

FREE FLIGHT DOWN UNDER

NEWSLETTER OF THE AUSTRALIAN FREE FLIGHT SOCIETY INC

VOLUME 41 NUMBER 1

AUTUMN 2010

**MAXMEN
2010**

GEORGE FULLER STORY

SCRAMBLE!

BUYING AN ENGINE ON EBAY

FFDU VISITS TWO

VICTORIAN FLYERS



63RD NATIONALS



AUSTRALIA'S RICHEST FREE FLIGHT EVENT

FRONT COVER: Roy Summersby launching his 1954 Swiss Miss to win Vintage Power at 63rd Nationals, Springhurst Victoria. Rothwell 2.5 diesel power.

Free Flight Down Under

Autumn 2010

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

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

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CALENDAR: Major and Trials events for 2010

DATE	EVENT	LOCATION	CONTACT
March 14	QLD State Champs F1C	Dalby QLD	Malcolm Campbell
March 29 - 31	Southern Cross Cup	Narrandera NSW	Tahn Stowe
March 31 - April 4	AFFS Championships	Narrandera NSW	Phil Mitchell/Ted Burfein
April 11 - 14	Kotuku Cup	Omarama NZ	Rob Wallace
April 15 - 18	Omarama Cup/Trans Tasman	Omarama NZ	Chris Murphy
May 7 - 9	VIC State Champs	Springhurst VIC	Peter Greenhill
May 16	WA State Champs F1A	Meckering WA	Chris Behr
May 29	QLD State Champs F1A	Dalby QLD	Malcolm Campbell
May 30	QLD State Champs F1B	Dalby QLD	Malcolm Campbell
June 5 - 6	WA Special Trial F1A, F1B, F1C	Meckering WA	Chris Behr
June 12 - 13	NSW State Champs F1A, F1B, F1C	Lake George	Roy Summersby
July 24 - 25	WA State Champs F1B, F1C	Meckering WA	Chris Behr
Dec 29 - Jan 7 2011	64th Nationals	Dalby QLD	Dale Jones

PRESIDENT'S REPORT:

Greetings one and all to the first edition of FFDU for 2010. This edition has been compiled by Malcolm Campbell, (BFFS Secretary and regular BFFS Digest editor). I am confident that the always high standard of production of FFDU is maintained and you (the readers) can look forward to an entertaining and very informative read.

So firstly let me welcome you all to the new flying year, the Nationals at Springhurst having already kicked off the year. Those who attended and/or competed were privy to some great weather (hot at times), excellent competition, and even a bit of tension and drama, (the last round of F1B certainly had it all, dropped flights, the possibility of placings changing, and some very testing air conditions).

Attendance at the Nats was good, which bodes well for the Nationals at Dalby at the end of this year. If you haven't already done so, mark it in the calendar and start planning/building/practicing. I know there are a number of Queensland aeromodellers (of various disciplines) coming out of the woodwork as it were, to fly at Dalby so it should be a big event all round.

Next on the national competition scene we have the Southern Cross Cup and AFFS Australian Championships at Narrandera starting late March, and then in New Zealand, the Kotuku and Omarama Cups, incorporating the 2010 Free Flight Trans Tasman competition, and the Southern Skies series. These four events are all World Cup competitions, and are a great opportunity for local modellers to get to compete against a number of international fliers. The Chinese are sending an almost full (?) team to compete at Narrandera, and we can expect to see both Kiwi and other regular international visitors at both Narrandera and Omarama.

The President's Report continues on page 29



FROM THE EDITOR:

This is my first attempt at FFDU. I hope you like the new format? I've put together a few club magazines in my time, using a Gestetner duplicating machine for the MG Car Club in the 60s, something similar with the Catamaran Club in the 70s and photocopiers for the Go Kart club in the 80s. All in the days when cut and paste meant you actually used glue for the pasting! Technology has made the job of producing a decent looking magazine so much easier now; and it's quite rewarding to see the result. Of course, the quality of the magazine remains in the published words and that is where I lean heavily on you, the members of the AFFS.



The background of how I came to produce my club's BFFS Digest in Queensland is all the doing of the late Col Somers who, as editor and terminally ill, saw me as his successor. Before he passed away in 2006, he presented me with the CD and manuals for the publishing program I continue to use. Each year since then, I've been targeted by AFFS officials in the vain attempt to rope me into the job. Well, I eventually said "Yes" for this edition and it is great to get so many supporting contributions from AFFS members (*Vin Morgan, Roy Summersby, George Car, Jon Fletcher, Tahn Stowe, Sergio Montes and Noeline Mitchell*). Without them, the magazine would be pretty lean. I hope you enjoy it?

