and return to the Hotel. After the official ceremonies we returned to the field and finally got underway with the 5 min F1C round followed by the



Aussie Aussie Aussie - Oi Oi Oi

5 min F1B. By now the wind had shifted back towards the N-E and dropped considerably. I got the 5 min round, one of only 4 of the 9 fliers to make the 5 minutes. Then the 7 min (and final) F1C round was held with Roy coming second, a great result! By then the visibility was deteriorating quickly due to a haze forming and so the F1B 7 min round was postponed to the next morning, this being the last chance for a fly-off before the world championships commenced the following day.

Up again pre-dawn on Wed 4th May only to look through the hotel window and see the ubiquitous fog again. Not feeling very optimistic, we got up again headed back out to the field to be surprised by rapidly clearing conditions and finally got the 7 minute round underway. I had two models prepared and three motors set up in the winding tubes just in case something went wrong, broke one motor during winding but got a good wind on the second. The model climbed out nicely and settled into a very flat and stable glide but was drifting over a bank of trees. Unfortunately it chose to go behind the highest part of the trees and so was lost to sight of the timers who clocked it off at 231s for third place, just 8 seconds behind Burdov in second place. Tahn was waiting downwind and soon had the model and mentioned that the DT went off soon after he picked it up. The DT was set for over 8 minutes! However, Bror Eimar had

better height and managed 325s for a well earned first place. In fact all four of the fly-off times were affected by the models going out of sight of the timers behind the trees.

The final score sheet showed just three normal rounds and two extended rounds, suggesting a fairly short competition, However for me it had in fact entailed two four minute first rounds, travelling to and from the field and assembling models, putting up and pulling down the stooges on 6 occasions (4 pre-dawn) and even then the saga wasn't over. The results of the final fly-off were shown on the same spreadsheet that was used to indicate the pole positions for the fly-off which had me on pole 4 and so listed the final results in the order 1, 2, 4, 3.

This incorrect ordering was overlooked at the award ceremony where it was announced that the Czech flier (who had actually come 4th) had come third, much to his embarrassment (he rightfully declined to go up to the rostrum) and my anger! Vin went up to the dais and made a representation to the officials who said they "would look into it", presumably at some later time. I was really pissed, Kathy not much short of hysterical, and finally both Vin and Phil went up the front again had a further discussion with Daniel Iele (the event organiser) in between other presentations, arguing that it had to be sorted out then and there. After consultation with the other officials he finally relented and made an announcement after the final round of awards that a mistake had been made. I was called up to get the third place trophy and while there said that I also wanted the photo opportunity with the other place getters. Daniel correctly sensed a degree of determination in my manner and so called the other two back to the podium and we finally got the photo!

The final placings were: 1 Bror Eimar, 2 Andrey Burdov, 3 Paul Rossiter, 29 Gary Pope, 44 Terry Bond (74 fliers in total).

F1B World Championships

After the World Cup experience we reviewed our team support roles and by the time of the World Champion-



Paul Rossiter, 3rd in World Cup F1B

ships the team arrangements were working very well. For F1B Phil was acting team manager on the flight line with Kathy and Noels on bins. Vin was monitoring the weather station and radioing the observations to Phil who passed them to the fliers. Phil and Vin also watched the other flights along the line and provided feedback accordingly. Roy and Tahn were retrieving with Louis and passing the models back to the fliers.



Team Oz - a regular team meeting

The F1B world championships were held under excellent conditions, with around 2m/s from the N-E for the first round, light or no drift during the mid-morning doldrums and building back up to 3-4 m/s from the N-E breeze by rounds 6 and 7 (much as I had logged during my earlier testing).

As the highest qualifier, Terry elected to fly first, Gary next then me. With inputs from Phil and Vin, all of us made the 4 minute first round and stayed clean until round 5. By this time the breeze was just starting to come in and disrupted the weak thermal pattern of the doldrums. Terry wound but was then on the line for some time waiting for favourable indications (along with a large bunch of other fliers). Finally Vin radioed that things were starting to look better than they had been for some time and so Terry launched and was rapidly followed by a large bunch. However, his model flew a very long downwind leg and out of the lift to make 161s, while the others who launched immediately after him generally got lift and maxed. With hindsight it might have been better for him to step down after the long wait, get a fresh motor and rejoin the line later when the lift had become more established again (isn't hindsight great!). He made the rest of the rounds.

Gary and I continued to max until round 7. For many of the earlier rounds Gary's model was going flat at the top of the burst and he was giving up height. He managed to improve this somewhat as the competition progressed but was finally caught out in round 7 with just 123s, even though he launched in a bunch that included Alex Andriukov and quite a few others. In fact, this round proved to

be the toughest of the comp with 24 fliers dropping (I'll return to this point later). I got an easy max.

So once again I had made it to the 5 min round, which was scheduled to start later in the afternoon. I prepared two models and three motors, broke a strand on the first motor, wound the second motor and got ready. The wind was still around 3.5 m/s and so I used the same trim settings as the last round. The wind and thermal indications finally looked good towards the end of the 10 minute slot and so I launched and got away for an easy 5 min max.

The 7 minute round was scheduled for an hour later and by then the wind had dropped to a nearly steady 2 m/s and the temperature had also dropped quite a lot, so I re-trimmed the models accordingly. I again broke the first motor and so wound the second, which felt good and so was loaded into the model. A number of fliers had already gone quite early in the round when our chart indications were quite good but these had deteriorated by the time I got to the line so I decided to wait for some more favourable indications. The temperature started to creep up again at around the 6 minute mark and so I decided to launch, which was just as well as it fell back again for the rest of the round (the thermals were coming through in about 5 minute intervals). The climb was great (I was pleased to hear some acclamations from the spectators!) and the model settled into a nice flat glide with a fairly open circle, drifting off to the S-W. Unfortunately it drifted right over some trees and became lodged about 5-6 meters up one of them to give me 262s and ninth place.

Overall I was really pleased at having made the final fly-off rounds in both competitions, gaining a 3rd in the World Cup and top 10 finish in the World Championships. I was very happy with my own preparation, the models and the rubber testing and selection (the latter being fully described in the current and next issue of Free Flight Quarterly). Our team approach was excellent with everyone playing a valuable part and the weather station also played an important role. With that unfailing hindsight I should probably have raised the stab a bit further for the world championship fly-off since by the time I flew there was very little thermal activity and the slight breeze had become quite steady. Missing the tree would have also helped a bit!

However, even getting everything just right would have probably still left a gap to first or second place (unless I got some freak lift!) and I would have needed some top Tan 2 (I was just using Super Sport) and possibly a stronger launch to bridge that gap. Nevertheless the experience gained in the final fly-offs was invaluable. I was regarding them as just a 7 minute round that would be hard to achieve, whereas in fact they were the fly-off for the final placings (and world championship!). With that much riding on it I was not surprised to hear that the top fliers like Andriukov tend to have a group of supporters providing advice on any changing weather conditions and trim

changes, and he also had some helpers downwind flapping when the model started to get near the ground. I also noticed that some fliers had their motors loaded in tubes and wrapped in towels, presumably having been "stored" in cars with their heaters on full blast. After loading a motor into the model, Alex was actually blowing hot air behind the prop hub and also into the rear motor peg (presumably it was cross drilled) to try to get some warmth in the rubber. All these things add up to a definite advantage and I will be better prepared next time, should I be fortunate enough for one to occur again.

The final placings were: 1 Alex Milyutkin (RUS), 2 Alex Andriukov (USA), 3 Mario Kusterle (ITA), 9 Paul Rossiter (AUS), 31 Terry Bond (AUS), 39 Gary Pope (AUS) (68 fliers in total).

In the team result, Australia was very unlucky not to have placed higher up than 8th, having dropped only 2 rounds in total. Third place USA dropped 4 rounds, 5th place UK dropped 2 rounds, 6th place China dropped 3 rounds, 7th place Italy dropped 3 rounds, and only 24 seconds separated Australia from 3rd place USA.

Final Team placings: 1 ISR, 2 UKR, 3 USA, 8 AUS (28 teams in total).

Some general observations

The field we used was just OK with a N-E wind but not very suitable when it blew from the S due to rows of trees, the lake and the nuclear power station. After the world cup experience and subsequent discussion at the team managers meeting, the CD did move the start line for the F1A and F1C world championship events to better suit conditions. However it was unfortunate that the trees played a part in determining a number of placings, including both of mine and possibly costing Andriukov the world championship (he also finished high up a tree in the world championship final fly-off and was just 12 seconds off winning). There was a very large and much more open paddock that we drove through to get to the chosen flight line but it was not used for some reason (I heard comments about the stubble, undulations and farmer issues, but nothing definitive).

Overall the organisation was fine (though I gather that some competitors had difficulty finding out about re-scheduled events) and the people were very friendly and helpful. There were a few problems with the timers during the preliminary world cup events, but most of these seemed to have been sorted for the world championship.

A number of people commented on the tricky conditions during the mid-morning doldrums that occurred during light N-E conditions. In fact, in the F1B world championship more people dropped in rounds 5 (15 dropped), 6 (16 dropped) and 7 (24 dropped) than any of the first 4 rounds(5 in round 2, 10 in round 3, 7 in round 4), including the first 4 min round (12 dropped). It thus

seems that the increasing breeze posed more of a problem for many fliers than the tricky doldrums.

I have only four comments about Hotel 7, where we stayed: only two hot showers in two weeks, poor food, bed linen that didn't fit the beds and too expensive!



Hotel 7 - Team Oz campsite

There was great camaraderie amongst the fliers from the various countries and Kathy and I had a wonderful time meeting so many of them (and being introduced to Pisco Sours (a concoction of fermented grape juice, lime and egg white) by Sergio Montes and Edgardo at the Chilean team house!).

After the competition Kathy and I went on to Mendoza with its wineries and great food, over the Andes to Santiago (where we again met up with Sergio and Edgardo) and Valparaiso/Vina del Mar in Chile, but that is another story.

I am not really looking forward to going back to flying as an individual and will miss flying within an excellent and supportive team.



Team Rossiter



Team Oz at closing ceremony

STORIES FROM THE 2011 WORLD FREE FLIGHT CHAMPS IN EMBALSE

Gary Pope

1. BOND FINGER – At the start of our Argentinean adventure, the first finger on Terry Bond's left hand inexplicably began to swell up, get quite stiff and very sore. All manner of pain killers and anti inflammatory medicines (over the counter of course) were ingested by Terry but to no avail. It simply got more swollen and more painful. In fact, it was so swollen and hard it almost glowed in the dark! As a last resort Terry went to the onsite medical facility and discussed the matter with what appeared to be a nurse. The conversation was a bit stilted as Terry spoke no Spanish and the nurse spoke no English. The end result was that Terry received an injection of an unknown substance in his derriere. He now had a sore finger and a sore arse! The pain in his arse subsided but the pain in his finger did not. As time went by the finger became unbearable and an ambulance was called to convey Terry to the same medical facility. This time the staffing was considerably improved as Mercedes Benedini went along as translator and the treatment was different to such a degree that the pain & swelling subsided slightly, but did not disappear. Terry's finger became a cause celebre. The theme song from the movie



Moral support for Terry's finger

Goldfinger was adapted to suit the situation & became 'Bondfinger'.....imagine Shirley Bassey singing this -

Bondfinger.

*He's the man, the man with the painful touch.
It hurts so much.
Such a cold finger.
Beckons you to enter his web of sin
But don't go in.*

*Swollen words he will pour in your ear,
But his lies can't disguise what you fear,
For a golden girl knows when he's kissed her,
It's the kiss of death from
Mister Bondfinger.
Pretty girl beware of this heart of gold
This heart is bold !*

*He loves to touch,
But it hurts so much.
He loves to touch.
By crikey it hurts,
and its swollen so much !*

Thankfully the finger did not adversely affect Terry's flying & he did a fine job representing Australia in F1B and F1C.

2. NO ! NO ! NO ! – At the outset our Spanish speaking waiter, Juan, made it clear that he spoke no English and that he had learnt his waiter's skills by constantly watching re-runs of Benny Hill skits – or perhaps "Faulty Towers". There is no doubt that he was in charge. There was no doubt that he could be bribed by generous tips. However, he did a reasonable job & was generally attentive. We had a few communication problems but this was generally resolved by some happy sign language. He revealed to us the Argentinean way of saying no which was to repeat the word no three or four times in succession whilst vigorously waving the index finger on the right hand. This took us aback initially until we realised it was a male Argentinean way of saying no.



Phil with Juan, our trusty waiter

However, Juan saved his most remarkable revelation for the last evening, whereat he was spied having conversations in fluent English! All those pregnant pauses and apparent communication problems at dinner were a facade presumably constructed by our Argentinean waiter in order to appear exotic to the ladies.

3. HATARI – When Terry, Roy and Gary were considering their options for a hire car in Cordoba Airport it was apparent that a 'normal' sedan would not cope with them and the their luggage. The solution courtesy of Terry's inspiration was a 4 wheel drive crew-cab ute with a lockable fibreglass canopy for the gear. Even better, when it was inspected it was found to have had quite a hard



The indestructible retrieval ute

life. It displayed scratches and bumps on almost every panel and corner. This was ideal if a bit of paddock bashing was needed! Balanced against this, the roll-over excess was about 20,000 pesos. On balance, it was a good deal.

Whilst the boys were most responsible in their use of the ute, when Terry put both his F1C and his F1B into the trees that ran parallel to the field during the Would Cup rounds, the ute's ability to go where no hire car had gone before came in very handy. You see, the trees that held Terry's F1C were protected by a 15 metre deep thicket of reeds that were about 2.5 metres tall. Walking in would have been arduous at best and perhaps impossible at worst. The solution? Just fire up the ute and barge in,



Nice spot for a radar trap!

mowing down the reeds as they went! The first effort proved that it could be done but the boys realised they could not stand on the bonnet to retrieve the F1C. The obvious solution was to reverse it in. This they did, only to



**Tahn and Roy retrieve Roy's F1C
Tahn is high in the tree.**

discover the trees were covered in nasty thorns. To cut the story short, the models were retrieved and the ute proved its worth.

On the last day of the contest the ute's ability to emulate that big game catching trucks featured in the movie 'Hatari' were revealed when the ute was taken off the

paddock roads and was steered diagonally across the paddocks. The boys discovered various ditches and bumps in the paddocks and managed to get all four wheels in the air on a few occasions. The only thing missing was having Roy strapped to a seat on the right front fender, although the boys could see that his eyes were as big as dinner plates when the ute got some good air!

4.BURN BABY BURN ! & BOOM ! – On the way home we had a stopover at Cordoba. Not surprisingly Tahn, Vin, Terry, Roy & Gary decided they would pay a visit to downtown Cordoba to chew up some of the clock. A reasonable idea. However, it was Vin & Tahn's hire car so Terry, Roy & Gary agreed (???) to sit in the back seat of the tiny hire car, whilst Vin & Tahn lolled about in the spacious comfort of the front seats. Three of the five occupants put up with a very squeezey ride from the Hotel to downtown Cordoba. Cordoba itself was an amazing sight. Perhaps it can best be described as 'colourful' i.e. crowded roads, crowded narrow footpaths, a never ending flow of humanity and some rather old buildings.

On this day the boys were privileged to see the unions in action. It seems there were some protests over the treatment of power workers. The protestors took to the streets shouting & chanting, closing off streets, setting fire to objects of some kind (old tyres perhaps?). Terry Roy & Tahn were a bit adventurous & decided to investigate. Vin and Gary decided that caution was the better part of valour and hung back. Needless to say the adventurous ones returned and the group went to a quieter part of town & investigated what the 'bomberos' were hosing off a the bitumen at a busy intersection. All that was left were some steel coils....it seems this intersection had previously been the site of the unionists protests and the 'bomberos' were hosing off the remnants of burning car tyres.

Just as we noticed a bus cruising slowly through the intersection there was a mighty KABOOM, !! as a bomb hurled from a passing car exploded under the bus. Where one might have expected panic there was complete calm. No one ran, no one screamed, no one panicked (except maybe our sphincters momentarily tightened up a bit). Indeed the 'bomberos' were unmoved & simply trained there hoses on the smoking remnants of the bomb. (OK, it was a big firecracker).

This seemed to be a normal sequence of events for Cordoban's. At that point we unanimously yet silently decided to move on ! The rest of the adventure was a bit boring as we found a nice little eatery in an arcade and ate a nice lunch, drank a few sevecas and watched the pretty girls walk by.

5. TAHN'S NEAR DEATH EXPERIENCE – On F1C day Gary was support man for Roy & Terry when they stepped up

to the line to fly. They were going very well however it was not plain sailing as bits fell off and other bits got busted. Tahn was doing a mighty job of fixing all manner of unfixable things in double quick time. At the end of round 4 both Roy & Terry were maxing out but Roy was short of one model. It transpired that retrieval of a prop assembly from the hotel plus one or two other fixes would see Roy having 3 models at his disposal. Gary was dispatched to the hotel to retrieve the prop assembly. He would miss only one round & the way the boys were flying a max was very likely in that round. In that round things went a bit wrong. Roy launched but one of the lines may have been fouled or incorrectly hooked up. The result was a perfect high speed bunt virtually at ground level with the model going down under full power very close to Tahn and giving him a bit of a fright as it smashed itself into the ground at his feet. Undeterred Roy & Tahn prepped another model. However this flight did not go well and the model d/t'ed over the car park & broke its back on a parked car. Thus endeth Roy's bid to be World Champion F1C flyer in 2011.

6. EXPLODING F1A TAILPLANES – on F1A day of the World Cup Gary saw perhaps the most incongruous thing he had ever seen in free flight....an exploding F1A stabiliser....too weird to even imagine. It didn't break, it didn't bend, it didn't fail, it didn't snap – it literally exploded into tiny bits of carbon, balsa and reflective mylar. The sound was almost as interesting as the sight. A sharp crack was heard and then poof – a thousand bits of tailplane! Most remarkable. A sight unseen by Gary until that day.



Nosh time at Hotel 7



A rare occasion when the TM opened his wallet!

MY F1C DAY - World Champs 2011

Roy Summersby

After flying reasonably well in the lead up comp, I was feeling quietly confident that I would put up some sort of a showing in the World Champs. How wrong this turned out to be. After all, I had three models that I was happy with.



Roy's weapons, ready to boogie



**Roy looks organised
Gremlins were lurking**

On the flight line, with plenty of time before the start, one model fully assembled and tested, a second with the fuselage together with RCDT and tracker installed etc.

The siren goes so I start winding the timer, hooking up the stab lines, then its fold the wings and hook them up. Bang a line breaks which holds the wing up. Never happened before, not even sure how to replace it, never mind go straight to number 2 model. I hadn't test run this model, so this had to be done before going to the flight line. Motor in to the starter and somehow one of the blades on the four blade prop breaks, no idea why, perhaps it had been damaged previously. On to model number 3, no problems here, all is going well. Go to the flight line, start up, good launch, and as the model is settling into the glide the timekeepers call an over run. How they would know is beyond me as there were other F1C models screaming up at the same time.

Using the RCDT I had the model back and ready to go in a very short time. Once again good launch and this time engine run is OK, and the model is off for an easy 4.00 minute max. Boy that was a hard first round. The first round is normally the easy one as the air is neutral, and if the flyer doesn't make a mistake, all should be good. It wasn't for me as the model DT'ed on to some hard stub-

ble, punching a hole straight through the wing D box, more repairs. Chief repair man Tahn, patched the D box in short time and the next three rounds went well. In the mean time Gary had returned from our hotel with a replacement prop assembly.



Roy had a BAD day!

Now what went wrong in round five? I don't believe that I hadn't checked the bunt for being fully up and locked, but the model went into bunt mode at, or very soon after, the launch. Maybe the line came off the timer arm? Whatever the result was, exit one F1C for that day. I was now back to number 2 model with a new four blade prop fitted. I must have had a brain fade, as I launched the model far to lean. The model stopped half way up resulting in a very bad flight, to make matters worse it hit a car breaking the boom down near the tail. By now we have a new line fitted in number 1 model, so it is ready for the last round. Round 7 and the model climbs great, the wings unfold and it settles into massive lift, a glorious last flight to end my 2011 world champs.

Regrettably having head down for most of the day I didn't get to see much of the rest of the action except the fly offs. Of those going for the nine minutes I was most interested in Alan Jack with his folding flapper. Slava was using his folder and Verbitsky his flapper. Alan seemed to out climb all the others, but his glide took him to the left and the better air was on the right, where Verbitsky and Zou from China went.

It was a shame that Alan didn't make the podium, as he built the model completely himself.



But he still enjoyed his food!

TERRY BOND'S LITTLE ARGENTINIAN ADVENTURE

The world champs are always a challenge and this was no exception. Preparation was really interrupted by the sale of my business premises and the move from one location to another. However no excuses, I had the models and the enthusiasm to go for the gold, even if I felt that I was a bit under prepared.

Most of the team met at the overseas terminal in Sydney and waited for Argentine Airlines to get us loaded. Hopefully in more ways than one! The airplane was a 340 something and could be described as aged. There was an only very small quantity of wine and beer available with reasonable food. TV was barely available only from a drop down screen complete with blurs; poor sound and a crappy kid's movie that played three times non stop. The trip home was much worse, but let's get to the flying.

It took a day or so to get acclimatised to prepare for flying but the weather was too windy to get onto the field, so the first real flying was on the world cup days. The F1B contest was restricted to three rounds of flying because of the foggy weather. The third round saw my best model fly into a very tall thorny acacia tree for a sub max. I hoped that the model would come down overnight because the tree was very dangerous to climb. Unfortunately the model was too badly damaged for the world champs.

The next day was F1C for me and I did the same again, three rounds with the model landing in another acacia tree a bit further downwind, and I missed the max again. This time, with help from Tahn and Roy we managed to get the model down without damage. The next day was supposed to be a fly off but foggy weather postponed the event. Memories about the timings now become a bit vague but we had Paul and Roy in the world cup fly offs so not a bad result.



Terry's finger received a lot of interest

I will let the F1A blokes talk about their own disasters; I had my own to contend with. F1B looked good until the sixth round when the model flew straight away, and I

mean straight away. Four kilometres in fact, Roy and I found it in a corn field hiding like a mongrel dog with its head down in the crop. I managed the seventh round with no trouble with another model. We all managed to drop a round so we got ourselves a beer from the beer truck and drank to our woes.

F1C was an exciting day. Lots of high powered noise with blistering climbs and the odd screaming downhill disaster. I thought I had a really good chance until the sixth round when I launched softly and slightly left, the model was good just the pilot crashed and burnt. The seventh was good but the damage had been done. A sister to this model managed third in the WC's. Bah humbug!!!! Nothing left to do but back to the beer truck. Beer cost about \$3 per litre, and the team managed to drink the truck dry.



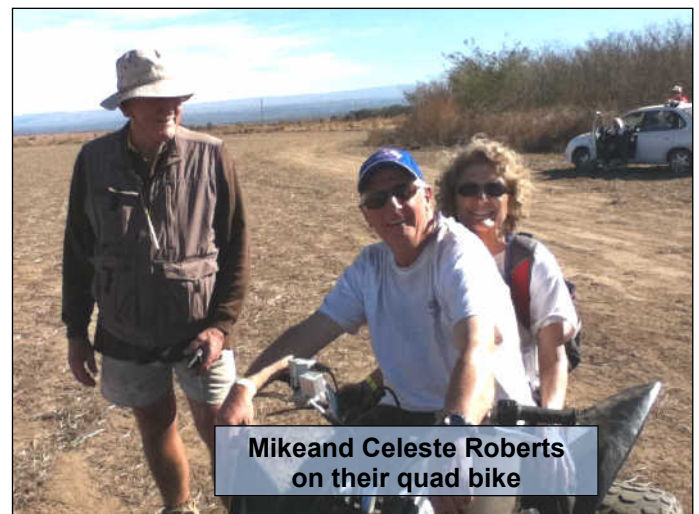
The closing ceremony and banquet were really good if you could remember it the next day, so farewell to Embalse. Hope not to return to half star accommodation with cold showers and poor food, not to mention the lousy trip back to Sydney. I had better go and start preparing for the next one.

THIS IS MY STORY AND I'M STICKING WITH IT! Mike Roberts (USA)

We arrived in Embalse a day late due to poor service from American Airlines (never again) so did not have any time to test prior to the World Cup event. Not a big deal for me as I was only going to fly my #4 direct drive back up model that had been flown in California in February and save my three geared models for the World Championships flown a week later. All went well for the first two rounds in minimal drift conditions even with an over-run and re-fly in round two. As I tried to start for round three I found I had a dead glow plug so changed it and waited for Randy and Faust to fly. In just that amount of time, maybe ten minutes, it was like someone turned on the wind switch to over 15 plus mph so that it was hard to just hold the model. Faust and I elected to put the models away and save them for the big show.

The next day was another blow out but the organizers had wisely decided to process models instead of trying to

fly so off we went to have our models stamped and checked for the Champs. On Monday the F1 A gliders flew their World Cup and I chased for them on one of the rented quads. I would have much rather had a motorcycle to cover the rough ground but the quads were all we could get. We got a little testing done on Tuesday after waiting for the fog to lift and for it to warm up so the alcohol fuel didn't freeze your hands. All good so far with Celeste chasing for me and learning why you always carry a rag when picking up a Castor good-ed up F1 C. I don't think one of her hankies will ever be clean again. We had to stop testing early so we could go to the opening ceremonies, marching into the sport stadium and listening to speeches before it was off to the opening banquet where Celeste tried to put the pinch on the Czech team for a t-



shirt. Wednesday we watched the F1 A fly off with Jim Parker of the USA getting fourth and then set up to test. By just after noon I had all three of my geared models where I wanted them with good engine run marks, so felt ready to rock and roll.

Thursday was F1 A Champs day and Celeste and I were given chase duties on one of the quads. She watched the model and worked the radio and I drove. The breeze picked up and we had some pretty long retrieves and got major dirty in the soybean fields. Bill Booth and I had scouted the different ways in and out of the fields on Monday so we could get after the models pretty quickly. Brian Van Nest maxed out and went to the fly off so was the best of our guys. We saw lots of models smacked in the wind under tow. Friday was F1 B (rubber power) day and our job was to help move our team members after each round. Bob, Dave and Alex flew well with Dave dropping just one round and Alex maxing out. Bob had some difficulty launching in the wind as he like me has some spinal issues so balance is not great when trying to through his models.

Alex went on to the final fly off but his model glided into a tree about 15 to 20ft up and if it had missed he might be World Champion given the time difference to first place. I think he was somewhat disappointed with the silver medal.

Saturday is our day and I am really nervousa little coffee and a couple of pieces of bread is all I could stomach. Just like the feeling you get on the start line of a motocross when the 30 second sign goes sideways. I loaded tracking radios with new batteries in all three geared model wings and off we went in the dark to the field. When we got there the organizers had not yet figured out where they would put the flight line but did so in short order so we found our first round start pole and unloaded all the gear and I put together two models leaving the other two in the model box. My strategy was to fly my geared electronic timer 104" model in the rounds with my geared mechanical timer 100" model as back up. The 104" was going great in practice, straight up with bunt into a nice soft glide making one circle about 1 minute and 15 seconds. I was to fly first as I always have my model fueled and ready before the round opens so not to miss any opportunity.

The first round opened and I think I might have been second or third to launch. Perfect ...straight up, good engine run, bunt, nice glide ...I felt great, it was in the bag. At just over two minutes the models nose dropped very slightly, it sped up and the glide turn tightened. I could not believe it as the model just kept coming down landing



**Mike Roberts
and his geared models**

7 seconds short of the 4 minute required max time. I was devastated as any hope of making it to the fly off was over. Oddly, this model had done the same thing after gliding for over 5 minutes during a 7 minute round two years ago, both times with bad prop folds. I had tweaked the prop position and changed the wing warp differential and there did not seem to be a problem during practice so I thought all was good.