Malcolm Campbell

Southern Skies Free Flight Series

Australia and New Zealand

Friday, March 21 - Sunday, April 6

Free Flight Open International

World Cup Events for F1A, F1B, F1C



Rounds 1 & 2 - AUSTRALIA

Southern Cross Cup

Monday, March 29	F1B	7 x 1 hour rounds	0800 - 1500
	O/Power	5 flights	0800 - 1500
Tuesday, March 30	Fly-offs from Monday		0700 - 0800
	F1A	7 x 1 hour rounds	0800 - 1500
	F1C	7 x 1 hour rounds	0800 - 1500
	O/Rubber	5 flights	0800 - 1500
Wednesday, March 31	Fly-offs from Tuesday		0700 - 0800

AFFS Championships

Wednesday, March 31	Scale		0700 - 0800
	Combined % Open	3 flights	0800 - 1500
	F1G	5 x 1 hour rounds	0800 - 1300
	F1H	5 x 1 hour rounds	0800 - 1300
	F1J	5 x 1 hour rounds	0800 - 1300
	AFFS AGM		1930
Thursday, April 1	Spare day		
Friday, April 2	Flyoffs from Wednesday		0700 - 0800
	F1B	7 x 1 hour rounds	0800 - 1500
	Open Power	3 flights	0800 - 1500
	Combined Vintage	3 flights	0800 - 1500
	HLG/CLG		0900 - 1300
Saturday, April 3	Flyoffs from Friday		0700 - 0800
	F1A	7 x 1 hour rounds	0800 - 1500
	F1C	7 x 1 hour rounds	0800 - 1500
	Open Rubber	3 flights	0800 - 1500
Sunday, April 4	Fly-offs from Saturday		
	Scramble		0730 - 0830
	P-30	3 flights, 120s max	0800 - 1400
	Oz Diesel	5 flights, 120s max	0800 - 1400
	Evening	Presentation Dinner for SCC& AFFS	

AFFS contact

Phil Mitchell PO Box 44
Terrigal, NSW 2260 Australia
email: filnoels@bigpond.net.au
Telephone: +61 24 38 43 217
Mobile: 0419 414 653
Fax: +61 24 36 78 316

Southern Cross Cup contact

Tahn Stowe PO Box 138
Winmalee, NSW 2260 Australia
email: stowes@ozemail.com.au
Telephone: +61 24 75 41 334
Fax: +61 24 75 41 334

Rounds 3 & 4 - NEW ZEALAND

Kotuku Cup

Saturday, April 10	Registration (both events) and practice
Sunday, April 11	F1A
Monday, April 12	F1B & F1C
Tuesday, April 13	Mini events
Wednesday, April 14	Wind/rain reserve day

Omarama Cup

Thursday, April 15	F1A
Friday, April 16	F1B/F1C
Saturday, April 17	Mini events
	Evening Combined prize giving
Sunday, April 18	Wind/rain reserve day; departure

Kotuku Cup contact

Robert Wallace 956 Riverslea Rd South
Hastings, New Zealand
email: ffonzrjw@xnet.co.nz
Telephone: +64 6 878 4993
Fax: +64 6 878 4993

Omarama Cup contact

Chris Murphy 5/126 Bishop Street
Christchurch, New Zealand
email: chrismurphy@inet.net.nz
Telephone: +64 3 374 33 84
Fax: +64 3 384 3394

Further information can be found on the NZMAA website: www.modelflyingnz.org

63rd NATIONALS *By Vin Morgan*

Scale report from Scale judge Graham Maynard
Photos by Malcolm Campbell

Day 1, Tuesday, Dec. 29 F1C, Open Rubber

Pearl of a day, light wind, easy retrieval. In the morning there was distinct wind shear with a light southerly at ground level but models drifting in various directions. It got hot later!!!!

In Open Rubber you can obviously fly any sort of rubber model however some people frown on those who fly high-tech F1B models with gadgets. This seems a little unfair since F1Bs are restricted to just 30 gm of rubber while Open Models often use 150 gm. F1Bs have to rely on a short but high climb and a good glide which makes them very susceptible to sink. This hardly affects traditional Open Models which might have motor runs of 2 minutes and thus only need to glide for another minute. On Tuesday the wind shear and variable winds made lift-picking difficult so none of the F1B flyers got three maximums. The fly-off was held at 6:30 the next morning.

Most Open Rubber flyers obviously thought flying early – before wind and temperatures rose - would be a good thing so most scores were in before 10am. The exception was Peter Greenhill who observed proper gentleman flyer etiquette and only arrived on the field at 10. He then put in 3 maxes with his large model – the motor run is more than 2 minutes.



The Greenhill Open Rubber model slowly and relentlessly ascends skyward

In F1C Roy started well with 4 maxes but then lost the plot a bit with a combination of not-so-good launches and poor air. After his last round of 130, it

looked as though he had let Bill in since Bill only needed 72 seconds to win but a somewhat skewed launch and terrible air after the model had recovered saw him down in 53 seconds. Terry Bond was handicapped by having put his best model into a tree – and having it broken - the day before. His #2 needed a few adjustments judging by test flights, and then it needed some repairs and some more adjustments as a result of a disgusting launch.



One of Roy's good launches

Day 2, Wednesday, Dec. 30 F1A, Scale, Open Rubber flyoff

Perfect conditions for the Open Rubber flyoff at 0630. Jim Christie launched just after the hooter and Gary, Colin and Albert followed soon after. Peter preferred to keep his weapon under wraps for a while and waited until there was just one minute of the 10 minute window left. With no thermal assistance – it was only half an hour after dawn - times were impressive. Colin Collyer got 320 seconds and only managed 5th. Jim Christie put in a dead-air flight of 8 minutes 33.



OR: 2nd Gary Odgers, 1st Jim Christie and 3rd Peter Greenhill

For the first round of F1A at 0700 there was a light breeze – just enough to make circle-towing comfortable. The wind increased throughout the day but only thermal gusts were strong. Phil Mitchell

lost only 6 seconds in a flight in rough air to win. Second place getter Tahn Stowe dropped a couple of flights in poor air but his performance was mainly notable for a couple of longish retrieves due to setting 4 (or perhaps 5???) minutes on the timer instead of 3. Vin Morgan (3rd) got 6 nice maxes but a zero in round 5 due to a double tow-in did him no good at all (the rudder line clevis got hooked around the rudder horn when the model was parked under a car for safety!!!). The results could have been different if Malcolm Campbell had had a good last flight. The 35 seconds moved him from 2nd to 5th.



F1A: 2nd Tahn Stowe, 1st Phil Mitchell and 3rd Vin Morgan

Those NSW flyers know a thing or two about how to handle the weather. Their four shade shelters with heat reflective tops made a place that we all gravitated towards as the day heated up. They seem to accept all comers at the moment. We hope this will last (must remember to be nice to them at the BBQ).



Peter Greenhill applies the final touches to his Oz Diesel, as the official tent is collapsed for the day. It's not a hang glider Peter!

Six hopefuls presented models to the judges in the Free Flight Scale event. A notable absentee was the affable Dennis Parker from Victoria who has livened up previous Nationals. It was anticipated that his absence would negate the need for a physician and an intensive care unit on the field but this was not quite the case and two models were presented with bloodstains overlaying the otherwise excellent finish. These small diesel engines can really bite!



**Something to look out for at future Nats
Roy Summersby magnificent FW 152H**

There was a predominance of models of fighting powers with British and German models equal in number and a lone Italian sports model. A welcome entrant into scale circles was Roy Summersby who showed he could build a rubber powered model that flies as well as his F1C models. The reward for his effort was second place with his Focke Wolf 152H. Gary Sunderland won again with his venerable biplane although the torpedo drops seemed to be aimed at the judges. It must be time to lay up this model with due honours. Fred Roberts at last gained a place at the Nationals with his Avro 504. It flew just like the real thing. Most of the models have been seen regularly at contests over the years. It must be time that some new models are built to take up the challenge of the new recruit Roy Summersby.

Day 3, Thursday, Dec. 31.

F1G, OzD, Scramble

Bugger. Wind. This year we started the Scramble early, between 8 and 9am, to try to avoid wind. Fat lot of good it did as it was windy when we arrived at the field at 0600. Scramble times were record breakingly low. Only the winner, Phil Mitchell, put in a reasonable number of flights with his conventional free flight sports type model. Those Flying Carpets don't like wind!!

It was still an entertaining Scramble. A fair bit of crashery in the conditions. Thanks to all the flyers – sorry about the wind.



Scramble winner and IronMan - Phil Mitchell



Tahn Stowe and Ian Heath throw their Carpets to the wind

F1G and Oz Diesel saw a number of withdrawals despite being reduced to 3 flights (even a 2 minute flight goes a kilometer in an 8 m/sec wind). In F1G, Jim Christie (Open Rubber winner) put in another masterful performance to be the only flyer to record three maximums. Sonya Burfein with a max and near miss looked like taking second until she managed 7 seconds for her third flight. Despite this she only dropped one place – which shows how badly the rest did!! Albert Fathers had a good last flight but a long retrieve. He was out radio-tracking for some time.