Our team manager Blake Jensen told me I needed to keep flying for the team position which I intended to do anyway so put the 104" away and got out the 100" that I used to make the team in the first place. Blake still wanted me to fly first because I was always ready and if he could get me away early that would give Randy and Faust more time for air picking. The air picking was very difficult and if you review the scoring round by round you will see drops almost everywhere. I dropped 4 seconds in

round five in poor air and 51 seconds in round 6 in serious down air. It is always amazing how high a F1 C can be but if in down air it will not make the 3 minutes required. Now I am really bummed thinking I have just taken the team out of contention as meanwhile the Ukrainians are still clean. It turns out round 6 got lots of guys with significant drops.

In round 7, I put the model in a boomer so finally had a flight so high that there was no doubt about a max. Randy only dropped 4 seconds and Faust maxed out; the next thing we heard was that round 7 had claimed some other flyers and our team would get the silver medal. I couldn't believe it! As we waited for the fly off for Faust, Blake presented those of us who had finished flying with some large and cold bottles of beer. Wow, what a grind; so happy it was over and we would not be coming home empty handed. Alex was Silver individual in F1 B, Bob, Alex and Dave were Bronze F1 B Team and Randy, Faust and I were Silver in F1 C Team.

Obviously, I would have liked to have done better but we did not give up and kept plugging away round after round which is what you have to do in the World Champs. After showering we all went to a Parradia joint downtown for my first real Bife de Chorizo which was fabulous with the Malbec. The place was packed with flyers from everywhere to the point where the locals could not get in and were wondering, what the heck happened. The next morning I had arranged to have my model box taken to



**US F1C team (left)
gains second place**

our hotel in Buenos Aires so we would not have to carry it on our tour to Mendoza and Santiago. The box is so big there is no way it would fit in the tiny Argentine Taxis so this was a life saver. Awards and final banquet that we left early so we could hit the road back to Cordoba for the once a day flight to Mendoza at 5am.

The accommodations in Embalse were very primitive and spartan so the hotel with unlimited hot water and restaurants with real food and vegies in Mendoza was very welcome. Lugi Bosca Reserve Malbec from Mendoza and Carmenara from Chile are recommended. I will try to make the team for 2013 that will be going to France.

Mike Roberts (USA)

AFFS CHAMPS and SOUTHERN CROSS CUP

NARRANDERA 2011

Report by Malcolm Campbell

DAY ONE:

SOUTHERN CROSS CUP *Early light fog, high cloud and very light breeze*

Our big event for the year was always going to be smaller than other years, because of the World Champs at Argentina the month before. Argentina proved the major attraction for our regular World Cup visitors from overseas so it became pretty much a home crowd event. Of course our own globe trotting flyers arrived back all "geed up" for another comp and they were going to be hard to beat. Vin had predicted lighter winds for June but the weather was not all that reliable. Rains earlier in the year had produced a bumper grass crop, like nothing we'd seen in the ten years we'd been coming to Narrandera. But no one got lost and it wasn't that hard to negotiate. Even the circle towers didn't get too tangled up.

Day 1: Early light fog, high cloud and very light breeze

F1B

The day looked perfect for F1B and 11 competitors were on the line at the start of round 1. it wasn't long before red dots covered the first column of the score board. Eleven entrants flew and Albert Fathers missed the cut dropping 23 seconds due to an early DT. This could have been Adrian Bryant's work because he too DT'ed early. Graham Maynard retired early due to an incurable electronics problem and prop assembly gremlins with his spare model. Vin Morgan had a bad prop



Richard Blackam launches for the first of 7 maxes

fold (on the wing) in rounds 2 and 3, taking him well out of contention. Eight maxed Round 2.

Leigh Morgan faltered in Round 3, laying blame to too much chatter on the line while she was winding. Also said she was "hampered by Vin", although Vin had his own problems. Terry Bond lost 7 secs in R3 but that was a convincing drop. Gary Pope recorded 179.95 for R3 and never dropped anywhere else. Tragic! Adrian Bryant continued to improve but his R3 flight was terminated early when the model flew through a fence, ending his day.



Adrian Bryant's F1B was about to be sidelined after a meeting with a fence



Bryan Oliver and Richard Blackam practised hard and were to be rewarded

Paul Rossiter's weather station attracted much attention and I'm sure he could have charged for its use! Even



Many were intrigued by the Rossiter Weather Machine

Phil Mitchell used it for HLG later in the week. Paul was in form, continuing on from his great results in Argentina. Ted Burfein struck bad air in rounds 4 and 5, taking him well back in the field.

Two stand out flyers from Victoria really delivered the goods – Richard Blackam and flying buddy Bryan Oliver powered through maxing all rounds in convincing style. I reckon these two guys put up more F1B practice flights over the week than all other competitors combined.

Richard, Bryan and Paul maxed out, with Gary Pope 0.05 seconds behind. The flyoff was held the next day. I think Paul launched first with Richard some time later. All fly off competitors broke motors in the chill morning air. Bryan left it until the last few seconds to launch and it was Richard who convincingly won by 50 seconds from Paul with Bryan in third place, a further 8 seconds in arrears.



Old timers are good timers. Jim Christie assesses Des Slattery's timing skills while Adrian Bryant reminisces of the time before binoculars



Roy Summersby launching in Open Power

OPEN POWER

Only a few fronted for this and the carnage started early. Tahn Stowe had his lines crossed and he came in for an inverted landing, damaging the wing tip. In true Tahn tradition, the model was fixed better than new the same day. Malcolm Campbell put in a 4 minute flight with his Dixielander with the model refusing to let go of a very light thermal. Des Slattery never seemed to get the launch right with his Dixie in all three flights. Roy should have had it all his own way but his model spun in on the glide for a 53 second flight. A bad launch from Malcolm in his second flight saw his Dixie perform a large loop with recovery plotted as about one foot lower than the ground. He maxed his remaining two flights with a spare model, unexpectedly taking the event.



The two BBQs and tables were in constant evening use at the Country Roads Motel

DAY 2:

Clear blue sky, light and variable winds, getting stronger during the day

F1A

Only eight entrants for F1A, including the Aussie world champs team and Gottfreid Bachmann from Switzerland, so top placing would be hotly contested. Neil Murray



Eileen Murray launches husband Neal's beautiful new electronic M & K short



Phil Mitchell walks out to do battle with the new WA threat

debuted his beautiful new M & K short with 3 servos and inertial hook and it looked great on the line. New model nerves saw him sub max and Albert Fathers also had a shocker in round 1 with an off trim model. Six maxed this round.

Tahn Stowe and Malcolm Campbell were the two to drop in Round 2, with Malcolm experiencing electronic problems. One beep meant 1 minute, so he grabbed his spare model. 3 beeps sounded good so he "up and offed" only to see it DT at two minutes. (I might tell you more of this elsewhere in FFDU.)



Lone international Gottfreid Bachmann was to contest the lead for the first 4 rounds

Going into Round 3, old timer Mike Thomas, Gottfreid Bachmann, Vin and Phil were the only clean ones, but Vin and Mike both dropped. Six maxed and the race for second was still on. Albert Fathers also maxed, so convincingly he was to miss the next round.

Round 4 only saw half the field max. Gottfreid gave up the race for first place in Round 5 when he put in a shocker of 79 secs and, while Mike Thomas put up another max, he was too far behind at this stage. Malcolm Campbell joined the illustrious bunch of those who launched prematurely, to save a finger looped in the line. It really hurts and it only ever happens in strong lift or wind, or so I was told. Vin dropped round 6 and maxed round 7 and Tahn did the opposite to come in a few seconds apart.

Phil Mitchell was the only one to score 7 red dots and Neil Murray was just unlucky not to force a fly off. Everyone vowed to do better in the AFFS event scheduled for Saturday.



President Ted Burfein, under the watchful eye of Roy Summersby, launches in F1C

F1C

Only three competed, Roy and two of his disciples. No one maxed, although Roy fared worse than Terry who maxed six. Ted Burfein joined the fray in at R4 with a max, and then put in two lesser flights before calling it a day.

OPEN RUBBER

Four competed, three with balsa O/R models and Paul Rossiter with an F1B. Adrian Bryant put in two reasonable flights with the awesome models of Jim Christie and Albert Fathers maxing out. Paul had an ordinary first flight but maxed the remaining two. The fly off the next morning between Jim and Albert gained a big audience, and the flights were a joy to watch. Albert got a way first

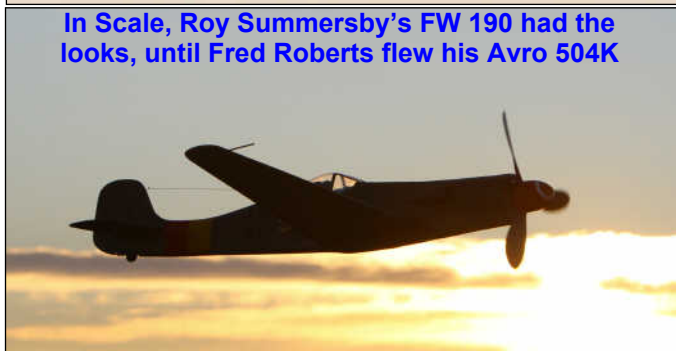


with Jim chasing his tail, literally. Both got good height under power and settled into the glide. Albert's 125% Waif developed a stall (rubber bunch, unbraided motor) in the last 100 feet of flight, and his advantage was soon lost. Albert's model recorded 317 secs and Jim's 329 secs. Both models flew a long way and the flyers elected to find them later in the day. Albert decided to do this as he drove home, and his model was outside the perimeter

fence, two fence posts from the main gate and in reasonable view from the road. Lucky boy!



In Scale, Roy Summersby's FW 190 had the looks, until Fred Roberts flew his Avro 504K



DAY THREE:

AFFS CHAMPS BEGINS ...

High cloud and light breeze



SCALE

The event started with Roy's beautiful Focke Wulf, looking the goods but not flying too well. Roy gradually improved the flight pattern, and then Fred Roberts turned up with his little Avro 504K biplane. It also looked the goods and complicated things for Roy by flying extremely well. Roy countered by saying his next rubber powered scale model would be 6 foot in wingspan, suggesting that bigger really is better. Scale is really getting big in Australia!

F1G

Only six competed in F1G and it developed into a battle between Vin Morgan and Albert Fathers. Either could have been knocked out of contention – Albert with a R4 flight of 74 seconds and then maxing in R5 after a 14 sec attempt, and Vin's wild launch in R5 recovering at 40 feet



to go away in an "elevator" for a big max. Leigh Morgan ended R5 in great style with an equally big max off a more classic launch than her hubby. Jim Christie withdrew after R3 following a low score in R2 and Adrian simply made his presence felt with a short 74 sec R1 flight. Graham Maynard put in three progressively improving flights only to withdraw when his prop assembly developed a knock like a diesel engine

F1H

Even less for this event, with just Phil Mitchell and Malcolm Campbell on the board. Phil made short work of it with four maxes, although he unlatched prematurely in R3 to be down in 73 secs. Malcolm brought out the "fluffies" after three low scores, to max the final two rounds. Des Slattery, sensing a trophy, quickly assembled his model to put in two flights for third place. Let's hope this great little class gains more interest next year.



F1J

Four Cyclon powered models entered and Roy had his hands full again, coaching his disciples. He may have to stop this as they are now learning to beat him! Roy's model was on rails in the rounds although Terry thrilled the crowd with a set of tight loops that would make the FAI combat flyers envious. The model looped for the full



Launch styles of the rich and famous.
Tahn, and Terry under the watchful eye
of the Master



The Master shows the way to do it!

tank and it cut out just 2 metres above the ground for a soft undamaged landing! Ted Burfein was more aggressive. He planted his vertically a metre from Des Slattery and then again 2 metres from Neil Murray's hire car. Total damage – 2 props. Des Slattery provided a bit of

comic relief with his barely controllable model doing strange aerobatics on a full tank, and then executing another flight with a weird anhedral wing setting, inherit of the many repairs made to the model over the last few years. He then reached for his reserve model, much to the relief of the spectators.



Ted dug in, twice

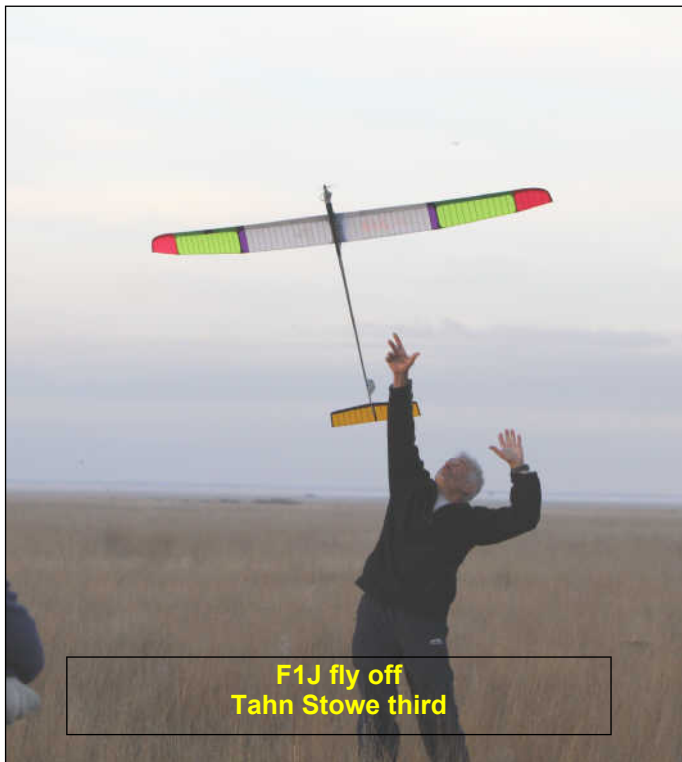


Des felt happier with
his old model

Still, Des did quite well, bringing home all his models home in one piece with not one band aid or piece of sticking plaster on him!



F1J fly off
Roy Summersby second



Terry Bond and Tahn Stowe maxed out with the Master. The 3-way fly off next morning was in still conditions. Roy's motor ran erratically in the climb and Tahn's plane experienced a steep glide. Terry went last after trouble starting, and convincingly beat Roy by 87 secs with Tahn a further 33 secs in arrears.

COMBINED OPEN PERCENTAGE

With an entry list well down on previous years, a 3-way race developed between an F1J, an F1H and a Dixielander. Roy Summersby and Phil Mitchell made the fly off and either could have won it, but both recorded disap-



pointingly low scores. Phil bunted off to the left to stall all the way down for 102 secs, and Roy's not so grand flight won the day with 135 secs. Fred Roberts recorded a few short flights for third place.

DAY FOUR: SPARE DAY

The day started windy so a few stayed indoors, others walked the town, some hit the Lillypilly winery and Gary Pope went to the air museum at Temora. By 2 pm the weather was looking very good so quite a few went out to the field for a perfect afternoon's flying, most leaving just as the sun set.





DAY 5

Clear blue sky, light and variable winds

F1B

Ten entered F1B with Ted Burfein gallantly offering his services as CD on what was to be the last day of competition. The conditions were great, with many scoring maxes suggesting a close finish. Leigh Morgan flew as well as I've ever seen her and she hung onto equal first

place right up into the sixth round, as did Vin. Leigh dropped just 3 secs and Vin 28 secs. Of the others with six maxes, Paul Rossiter said goodbye during R5 as did Richard Blackam, and Gary Pope dropped in R4. Eventual winner, Terry Bond had an extraordinary flight in R6 (I think) where the model went off on its own, away from the other models, exploring the field and milking tiny bits of lift to scrape in a max. Bryan Oliver was off form on the day with only 3 maxes, and it was great to see Terry's

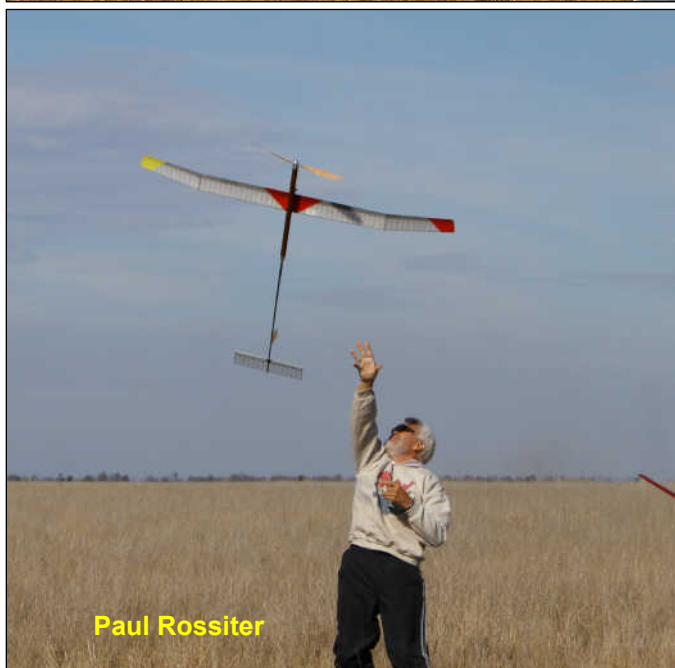




Richard Blackam,
watched by Terry Bond



007 looked the part



Paul Rossiter

in some consistent scores to take fourth place and Martin Williams ("onceayearmodeller"), Col Collyer and Harry Sokol al took a max each. Vin Morgan, Malcolm Campbell and Fred Roberts filled the minor places.



Albert Fathers launches
his Boxall rubber model

COMBINED VINTAGE

Combined Vintage attracted 11 entrants – 1 power, 5 glider and 6 rubber – maybe we need separate classes again? Phil Mitchell characteristically got out there with his Nebula and banged up 3 quick flights – he had CLG/HLG to do later. Malcolm Campbell lazily decided not to go to the top of the line on his first flight to drop 7 seconds, and Des Slattery decided the same, feeling his model was in lift (it wasn't) to record a lowly 119 secs in F3. Iron man Albert Fathers flew two models. His pin-up red and white Kane vintage glider (admired by all) got one max and 1 second short and then he maxed out with his Boxall rubber model. Adrian Bryant inherited a Jim Christie Gollywock that appeared to be pretty well

mate Percy Wright "come out of retirement" and grab a couple of maxes. Bad luck story of the day was Albert Fathers'. His fully wound F1B half tube jumped forward to hit him in the hands, inflicting quite a nasty injury on his thumb that necessitated 6 stitches at the local medical centre. Albert's medicinal strength Shiraz, taken at twice the normal dosage, ensured a reasonably comfortable night.

OPEN POWER

It was great to see ten entrants in Open Power. Gary Odgers 160% Dixielander vibrated its way upward in a majestic climb but that wasn't good enough to bet F1J "newbie", Tahn Stowe who's F1J nearly maxed out. Roy Summersby's Swiss Miss was not up to the day but still gained second place from Gary Odgers. Des Slattery put



trimmed, as he got three easy maxes, making him the oldest Aussie to get into a national fly off (with Phil and Albert). Roy Summersby's Swiss Miss didn't go as well as planned as the motor seemed to be giving him some trouble. Oldest model in the field was Jim Christie's 1936 Bilgri and he was just one second short of 4th place. Les Esquilant, Brian Hammond and Fred Roberts filled the lesser places, each with three flights and Tahn Stowe's 1952 Jador 60 managed 2 flights.



HLG/CLG

The two events were a Mitchell affair with Phil's hurl up model easily taking first place in HLG with two magnificent flights. Having a bicycle was a bonus enabling Phil to get in 12 flights over the two classes. Tahn Stowe built his



model with some Depron board he found in a spare day shopping spree. It didn't fly that well. Adrian Bryant just had to have a go, and that was all he needed to do to come third.

CLG also favoured Phil with 4 very good flights, well clear of power man Roy who put in 4 flights. Les Esquilant grabbed third place and Tahn Stowe and Adrian Bryant played at the back of the field.

DAYS 6 and 7



These were not to be as it rained all Friday night and we carefully drove onto the field at 7 am for F1A and the O/R fly off. After two hours waiting, the event was called off and our cars only just made it off the field, as the dirt road turned to mud. Many retired to the local Narrandera coffee shop and other to their rooms, to get warm again. Rain stopped mid afternoon so it looked like we could fly F1A, P-30, Oz Diesel and Scramble on the final day. Not so, the road hadn't dried out.



We all assembled by the front gate as 4WDers Phil and Vin slithered in to pull down the tents and retrieve scoreboards, etc. Tahn Stowe entertained the flyers with a very long flight of Kanga Karpet that started in the field and ended over the road, at one stage disappearing in the fog. So a group of us drowned our sorrows in an indulgent lunch time BBQ of sausages, egg and bacon at the



Last one to fly was Tahn Stowe who amused the crowd with a 2 minute flight above the mist with "Kanga Karpet"



motel and put our feet up in front of the TV for a while before packing for the morning departure.

In a change from what has become the norm, Phil Mitchell did not win the Champ of Champs. Roy Summersby can thank Germany for his good fortune, as Scale was included in the results and the Focke Wulf helped him out. I guess the big yellow Tiger Moth may come out of retirement next year?

And the competition finished with an excellent meal at the Narrandera race course, with the food once again provided by the ladies of the Soroptimist organisation. With the full Chinese team and the Mongolian team coming next year, and our American friends also expected, 2012 will be a bumper year for the AFFS Champs.



Ted Burfein surrounded by the three winners of Open Rubber



Phil Mitchell - winner in SCC F1A



Paul Rossiter - second in SCC F1B



Roy Summersby - winning something else



Malcolm Campbell - acknowledgement as FFDU Editor

More photos on the next page



Terry Bond - winner of AFFS F1B



Leigh Morgan - second in AFFS F1B



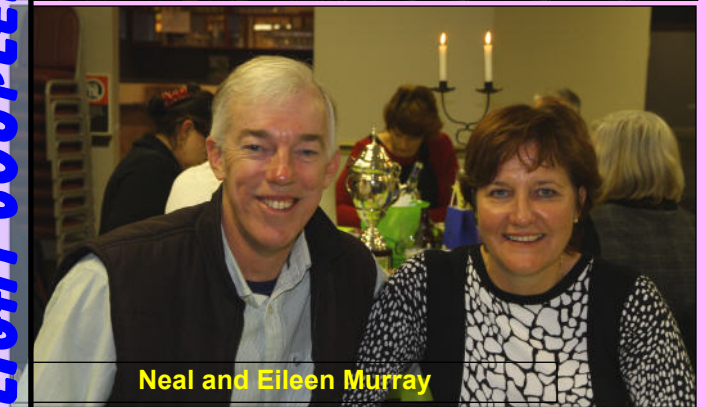
Vin and Leigh Morgan



Tahn and Liz Stowe



Les and Lorraine Esquilant



Neal and Eileen Murray



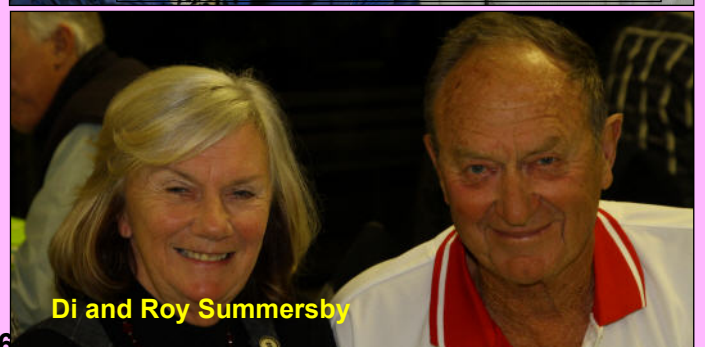
Noels and Phil Mitchell



Kathy and Paul Rossiter



Mr and Mrs Bond



Di and Roy Summersby

FREE FLIGHT COUPLES

Southern Cross Cup 2011

F1A		R 1	R 2	R 3	R 4	R 5	R 6	R 7	Total	
1	Phil M	180	180	180	180	180	180	180	1260	
2	Neil M	167	180	180	180	180	180	180	1247	
3	Tahn S	180	103	180	180	180	180	173	1176	
4	Vin Morgan	180	180	92	180	180	131	180	1123	
5	Gottfried Bachmann	180	180	180	180	79	169	121	1089	
6	Malcolm C	180	123	180	124	103	98	105	913	
7	Mike Thomas	180	180	55	127	180	78	0	800	
8	Albert F	83	180	180	0	173	0	0	616	
F1C		R 1	R 2	R 3	R 4	R 5	R 6	R 7	Total	
1	Terry Bond	180	180	180	180	167	180	180	1247	
2	Roy Summersby	180	180	180	180	139	122	180	1161	
3	Ted Burfein	0	0	0	180	119	134	0	433	
Open Rubber		Flt 1	Flt 2	Flt 3	Total	Fly Off				
1	Jim Christie	180	180	180	540	329				
2	Albert Fathers	180	180	180	540	317				
3	Paul Rossiter	115	180	180	475					
4	Adrian Bryant	117	157	0	274					
F1B		R 1	R 2	R 3	R 4	R 5	R 6	R 7	Total	Fly Off
1	Richard Blackam	180	180	180	180	180	180	180	1260	323
2	Paul Rossiter	180	180	180	180	180	180	180	1260	273
3	Bryan Oliver	180	180	180	180	180	180	180	1260	265
4	Gary Pope	180	180	179	180	180	180	180	1259	
5	Terry Bond	180	180	173	180	180	180	180	1253	
6	Ted Burfein	180	180	180	144	146	180	180	1190	
7	Albert Fathers	157	180	180	169	110	180	180	1156	
8	Leigh Morgan	180	180	104	134	180	180	180	1138	
9	Vin Morgan	180	113	106	180	180	180	0	939	
10	Adrian Bryant	47	116	154	0	0	0	0	317	
11	Graham Maynard	3	0	0	0	0	0	0	3	

Australian Free Flight Society Championships 2011

F1B		Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Rnd 6	Rnd 7	Total
1	Terry Bond	180	180	180	180	180	180	180	1260
2	Leigh Morgan	180	180	180	180	180	177	180	1257
3	Richard Blackam	180	180	180	180	176	180	180	1256
4	Vin Morgan	180	180	180	180	180	152	180	1232
5	Paul Rossiter	180	180	180	180	144	180	180	1224
6	Gary Pope	180	180	180	110	180	180	180	1190
7	Bryan Oliver	180	180	168	142	155	180	148	1153
8	Percy Wright	174	180	109	77	150	180	171	1041
9	Albert Fathers	180	178	180	9	180	108	0	835
10	Graham Maynard	37	3						40

Open Power		Flt 1	Flt 2	Flt 3	Total
1	Tahn Stowe	178	180	180	538
2	Roy Summersby	168	180	168	516
3	Gary Odgers	146	180	180	506
4	Des Slattery	153	103	171	427
5	Martin Williams	122	124	180	426
6	Colin Collyer	143	75	180	398
7	Harry Sokol	57	180	157	394
8	Vin Morgan	133	124	102	359
9	Malcolm Campbell	75	160	0	235
10	Fred Roberts	68	71	0	139

F1G		Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Total
1	Vin Morgan	120	120	120	120	120	600
2	Albert Fathers	120	120	120	74	120	554
3	Leigh Morgan	120	100	100	0	120	440
4	Jim Christie	120	95	120			335
5	Graham Maynard	73	94	100	0	0	267
6	Adrian Bryant	74					74

F1H

- Phil Mitchell
- Malcolm Campbell
- Des Slattery

Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Total
120	120	73	120	118	551
94	58	86	120	120	478
0	0	27	101	0	128

F1J

- Terry Bond
- Roy Summersby
- Tahn Stowe
- Des Slattery

Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Total	Fly Off
120	120	120	120	120	600	249
120	120	120	120	120	600	162
120	120	120	120	120	600	129
42	65	43	94	0	244	

HLG

- Phil Mitchell
- Tahn Stowe
- Adrian Bryant

Flt 1	Flt 2	Flt 3	Flt 4	Flt 5	Flt 6	Total
20	36	60	60	29	36	156
2	2	20	2	6	16	42
3	0	0	0	0	0	3

CLG

- Phil Mitchell
- Roy Summersby
- Les Es uliant
- Tahn Stowe
- Adrian Bryant

Flt 1	Flt 2	Flt 3	Flt 4	Flt 5	Flt 6	Total
51	28	55	60	52	28	167
26	36	33	43			112
24	30	18	37	16	19	91
5	10	7	3	5	3	22
9	6	0	0	0	0	15

Combined Open

- Roy Summersby
- Phil Mitchell
- Fred Roberts

Max	F1	F2	F3	Total	Fly off
120	120	120	120	300	135
120	120	120	120	300	102
180	103	95	53	139	

Comb. Vintage

		Model	Year	Flt 1	+ Bon Pts 1	Flt 2	+ Bon Pts 2	Flt 3	+ Bon Pts 3	Total
1	Adrian Bryant	Gollywock	1940	163	180	180	180	160	180	540
1	Albert Fathers	Boxall Rubber		180	180	180	180	180	180	540
1	Phil Mitchell	Nebula	1954	180	180	180	180	180	180	540
4	Malcolm Campbell	Seraph	1954	169	173	180	180	180	180	533
5	Jim Christie	Bilgri	1936	180	180	132	172	180	180	532
6	Albert Fathers	Rane	1948	163	179	134	150	167	180	509
7	Roy Summersby	Swiss Miss	1954	180	180	141	145	180	180	505
8	Des Slattery	Nebula	1954	180	180	180	180	119	123	483
9	Les Es uilant	Golliwock	1940	178	180	170	180	90	122	482
10	Brian Hammond	Korda	1939	68	102	73	107	147	180	389
11	Fred Roberts	Contestor	1946	90	110	115	135	119	139	384
12	Tahn Stowe	Jader 60	1952	83	91					91

Scale

		Fidelity	Detail	W'ship	Colour	Total	Flight	F/score	Overall
1	Fred Roberts	8	7	9	7.5	31.5	73	8	39.5
2	Roy Summersby	7	7	9	8.5	31.5	25	7	38.5
							17	6	

- F1A
- F1C
- Open rubber
- P-30
- Oz diesel
- Scramble
- Not flown
- Not flown
- Not flown
- Not flown
- Not flown
- Not flown

Champion of Champions

	C of C score	No. of events
Roy Summersby	5.540	6
Phil Mitchell	5.000	5
Albert Fathers	3.529	4



F4A TRANS TASMAN CHALLENGE



& SCALE RALLY

2011

**JULY 2ND & 3RD
RICHMOND NSW**

**CONTACT : Tahn Stowe 02 9664 6198
Roy Summersby 02 43 410072**

The Victorian State Championships were held on the McMahon property at Springhurst between 26th-28th March. The weather was perfect for Free Flight, calm, pleasantly warm, and sunny. The grass was long and the paddocks were green and beautiful. We had the most entries we have had for years – all in all it was a very successful weekend. The long grass, and the lack of wind did make it difficult for the F1A flyers to run and launch, but they were the only flyers who were not completely satisfied with the conditions.

Six flyers came from NSW some to get some competition practice in before the World Championships, Ted and Sonya Burfein came down from Queensland, and we had 13 Victorians, one who was also interested in getting some competition practice for the World championships (?) We were very pleased to see the NSW fliers, and the Queensland flier, it just makes for a more interesting gathering if we have interstate fliers

As would be expected the conditions lead to fly-off's in a number of events; F1B, Open Rubber, P-30 and Combined Vintage. Richard Blackam and Leigh Morgan were in the fly off for F1B but neither made the five minute round due to flat launches, Leigh's being worse than Richard's, which gave him the impressive trophy for the 10th time. Out of the five entries in Open Rubber four made the fly off, which was easily won by Gary Odgers, who's model reached a good height and glided beautifully. This is not the first time Gary has won this historically

interesting trophy which was first flown in 1929. P-30 was won impressively by Jim Christie which gave him a 1st, a 2nd, and a 3rd, in the events he entered. The other contenders, Sean O'Connor and Vin Morgan, watched Jim's flight until it was too late to follow and then, having let a number of nice patches go through before Jim launched were a bit short of time and ended up going in terrible sink. Jim's winning flight was faultless, reaching a good height and gliding well in good air. Bill East won Combined Vintage, but unfortunately his model failed to DT and was out of sight at 799 seconds, and has not been seen again.

The F1C fliers had to drive back to Sydney in the afternoon so they finished after just five rounds. Roy should have got five maxes but he was confused by an abundance of equipment and instead of switching off his tachometer he pressed the RDT button. He still got 47 seconds DTing pretty well at the end of the climb but the huge drop was sufficient to let Terry into 1st place. Bill was going well until his 4th flight went over the top.

In F1A Vin thought he was nowhere after round 2 and used the rest of the comp to sort out the recently repaired M&K short. His round 3 drop was due to an off to the side launch but the next two were due to launching in the first bit of breeze that came along and made launching possible in the long grass. Of course the breeze meant a thermal had just passed..... Tahn could run faster in the grass but still managed to drop 3 though only the 70 sec was really bad.

Victorian State Championships 2011

F1B

Richard Blackam	180	180	180	180	180	180	180	1260	250
Leigh Morgan	180	180	180	180	180	180	180	1260	182
Terry Bond	180	180	124	180	180	180	180	1204	
Vin Morgan	117	180	180	180	180	180	180	1197	
Gary Pope	169	135	180	180	146	180	180	1170	
Bryan Oliver	180	180	180	180	180	147	90	1137	
Ted Burfein	176	180	75	180	171	142	112	1036	

Open Power

Harry Sokol	180	180	152	512					
Gary Odgers	141	180	146	467					
Collin Collyer	92	175	180	447					
Roy Summersby	105	104	170	379					
Fred Roberts	180	111	27	318					
Peter Greenhill	132	180		312					
Martin Williams	117	93	87	297					

F1A

Tahn Stowe	180	168	180	70	180	180	142	1100	
Vin Morgan	180	128	104	165	103	180	180	1040	
Gary Odgers	0	180	44	180	53	90	180	727	
Ted Burfein	180	98	34					312	

STOP PRESS - FOR SALE:

*** 1 x kit of all the parts needed to build a 1800mm Andruikov F1B, includes a used but in good condition VP front end, all other parts are new, wings un-covered (enough Polyspan included to cover the wings), mechanical timer, you need to supply function lines. Just add 30+years of F1B experience, a great right arm, some priceless rubber and a tree, and you too could be second at the WC's. Price \$1050 AUD.

*** 1 x Gorban F1B Wings, appear to have been used, but in good condition, no covering. Similar layout to Vivchar wing but a thinner section with greater undercamber. Price \$125 AUD

*** 1 x F1A parts. W-Hobby bunt fuse kit with either mechanical timer or earlier e-timer will include both, used but good condition set of Phil Mitchell built short wings, and new M&K tail-plane. Price \$500 AUD

Can deliver to Brisbane area, or to Narrandera for NSW State Champs in October. Otherwise will have to include P&H onto cost.

Contact Ted Burfein on 0419163900 or chuck_e_bear@hotmail.com for further details.

.....results continued next page....

Victorian State Championships 2011 *continued*

F1C

Terry Bond	133	180	155	180	180	828
Roy Summersby	180	47	180	180	180	767
William East	180	180	176	15		551

Open Rubber

Gary Odgers	180	180	180	540	452
Peter Greenhill	180	180	180	540	343
Jim Christie	180	180	180	540	332
Colin Collyer	180	180	180	540	296
Sean O'Connor	180	153	107	440	

P-30

Jim Christie	120	120	120	360	254
Sean O'Connor	120	120	120	360	131
Vin Morgan	120	120	120	360	89
Leigh Morgan	98	96	120	314	
Fred Roberts	81	80	72	233	
Brian Hammond	63	31	48	142	

Oz Diesel

Peter Lloyd	120	120	120	120	120	600
Gary Odgers	106	95	109	120	120	550
Martin Williams	120	120	44	120	120	524
Fred Roberts	120	78	120			318
Brian Hammond	32	28				60

Scale

	Model	Static	Flight	Total
Gary Odgers	SE5	8	9	17
Fred Roberts	Avro 504	5	8	13

Combined Vintage

		F1 Bonus	F2 Bonus	F3 Bonus	Flyoff
Bill East	Swiss Miss 1954	180	180	180	540
Jim Christie	Joe Bilgri 1955	180	180	180	540
Brian Hammond	Korda 1939	105	34	154	34
Peter Lloyd	Zoot Suit 1954	180	4	101	4
Fred Roberts	Contesta 1947	128	18	114	18
Roy Summersby	Amazoom 1955	147	2	124	2
Gary Odgers	Aiglet 1956	180		180	46
Martin Williams	Stomper 1953	74	6	54	6

LETTERS TO EDITOR

Many thanks for the fantastic work with the newsletter - the read is so good it makes all the hardships of flying somehow seem worthwhile :-)

Kind regards, *Neil Murray*

I had a quick skim of the FFDU V43 #1 tonight & was most impressed. The front cover shot is just about perfect, capturing "Big Boy" Babenko delivering what looks like a perfect F1C launch. There were lots of good snaps & articles inside. Congrats. I look forward to having a nice relaxing read from cover to cover. Cheers *Gary Pope*

Great FFDU fellas, love the mad hatters.

Regards *007*

Many thanks for the FFDU. It's a really good mag and I found lots of interesting stuff in it, particularly the article on small F1Qs and Tony Matthews on CLG. Thermals, *Martin Gregorie*

You do a wonderful job of producing your publication! Thank you so much for sharing with us. I am tempted to print out the entire 40 pages so I can show it to the Lost Hills bunch. Stay well and see you next year! *Merry/Norm Smith USA*

Here are some great ways of dealing with the burdens of life

- ☐ Accept that some days you're the pigeon, and some days you're the statue.
- ☐ Always keep your words soft and sweet, just in case you have to eat them.
- ☐ Always read stuff that will make you look good if you die in the middle of it.
- ☐ Drive carefully. It's not only cars that can be recalled by their maker.
- ☐ If you can't be kind, at least have the decency to be vague.
- ☐ If you lend someone \$20 and never see that person again, it was probably worth it.
- ☐ It may be that your sole purpose in life is simply to serve as a warning to others.
- ☐ Never buy a car you can't push.
- ☐ Never put both feet in your mouth at the same time, because then you won't have a leg to stand on.
- ☐ Nobody cares if you can't dance well. Just get up and dance.
- ☐ Since it's the early worm that gets eaten by the bird, sleep late.
- ☐ The second mouse gets the cheese.
- ☐ When everything's coming your way, you're in the wrong lane.
- ☐ Birthdays are good for you. The more you have, the longer you live.
- ☐ Some mistakes are too much fun to only make once.
- ☐ We could learn a lot from crayons... Some are sharp, some are pretty and some are dull. Some have weird names, and all are different colours, but they all have to live in the same box.
- ☐ A truly happy person is one who can enjoy the scenery on a detour.



BORN IN THE USA
Malcolm Campbell's new toy went on
to acquit itself very well
He was not so lucky at Narraneder

It seemed like only a month ago I was heading for Dalby with a car full of models to attend the Nationals. Perhaps it was the constant rain for the last couple of days that reminded me but as we passed Minden the overcast skies showed a break over Toowoomba and into the distance promising fine weather for the weekend.

Saturday morning dawned calm and clear as we decided to tow from the grassed tarmac in spite of the predicted wind direction heading towards the Cecil plains highway. Retrievals in round one were no more than half a kilometre and on an angle to the highway. Half the field maxed this round with Ben just making the max after a premature DT. Van, last year's winner, found very poor air to be down in just over a minute while Des showed up the high tech models scoring an easy max with his trusty Pink Elephant. Malcolm, first away with his USA sourced Buntbone, circled and launched in good air for an easy max.

Round 2 began with a slight increase in wind speed and as the round progressed the wind direction became perpendicular to the highway. As far as I know no models reached the highway in this round with most landing a little over half way; however by the end of round 2 the wind speed was approaching 5 meters per second. Ben premature DTed again and this time he sub maxed by 2 seconds. Only 2 maxes were recorded in this round one by Van (Dianne insisted he find better air than round 1) and Malcolm who remained as the only one with a clean sheet of maxes.

Over the last couple of years round 3 has been the windiest and this year was no exception as the wind reached 7 meters per second and perhaps a bit more at towline height. Debate took place re a flight line change and even a shortening of the flight time to 2 minutes. Nothing was changed. Older balsa models were now at serious risk as demonstrated by Ron Munden with his model literally exploding on the line, first folding the wing and then the tailplane, with the fuselage breaking in three pieces on impact with the ground. Des also suffered damage to the wing outer panel and then broke the tip off after catching it between his feet when the wind blew it there as he walked back to the car to make other repairs. Des did make the round but only managed a moderate score. 5 maxed this round and from memory all of these crossed the road. Malcolm landed half a kilometre past the road in the last few rows of cotton after a 4 minute flight. Most however were around 50 meters past the road.

Round 4 the wind speed showed signs of abating. Des suffered from a DT failure and lost the model out of sight. It was uncertain whether rogue air or battery trouble caused Malcolm's model to descend quickly from maxable height for a time of 2:28. Once again, 5 maxes were recorded in this round with most retrieving by car to the highway at least. In the early rounds, Albert experienced tow hook trouble with his W-Hobbies Sija and then went on to damage his long model - in all setting up for a disappointing day for him.

Round 5 produced strong lift as the wind speed continued to drop. Ben like Des suffered a DT failure with the model disappearing from site after 9 minutes. Malcolm had a stroke of luck when his model was down quickly in poor air to have a reprieve after Van's stop watch failed to start. Malcolm made no mistake with his second chance to record a convincing max. John retrieved his model from over the road around half an hour after Ben's flight and was able to pick up a clear signal with Ben's tracker of Ben's model. Eventually the signal was lost suggesting the model was down after around 45 minutes of air time. A GPS search after the event failed to find any trace of the model. Des's model, back on trim after earlier damage, was lost from sight and the competition, and was not found for over a week.

At the end of round 5 our hosts at Dalby provided a hot lunch and pleasant eating facilities, and we all enjoyed a break from the proceedings for the next half hour.

Round 6 began in pleasant weather with 6 contestants remaining. Ben was forced to fly a reserve model that was clearly out of trim, ploughing into the grassed tarmac smashing the wing seconds after launch. The wind speed was now around 3-4 meters and the direction was taking

model over the club house with models landing well inside the field in short stubble. Except for Ben and Van everyone else comfortably maxed this round.

With 4 in contention a max was essential in round 7. Albert had a disastrous flight to knock him out of the places. Ben retired after exhausting both bunting models leaving everyone else to finish the day with an easy max. A nice way to finish the day with a few circling towing in the light conditions. The next day Ben's model was found by a friendly farmer just before it went into a harvester (although I suspect it was well on it's way looking at the smashed boom) while Des' model was found a week later. After a week of discouraging weather predictions the wind on the day was OK with more frequent lulls as the day progressed.

Malcolm won the day, this being his first ever F1A victory, with John second and Ted third. Except for a couple lost and broken models it was a well attended good competition.

F1A State Champs RESULTS

Name	Rd1	Rd2	Rd3	Rd4	Rd5	Rd6	Rd7	Total
Malcolm Campbell	180	180	180	148	180	180	180	1228
John Lewis	165	156	180	180	180	180	180	1221
Ted Burfein	180	165	111	180	180	180	180	1176
Albert Fathers	120	103	180	180	167	180	9	939
Ben Lewis	180	178	180	180	180	2	-	900
Van Richard-Smith	71	180	180	84	86	51	180	832
Des Slattery	180	132	73	180	-	-	-	565
Ron Munden	90	85	-	-	-	-	-	175



John and Ben Lewis prepare for their favourite event - things didn't go according to plan



On the eve of destruction. Des Slattery and Ron Munden brought out their Pink Elephants to play in the early morning light airs. Ron's later exploded.

Queensland F1B State Champs



Ben Lewis walks out with his reserve model, a no frills right/left model that has hardly been flown this year, let alone trimmed. Concluding a rather horrible weekend, with damage and lost models. Father & Son are planning new upgrades for 2012.

The weather prediction for Sunday always looked good however around 6.30am there was a discernable breeze which wasn't present the previous day. As the day progressed the wind continued to drop. My wind meter recorded the strongest wind gust at 5 meters per second with an average of 2 meters per second for the day but there were many calm periods throughout the day often leading to tricky air. It is fair to say the winds were light and variable with models drifting in all directions sometimes drifting back to land 10 meters away after a four minute flight as happened to Ted on one occasion.

3 maxes were recorded in round one with George Baynes recording just over one minute after he suffered a premature DT. Seems George was still in test mode or perhaps distracted after eliminating two models before the contest started, standing on one of them. Van was having all sorts of problems with props falling off and his models failing to climb. Albert had a disastrous start breaking things and withdrew after round 2. Ron Munden spent most of round 2 in the toilet and looked only one step away from death. It's a wonder he recorded any times after a severe case of food poisoning after attending the RSL the night before. I doubt if Ron will order the curry next time (or ever again). By the end of round 2 only John was still in with a chance of a full house. Perhaps being over confident John decided to launch when both Ron and Van launched with the result all 3 sub maxed. John gained tremendous height on the climb then fell out

of the sky like on DT. By round 4 conditions looked perfect but big holes awaited those who launched in the calm patches. By contrast Ben was climbing well in round 4 when the DT appeared to activate possibly induced from the prop fold. Round 5 produced good scores for all the remaining competitors. Scores in round 6 were also good but the air was doing funny things. Ben climbed away with a perfectly vertical climb quickly followed by Ted. Both models reached the top of their initial climb then tracked horizontally across the sky at high speed for 60 or 70 meters before going back to their normal cruise climb. Teds model was eventually spat out of the lift and sub maxed while Ben climbed to great height only to suffer another DT failure. The model was watched through the binos for 34 minutes which appeared to land in the distance. Unfortunately the model has not been recovered. Ted, John and George all maxed the last round and ended up in that order. Ben used a barely flown no frills wake to record his last flight but managed only 100 seconds due to a tight climb and glide that restricted the models performance. Van made all the rounds to come in 5th but was unable to score a max throughout the day. As with the day before, lunch was provided by the Dalby MAC members. A welcome break, and a chance to get out of the sun which was quite warm on the day. Actually the whole day was very comfortable with shade provided as well as small tables to set up models and change motors etc. This level of comfort makes it hard going back to flying in open paddocks again.

After the contest John and Ben went looking for Ben's F1B after receiving a phone call and recovering the missing F1A from the day before. Honda 4WD vehicles have a feature called real time 4WD. The theory is the back wheels receive power when traction is lost on the front wheels. We discovered that when the front wheels bury themselves into the black soil nothing happens with the back wheels. The only way to get out is to walk 4 k back to the club house, find Andrew Liddle and his Range Rover Discovery and get him to pull you out. Andrew you might remember organized the canoe to fish our F1A models out of the swamp during the Nationals and also the ladder for Des's and Bill's models. Andrew also cooks lunch for us – every free flight contest should have an Andrew.

With all the unpredictable weather it was heartening to have a weekend where we could comfortably fly 14 rounds of FAI contests.

F1B State Champs RESULTS

Name	Rd1	Rd2	Rd3	Rd4	Rd5	Rd6	Rd7	Total
Ted Burfein	180	131	180	180	180	167	180	1198
John Lewis	180	180	122	105	180	180	180	1127
George Baynes	67	70	156	180	180	180	180	1013
Ben Lewis	180	129	180	52	180	180	100	1001
Van Richard-Smith	7	120	119	50	154	170	56	676
Ron Munden	87	-	83	55	-	-	-	225
Albert Fathers	8	26	-	-	-	-	-	34

A batch of Binatangs, seen at the Muswellbrook Gathering in May 2011



THE SHREDDER

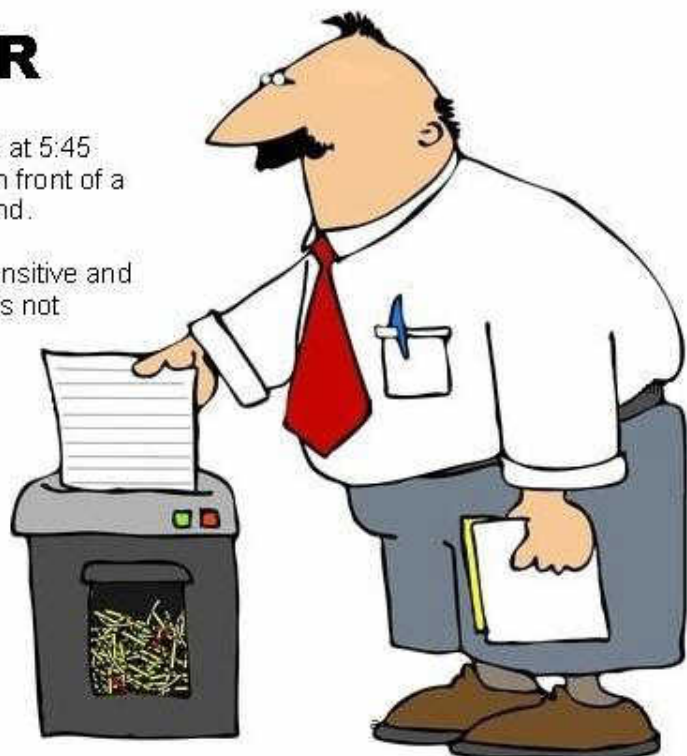
A young engineer was leaving the office at 5:45 p.m. when he found the CEO standing in front of a shredder with a piece of paper in his hand.

"Listen," said the CEO, "this is a very sensitive and important document, and my secretary is not here. Can you make this thing work?"

"Certainly," said the young engineer. He turned on the machine, inserted the paper, and pressed the start button.

"Excellent, excellent!" said the CEO as his paper disappeared inside the machine, "I just need one copy."

Lesson: Never, never, ever assume that your boss knows what he's doing.



WORDS FROM THE FAR NORTH

MODEL BUILDER – THE BEST CHRISSY PRESSIE EVER?

George Car reviews the Model Builder scans available on DVD

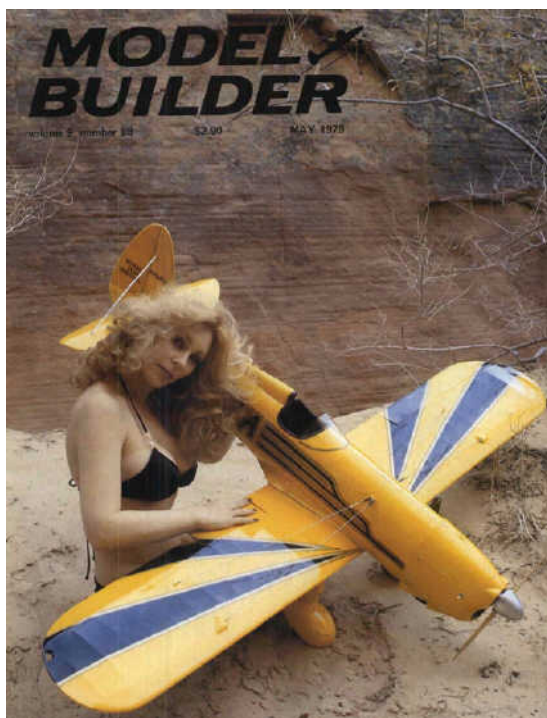
What a surprise – for Chrissy, from a family member, I got the complete set of Model Builder magazine, as scans of each issue on two DVDs. And what a delightful pressie it has turned out to be. Months later, and I'm still working my way through reading issues, and will be reading and referring to them for many years to come – the best value Chrissy pressie ever?

Model Builder was published from the Sept/Oct 71 issue till October 96, almost every month (some issues covered two months, but also there is at least one issue (July '78) missing from the scans – well, on my discs, anyway. You may recall the mags – a very good rival to Aeromodeller and RCM&E together, I thought – published in the US by Bill Northrop and with regular columns by eminent writers in the field (John Pond wrote 'Plug Sparks' the old timer column, most issues carried a peanut plan and article by Walt Mooney, Bill Hannan wrote his 'Hangar' articles most months, and there were FF, FF scale as well as the various RC columns (glider, general sport, scale, pylon etc) as well as occasional article on RC boats and cars, all written by authoritative practitioners of their particular art). So, a magazine that surely appealed to everyone in the aeromodelling fraternity, its sudden demise in '96 came as an unexpected blow (especially to me – I had just taken out a 2 year sub a couple of months prior.....I have no idea why it folded).

Roland Friestad in the US has scanned each issue (I guess over 220 of them!), in very good resolution, and formatted has them as PDFs. Each issue is a large file (25 to 30 megs) which explains why they arrive on two DVDs. The scans are in full colour and include all the plans (the Walt Mooney plans were full size in the issues, usually as a centrefold (the centrefold your mother/girlfriend / wife didn't mind you ogling.) which in the scans is usually given at the end of the issue. Otherwise, the issues are as they appeared in print. These were scanned from existing copies (some carry recipient's mailing addresses), which must have been in very good order – I have seen no missing or damaged pages so far. Roland has done an outstanding job, good on him!

You may – as I - have wondered about copyright, which Roland addresses in a text file on the DVDs. He has searched for copyright holders, having found none, he assumes it is freehold (but if you are a copyright holder, please contact him). In addition, each scanned issue has a page inserted right after the cover claiming 2010 copyright (presumably for the scanned images only) by The Digital Library. (Roland allows the purchaser to make a backup copy – which I would recommend, as my original discs proved inconsistent in use – they would work on some machines, while other machines seem unable to open varying numbers of the scanned files at all, overall reading time from the DVDs was slow and they occasionally just froze, some computers were worse than others. This could be an issue if the purchaser had only the one computer..... however, my backup copies work very well wherever I have tried them). You can also print hard copy pages from the PDFs – for example, to get copies of plans. For the purpose of this article, I printed some pages to 'Microsoft Document Printer' and saved the file in tiff format to get the image reproduced here.

Model Builder was notable for many things: covered most aspects of aeromodelling, clear plans – full page renditions of the plans (which can now be printed full size using a tiling print facility in good enough clarity for building), authoritative articles, excellent humour – and glamour. Many of the issues carried a cover picture showing a lovely lass, suitably attired, posing with or holding a model aircraft. Such pictures were also often found inside the issue and in the adverts also. One can't help the feeling that Merv Buckmaster, who edited Airborne at this time, picked up quite a few ideas from MB – indeed, Merv did have letters published in MB, and it carried adverts for Airborne. But for us FFers, the clear plans will be an enduring resource, the all-time classic indoor model, the Hangar Rat, was published in BM in '79 as a full size plan.



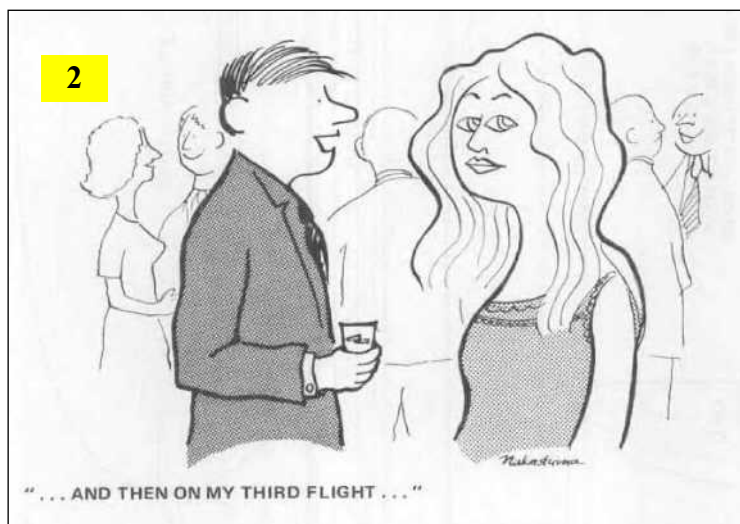
The front covers often had glamorous pictures (left), as did some adverts (right)

- increasing newsstand sales? - while in general model plane magazines did not carry such.

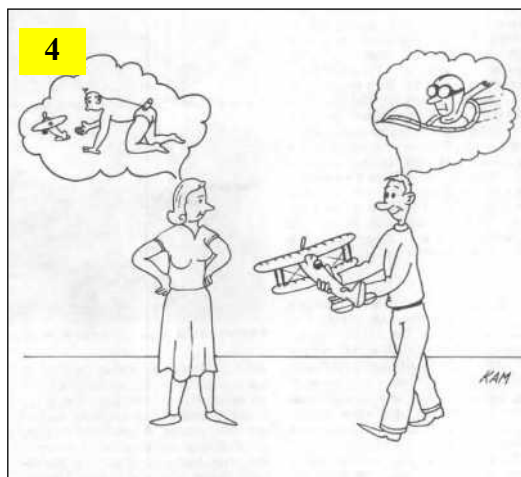
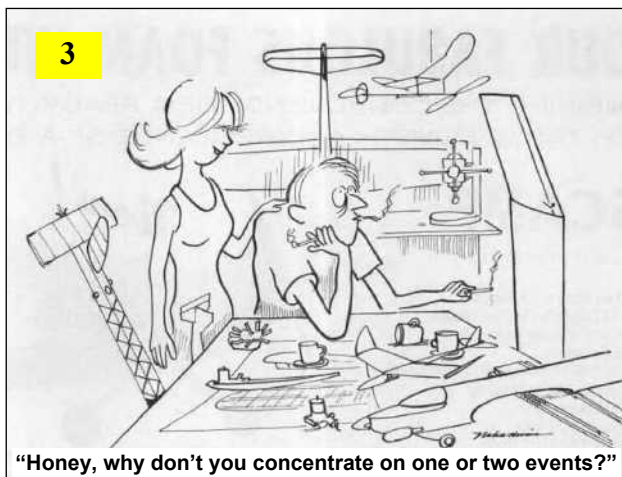


There is also quite some material on Australian modelling, too, mainly from John Pond who did visit Australia, covered one of the nats with good reports, and occasionally carried photos and stories of exploits here. These alone are well worth getting the discs to read.

So, a wonderful resource for aeromodellers, of particular interest to free-flyers and OT flyers, very conveniently available. Well worth the asking price (around US\$75, I think) and available from Roland via his email address (cardinal.eng@grics.net). I expect that like me, you will treasure this one! Well, Roland, any thoughts of tackling Model Aircraft, Flying Aces etc.?



1. Humour – I am sure the cartoonist knew me, this appeared some months before I met the lass I later married.....
2. this soon after the wedding..... and over the page
3. and this one a couple of years after I started flying FF competition...
4. he just must have known my family.....



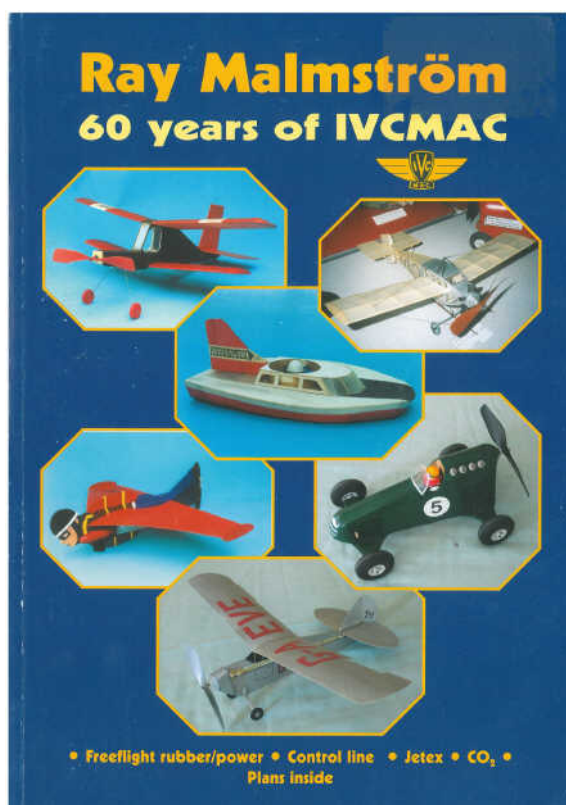
I reckon we can all empathise with you George. It seems so familiar!

Model Builder carried excellent, clear copies of plans such as this John Pond's plans service (which offered full size copies). The scanned images are in useable resolution, and for those not likely to be commercially available, but can be printed full size from the PDFs. Apart from the vintage plans, MB carried many contemporary designs in FF.

The Ray Malmström Book

Ray Malmström 60 years of IVCMAC

compiled by Chris Strachan reviewed by George Car



Ray (1914 – 2001) was a towering figure in British aeromodelling, as all who read *Aeromodeller* or *Model Aircraft* would know. His contributions were a huge array of quirky small FF and CL model designs, and via his cartoon character Fliar Phil. All of these and his series of articles showing photos of reader's models were very popular. I suppose all readers were very tempted to build some of the attractive designs, and many did. Certainly at the Ladysmith MAC in NSW there were devotees who can attest that even the most unlikely looking designs actually did fly!

Ray was a secondary teacher, in the arts (no surprise there), joining the staff of Impington Village College where he started a club (IVCMAC, <http://www.ivcmac.co.uk/>) which is very active to this day. They keep a collection of Ray's designs and can supply full size copies plus the accompanying articles.

A few weeks ago I became aware (via a back issue of the New Clarion -<http://www.sam1066.org/clarion.html>) that Chris Strachan (chris.strachan@btinternet.com) had compiled a book as a tribute to Ray, so I emailed him right away, only to learn that they had sold out 10 months ago! There were, however, several copies that had cover damage – would I accept one of those?

I was delighted to receive the A4 sized, soft covered book today. It sports colour photos of many of Ray's prototype models, many of which are still in existence and delightfully painted they are, too. There are short articles on Ray, a brief biography, photos of the models, his friends over the years, his time in the RAF and many photos of Ray – including one of him holding the Terry King designed 'IMP' RC glider published in the October, 1970, *Aeromodeller*. Ray only ever flew one RC model, and after a few minutes tossed the transmitter away saying 'It ain't natural'! Most of the book however is a compilation of his plans including some well known favourites (Mimi, Martian, Sweetheap etc). It is not a complete listing, leaving some of your favourites out, no doubt (such as my favourite – the rubber powered canard 'Candice' which was a full size plan in *Aeromodeller*, April 72). Many of Ray's designs have spawned

follow-on plans, Candice for instance appearing as an 049 powered RC job, while Claus Maikis produced a very good rendition of Malmström's 049 sized CL 'Ole Tiger' – but as a 40 sized stunter – another on the 'must build one day' list!

A delightful book, well worth getting, truly inspirational if your "gunna build" list doesn't lengthen, you can't be an aeromodeller.....and no, you can't borrow my copy.....at least until I've finished reading it!

George has found an interesting web site

<http://www.co-op-plans.com/>

It is a plans resource. They aim to make good quality PDF files of plans which can be viewed as thumbnails. Anyone wanting a plan pays a small fee (around \$3) and can download the quality pdf from the website then print locally. They plan to have tens of thousands of plans available. Currently they have a number to view including Tomboy, the scans of Bowden's models (taken from Aeromodeller), or kit plans etc.

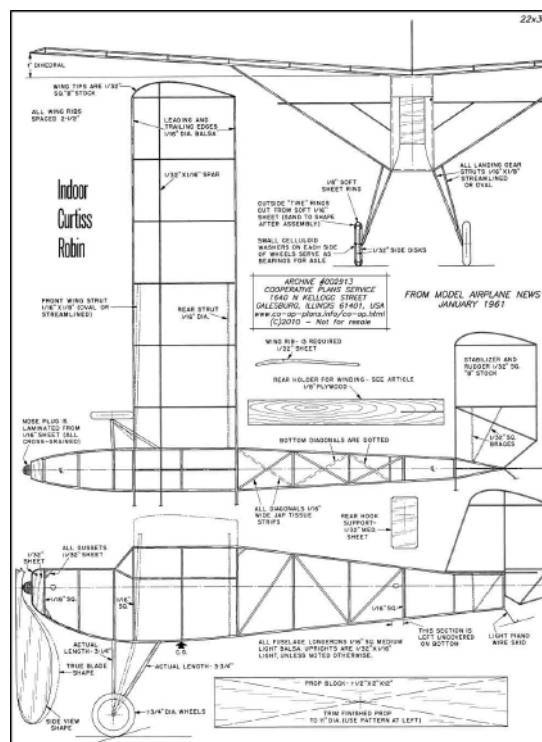
So I looked at the Curtiss Robin plans, they have two. One is the Comet kit plan, the other is for an indoor model. I am not sure about copyright, I would have thought that some of the images, taken directly from magazines or kits, may still be subject to copyright. However, many of these are available elsewhere at some cost, (such as Keil Kraft and Veron plans available via "Replikit"), so maybe copyright has been lost or simply not enforced on these plans. *(after all, we are not talking volume items such as pop songs).*

Australian Free Flight Plans website

Adrian Bryant has also a huge resource of Australian designed free flight models and this can be accessed from the NSW Free Flight Society's web page - www.kurrawong.net/affp

Mike Glaister's Wakefield plans

Mike Glaister has assembled an incredible resource of 250 Wakefield plans from across the world, dating from 1930 through to 1959. Speak to Mike on michael.glaister@gmail.com



Want to improve Kanga Karpet?



Use an Australianised tail fin of course!
Ditch that old Arabian urn, and put in a true Aussie icon.

James Boag, VB or Carlton. Maybe even connect a dummy fuel line from it too?





16. In 1952, there were two outstanding control line fliers in Australia, Monty Tyrell and Tony Farnan. Note matching tie and plane!



Things look like getting ugly!



Nice model, nice legs.
Roy Summersby at
Bundaberg Nats in 1986.
Sugar cane is a bit close!

(OLA + SPITS = CSF)

ac·ro·nym [ak-ruh-nim] —noun

a word formed from the initial letters or groups of letters of words in a set phrase or series of words, as Wac from Women's army Corps, OPEC from Organization of Petroleum Exporting Countries, or Ioran from long-range navigation.

This new equation related to **F1A** flying was first encountered by the **AFFT** (Australian Free Flight Team) in Argentina at the recent **FFWC** (Free Flight World Champs), and has been devised by one who is still in the **CE** (clockwork era). It is not tendered as any form of **SCIT** (scientific theory) or **AC** (adverse comment) on modern **F1A**

(Nordic) development, but **ATATTA** (attempts to add to the acronyms) that have invaded these classes over the **LFY** (last few years).

I was running with **PM** (Phil Mitchell) in the **LUC** (lead-up competition) when I noticed a **SPOSM** (small piece of silver mylar) flutter down from **PM's** model as it circled above. I queried the source of this errant piece and **PM** answered that it was most likely a small patch that he had applied over a **SPITS** (stubble puncture in the stab). At this point in proceedings neither of us was aware of it's significance.

Having contacted what appeared to be **TA** (thermal activity) and after confirmation from **PR** (Paul Rossiter, who was monitoring his **GG** (goats guts) weather station) **PM** pulled the model down and around the bottom turn and accelerated away intending to launch. Under full power and at the very moment of maximum acceleration and release **OLA** (on line acceleration) **TSE** (the stab exploded) and the model now **SS** (sans stab), **TT** (turned turtle) and descended inverted, contacting the ground at a **SA** (shallow angle) without **FD** (further damage). Another model was readied and launched in good air to record a **MAX**. (minimum airtime expected)

The **pm** (post-mortem) concentrated on the stab however there was **NLTA** (nothing left to analyze). (see Gary Popes' description elsewhere in this issue) . **PM** had made the fly off and it was in this that we witnessed the second occurrence of this phenomenon.

Same scenario; me running with **PM** giving info on proximity of **RH's** (rabbit holes) and **MUW** (models up wind), **PM** looking for **TA** (lift) and readying for his usual "ballistic" launch.

PM confirms **TA**, pulls the model down and around and accelerates. This time the model accelerates quickly and is **SUT** (still under tow) and extreme load/acceleration (**OLA**) when the stab does it's explosion thing (**CSF**). Almost instantly the model flips over and **BT's** (both tips) get wrenched backwards and the **SM** (stricken model) plummets to earth to record 8 seconds.

The **2ndpm** concentrated on the possibility that under the **V** (velocity) reached (calculated at 150 **Km / h**) any **PW's** (puncture wounds) or **WITS** (weakness in the stab) would lead to **CSF** (catastrophic stab failure).

Given that **PM's** new **LDA** (low drag airfoil) wings (picked up in Embalse) were accompanied by 2 new stronger stabs **ANO** (although not ordered) and **CA** (certain admissions) by **M&K** regarding the **SIOTS** (structural integrity of their stabs), I believe the equation describes what took place in Embalse.

OLA + SPITS = CSF

OLA *On Line Acceleration*
SPITS *Stubble Puncture In The Stab*
CFS *Catastrophic Stab Failure*

Received from TS - Tahn Stowe

NEW ZEALAND FREE FLIGHT

It is the intention of the New Zealand Free Flight Fraternity to hold two combined World Cup events next year before the Australian events at Easter. Dates and venue to be confirmed. It is likely to be near the end of March.

I would like expressions of interest from overseas flyers wishing to attend.

Rob Wallace NZ FF Special interest group Chairman

email ffonzrjw@xnet.co.nz



Louis, the retriever worked hard. Seen on the right retrieving Terry Bond

Australian Free Flight Society Inc.

Annual General Meeting 1 June 2011 Narrandera

Meeting opened at 7.35pm

Members Present: Phil Mitchell, Ted Burfein, Graham Maynard, Des Slattery, Malcolm Campbell, Albert Fathers, Tahn Stowe, Roy Summersby, Terry Bond, Paul Rossiter, Leigh Morgan, Les Esquilant, Jim Christie, Gary Pope, Vin Morgan, Percy Wright.

Apologies: Nil.

Guests: Noelene Lyon, Kathy Rossiter, Lorraine Esquilant.

1. Minutes of Previous Meeting

The minutes as published in FFDU were accepted.

Moved: Terry Bond Seconded: Gary Pope

2. Business Arising From Minutes

None.

3. Treasurer's Report

The Treasurer tabled the AFFS Accounts for the past financial year to 31st March 2011 for the members' consideration:

Total Income	\$2067.65		
Value of Assets	\$2851.75		
Expenditure	\$4574.91	Loss	\$2507.26

Because of the movement of Easter the above accounts include part expenditure and income from both the 2010 and 2011 competition. In order to get a better picture of annual accounts the Treasurer also tabled a financial statement for the calendar year 2010.

Income	\$4761.00		
Assets	\$2823.08		
Expenditure	\$4707.52	Profit	\$56.48

The small profit indicates that current fees cover expenses but any additional expenditure would need consideration or an increase in fees.

A new bank account without fees has been opened, resulting in a saving of \$78 pa.

FFDU electronic roll-out is proving popular and cost savings result.

Acceptance of report was moved: Paul Rossiter Seconded: Gary Pope

4. Election of Returning Officer

The President declared all positions vacant and Tahn Stowe was appointed as Returning Officer. Tahn thanked the executive Committee for their efforts over the past twelve (12) months.

5. Election of Office Bearers

President

One formal nomination for President was received in writing:

Paul Rossiter was nominated by Leigh Morgan and seconded by Jim Christie. Paul Rossiter accepted the nomination.

Other nominations were sought from the floor.

Ted Burfein was nominated by Des Slattery and seconded by Mal Campbell. Ted Burfein accepted the nomination.

Leigh Morgan was nominated by Roy Summersby and seconded by Terry Bond. Leigh Morgan accepted the nomination.

Nominees left room and following voting rounds Ted Burfein was re-elected as President and was congratulated.

Secretary:

Phil Mitchell was nominated by Roy Summersby and seconded by Jim Christie.

No other nominations were received.

Treasurer:

Vin Morgan was nominated by Leigh Morgan and seconded by Paul Rossiter.

No other nominations were received.

Editor:

Mal Campbell was nominated by Gary Pope and seconded by Des Slattery.

No other nominations were received.

All three positions were accepted by the nominees and carried unanimously.

Returned President Ted Burfein thanked all Executive Committee Members for their efforts during the previous year, and Tahn Stowe for being the Returning Officer.

6. Field Status

Wayne Durnan has indicated permission for AFFS to use the field next year. Following discussion, the resolve of the meeting was to continue in Narrandera at Easter 2012 under our current approval conditions.

Secretary to consider checking field lease arrangements with W. Durnan. Action: Secretary

7. Team Trial System

The meeting considered the following proposed amendments to the Team Trial System;

i) Submission from P. Rossiter. Discussed and resolved as follows; "That the organisers of each FAI team trial event make arrangements for a jury comprising up to three (3) flyers with experience in FAI categories, but who are not competing (where practicable) in the particular event being flown, to be available to assist the CD in making any decisions and resolve any other issues that may arise during the contest."

Seconded by Terry Bond. Carried.

ii) Submission from V. Morgan, regarding resolution should more than three (3) flyers record maximum scores in any category. This matter was discussed and resolved as follows; "In the event of more than three (3) flyers achieving maximum trial result scores, the next best score from any local or overseas competition will be used to determine the outcome."

iii) Submission from V. Morgan regarding a minimum benchmark for prospective team members in qualifying as MAAA representatives. This matter was raised and supported by AFFS members present being in recognition of the now significant contribution made by the MAAA to world championship team members. Following discussion, the meeting resolved as follows; "To qualify for a team place an individual flyer must achieve a minimum total score of 3000 seconds across three (3) eligible contests."

Seconded by Tahn Stowe. Carried.

Action: Secretary to refer the above resolutions to the Chairman of the FFTC for consideration and once determined submission to MAAA for approval.

8. Sponsorship

The Secretary advised that Lillypilly Estate Wines continues to support for AFFS prizes and encouraged all members to visit the winery during their stay in Narrandera.

9. Rules

The Chairman of the FFTC, Graham Maynard gave an update on the next MAAA rules cycle and team selection processes.

10. Memorial Trophies

No nominations for 2012.

11. General Business

- ☐ Terry Bond announced that MAAA has indicated financial support for an F1B and F1C flyer to attend the next Easter competitions with the view to training Australian flyers in these categories. Terry requested a contribution of say \$500 from the AFFS to this sponsorship. Seconded: Roy Summersby. Carried. **Action:** Executive Committee to determine if funds are available.

- ☐ FFDU fee structure to be determined by Executive Committee with regard to annual subscriptions and pricing of hard copy distribution. **Action:** Executive Committee to determine fee structure.

- ☐ Des Slattery proposed a vote of thanks to Malcolm Campbell for his outstanding efforts in publishing FFDU. Seconded: Gary Pope. Supported by all.

- ☐ The meeting discussed the possibility of advertising for dedicated CD's to run the AFFS Championships. It was resolved to seek expressions of interest from suitably experienced people via FFDU. It may be possible that AFFS would support the CD's accommodation expenses while in Narrandera.

Action: President to draft Expression of Interest.

With no further business the meeting closed at 9.20pm.

Ted Burfein
President

Phil Mitchell
Secretary

of the day ran smoothly from there. My sincere thanks to both for stepping in on zero notice to run the day.

Similarly, my thanks to Des Slattery and Graham Maynard for putting their hands up for CD duties on the Saturday (even though it didn't eventuate). The most significant problem, highlighted on the Friday (F1B, Vintage combined, and HLG/CLG), was that everyone entered for AFFS events was entered in an event on Friday. We weren't far behind with any of the other days either, and certainly if we had been able to fly on the Sunday with the combined Saturday and Sunday events we would have had the same situation as Wednesday.

We hope that next year we will see more entrants with it being an off World Champs year, and Narrandera returning to the traditional Easter time slot, so we may have a larger pool of people available for CD duties, however it is no guarantee. Vin Morgan suggested at the AGM that we may have to consider sourcing someone external to the entrant pool to undertake CD duties for the entire AFFS Champs. This would possibly entail paying part or all of the CD's costs for the five days of competition, a cost that would need to be included in the entry fees. Stay tuned for more on this matter in the next FFDU.

Another important issue brought up was the scheduling of the events, and the possibility of returning to five days of events rather than the current four plus a rest day. Certainly we have operated this system previously, and the change was made to provide a break after three continuous days of flying (Southern Cross Cup plus the first day of AFFS) resulting in some very tired (and sore) fliers due to long retrieves in windy conditions. Again stay tuned for the next edition of FFDU for developments.

Finally due to the loss of the Saturday and Sunday events this year, the F1A and F1C World Cup events have been re-scheduled to be flown as part of the NSW State Champs, while the non World Cup events are proposed to be flown as a postal or decentralised competition at some time. I know that the scramble entrants have organised to fly the event at the Trans Tasman scale event, however the timing for the remaining events is yet to be determined. We will advise all members of a date when it has been decided upon.

Speaking of the TT Scale event, best wishes to all heading to Richmond for what should be a great weekend's flying, if the weather plays the game.

Until the next edition of FFDU, Regards

Ted Burfein

ELECTRIC POWER – ANOTHER WAY

by Vin Morgan

Paul Rossiter's article in the last FFDU was timely. Now that electric power is everywhere in model aircraft it is time that the original form, free flight, got with it. Electric power has some nice aspects - no noise, no mess, easy starting..... the trouble is, in a relatively short time, electric power has got rather too good for free flight competition and it seems difficult to find practical ways of limiting performance. The idea of taking a leaf from the F1B book and limiting battery weight is difficult because battery technology is changing rapidly so a given battery weight does not lead to a standard amount of energy. Similarly, limiting motor run times requires an electronic timer and the times are hard to police.

But there is a way to regulate energy which is easy to control, safe, and gives interest by providing flyers with a lot of options. This way is to have the electric power supplied by one or more ultra-capacitors. These recently developed capacitors store orders of magnitude more energy for a given size than conventional capacitors and (large ones) are being considered as energy sources for industry and transport. At model size, a readily available ultra-capacitor of 120 Farads at 2.5 volts that weighs 29 gm, stores 375 J (watt second) of energy. For comparison, a fully wound 30 gram rubber motor (4000 ft lb/lb rubber) holds 360 J (I should note that this was pointed out to me by Sean O'Connor and started my thinking).

Ultra-capacitors have a lot of advantages over batteries. They work from -40 to +65 degrees C and have a lifetime is ~10 years or 100,000 charge/discharge cycles. Max discharge currents can be high (500A), and they can be completely discharged and rapidly charged. For contests, measuring the size of the fuel tank is simple - you just clip on an inexpensive capacitance meter. Motors and props can be chosen to give either a long slow run or a powerful short run. In either case the energy will be the same. No motor timer is required - the motor simply runs until the capacitor is discharged. In the simplest models a brush type motor would simply be connected across the capacitor. Switch-on and launch. Of course brushless motors and controllers can also be used and probably give more performance. In the simplest systems power would decrease throughout the run (just like a rubber motor) however it would also be possible to use an electronic inverter to maintain voltage (or power) at the motor. There are many possibilities which would make for interesting competition and development.

65th MAAA MODEL AIRCRAFT NATIONALS PERTH WA 13 April 2012 – 20 April 2012: PROGRAM OF EVENTS

DATE	ADMIN HQ – WHITEMAN Lumen Christi - INDOOR	C/L FIELD WHITEMAN (WP) HARD STAND	C/L FIELD SWAN CC (SCC) GRASS	R/C FIELD WHITEMAN (WP)	R/C FIELD KAMS (K) (Oldbury)	R/C FIELD WANNEROO (WA)	R/C FIELD Whitfords (WH)	F/F FIELD WHITEMAN (WFF)	F/F FIELD MECKERING (M)	SOCIAL
FRI 13 Apr	Registration								7.30am – 2.30pm F1A – Glider 4.30pm – Fly-off	
SAT 14 Apr									7.30am – 2.30pm F1B – Rubber 4.30pm – Fly-off	
SUN 15 Apr									7.30am – 2.30pm F1C – Power 4.30pm – Fly-off	
MON 16 Apr									7.30pm – 2.3pm F1G – Rubber Open Power P30 - Rubber	7.30pm BB at Farm stay
TUE 17 Apr									7.30am – 2.30pm F1J – Power Open Rubber Slow Open Power	
WED 18 Apr						9.00am– 12.00pm Standard Duration 12.30pm– 3.30pm 1 2A Texaco		2.30pm – 4.30pm HLG CLG 7.30pm – 8.30pm Night Scramble		
THUR 19 Apr	7.30pm – 10.30pm Hanger Rat Peanut Scale					9.00am– 12.00pm Burford 12.30pm– 3.30pm 38 Anti ue		8.30-12.30 Free Flight Scale 2.30pm – 3.30pm Day Scramble		7.30pm Swap meet at Lumen Christi
FRI 20 Apr						9.00am– 12.00pm Duration 12.30pm– 3.30pm Texaco				PRESENTATION DINNER 7.30pm

West Australian 2011 Free Flight Contest Calendar

DATE	CONTEST CLASS	LOCATION	TIME	CONTACT
29 th December - 7 th January	64th Australian nationals	Dalby, QLD		
6 th March	Combined Open/WAFFS Free Flight Cup	Meckering	9.00 am	Paul Rossiter – 9316 0250
2 nd & 3 rd April	Combined FAI Trials event (TT)	Meckering	9.00 am	Chris Behr – 9448 9922
3 rd April	WAMAC Cup	As above	As above	As above
1 st May	State HLG/CLG	Meckering	12pm	Chris Behr – 9448 9922
1 st May	State Scramble	Meckering	2.30pm	As above
1 st May	Dixielander Comp	Meckering	9.00am	As above
15 th May	F1A State Championships (TT)	Meckering	9.00am	Rod McDonald - 9316 2762
30 th to 31 st May	Southern Cross Cup (TT)	Narrandera		
1 st to 5 th June	AFFS Championships (TT)	Narrandera		
25 th June	F1J & 1/2A	Meckering	9.00 am	Phil Letchford - 9295 2161
26 th June	Escargot Trophy	Meckering	9.00am	Mike Beilby – 9397 6209
10 th July	F1G Cup	Meckering	9.00 am	Roy Farren – 9310 - 7992
23 rd July	F1C State Championships (TT)	Meckering	9.00am	Adrian Dyson – 9295 4418
24 th July	F1B State Championships (TT)	Meckering	9.00 am	Mike Beilby – 9397 6209
7 th August	Slow Open Power State Champs	Meckering	9.00 am	Rod McDonald - 9316 2762
21 st August	P30 State Champs	Meckering	9.00 am	Roy Farren – 9310 - 7992
28 th August	Open Rubber State Champs	Meckering	9.00 am	Chris Behr – 9448 9922
11 th September	Open Power State Champs	Meckering	9.00 am	Neil Murray – 9457 4063
2 nd October	Combined Open	Meckering	9.00 am	Phil Letchford - 9295 2161
3 rd October	F1B Crowley Cup	Meckering	9.00 am	Colin Crowley – 9534 4022
13 th November	Combined Open	Meckering	9.00 am	Chris Behr – 9448 9922

- NOTES: 1. WAFFS Free flight Cup is a series of events for the following classes:
A/1 glider; Coupe rubber, 1/2A Power; P-30 rubber; E-30 electric; Co2; Chuck Glider (including CLG). Competitors may fly one or many classes on each day and throughout the year. Your best scores from the nominated set of flights (normally three in number unless otherwise agreed prior to the event) on three different days, adjusted to a percentage of the perfect score using the appropriate K-factor, are combined to determine your total score for the series.
2. Combined Open is for all classes. Competitors may fly one or many classes on each day and throughout the year. Your best scores from the nominated set of flights (normally three in number unless otherwise agreed prior to the event) on three different days, adjusted to a percentage of the perfect score using the appropriate K-factor, are combined to determine your total score for the series.
3. Results from the specific events may be nominated in advance to count toward the combined events. All Flying days listed above count towards either combined open or the Free flight cup.
4. Sport flying is welcome and encouraged on all competition days.
5. E-30 to have 2 minute max.
6. CO2 to have 2 minute max and 3 cc tank.
7. Chuck glider and CLG to have 3 flights, but 20 sec attempt to apply outside State Champs. CLG may use no more than a 6" loop of ¼" rubber.
8. Contest Director will be nominated on the day from those that attend.
9. Saturday 2nd April and Sunday 3rd April is proposed FIA Australian Team Trials. No specific day is listed for each of the events and all events could be held on one day. This will be decided on the day at the field and be dependant on the number of entrants and weather conditions.
10. All events marked (TT) are events where scores count towards the Australian Free Flight team selection. Interstate participation is encouraged. All events for Team Trials are 7 rounds and will be flown to FAI rules.
11. The Dixielander competition on the 1st of May will include any George Fuller designed plane.