2nd and 3rd in F1G - Queenslanders Albert Fathers and Sonya Burfein. Jim Christie won it -

Finger (err, timer trouble) saw several **OzD** models going a long way and, at the time of writing (5pm) their owners had still not returned. Hopefully the models will be recovered later or in the next few days. Malcolm Campbell's last (and winning) flight (the last official FF flight for 2009) was in an enormous thermal. It DTed at probably 600 feet and took over 10 minutes to come down. A long retrieve but no problems in finding. The hot windy conditions made for a number of episodes of brain fade. Two seconds after launching Peter Greenhill remembered he hadn't switched on the timer.....



Oz Diesel: 2nd Roy Summersby, 1st Malcolm Campbell and 3rd Des Slattery

Day 4, Friday, Jan. 1

F1J, P-30, Hand Launched Glider, Catapult Launched Glider

Much better weather. It was raining when we first looked out at 0500 but this had cleared by the competition start time of 0700. A bit of wind which dropped throughout the morning. Pleasantly cooler than previous days.

F1J saw the true F1Js take out all the places. Maybe the cobwebs weren't completely removed from the Class 1 Power jobs.

P-30 was decided by a flyoff on Saturday morning between Jim Christie, Nan Dodd and Vin Morgan.



Mr "Everything Power" Roy Summersby shows how to fly F1J



F1J: 2nd Roy Summersby, 1st Terry Bond and 3rd, F1J "virgin" Ted Burfein

A number of entrants failed to materialize for **HLG** and **CLG**. Is the strong arm brigade feeling tired? Perhaps a strong arm is now not so necessary - first place was taken by a Peter Lloyd flying a discus lunched glider and second place getter Phil Mitchell was seen practicing discus launching although I don't think he used this type of model in the competition.

Day 5, Saturday, Jan. 2

Night Scramble, Vintage Power and F1H



Great conditions for **Night Scramble** last night. Calm and cool. Lightning in the distance. Maris' winning score was double that which won the day scramble in wind.



Part of the Night Scramble "RentACrowd"



Illumination helps but it's still hard work

The storm really hit Rutherglen at about midnight. When I went out to close the car windows at 1am (!@#%\$^&*())(*&^%\$#) it was pelting down and the thunder and lightning were almost simultaneous. It was a pleasant surprise to find, on arrival at the field at 0600, it was cool, calm and relatively dry.

In the P-30 flyoff Jim Christie launched almost at the start of the 10 minute period and Vin Morgan followed soon after. Both models climbed drifting slowly to the south-east. Vin got a bit higher and landed about 20 seconds after Jim for a time of 2:59, just 5 seconds longer than Jim's. Nanette Dodd flew later and we waited to see if perhaps she would find better air but her model was down in 2:11.



P30 winner Vin Morgan launches in Fly Off



P30: 2nd Jim Christie, 1st Vin Morgan and 3rd Queensland force to be reckoned with Nanette Dodd

Vintage Power saw Roy Summersby's Swiss Miss get three easy maxes to win. Martin Williams arrived on the field uncharacteristically early, about 9:30, so he had plenty of time to chat to flyers he had not seen probably since the last Nationals. He then proceeded to put in a max and two near misses for second. Howard Gostelow certainly had the noisiest model on the field but he dropped one flight rather badly for third place.



Terry Bond spent a lot of time trimming and thrilling the crowd



F1H: 3rd Vin Morgan, 1st Phil Mitchell and 2nd with 1956 Aiglet A1, Gary Odgers

In **F1H** the field was enlarged and enlivened by a swarm of the older style A1s that are now allowed to fly at a lower weight. This certainly helps them to bob around and fall into thermals as Gary Odgers' Aiglet was observed to do. Gary dropped just 8 seconds for second place. Phil Mitchell zoomed the M&K pocket rocket to enormous height for 5 maxes to win and Vin, also with an M&K model stalled down on one flight for third.

A very nice day on the field enjoyed by all.

Day 6, Sunday, Jan. 3 F1B and Open Power

An important day! The Nationals **F1B** competition is the first Team Trial event for the 2011 World Championships in Argentina. Southern Hemisphere W/Chs, of which there have been only three in the 70 odd years that the Wakefield trophy has been competed for, reverses a number of disadvantages we usually fly under so flyers are keen. The W/Chs will be held around May, towards the end of our



What Vintage Power is all about. Howard Gostelow launches his delightfully noisy Fox 35 powered Playboy

flying season so we will be well-practiced while the Northern Hemisphere flyers will have just come out of winter. And although we have to fly to the WChs as usual, so do all the other flyers so they will not be able to bring their usually large amount of support equipment..

Despite the quite good conditions there was quite a lot of attrition! Leigh Morgan had two attempts in round one, then she got a nice max which took so long to retrieve that she missed the next round, and decided to retire. Not much hope with two zeros and



Leigh Morgan looked pretty effective with her support gear but was destined to have a lousy day



F1B placegetters at the end of the eventful round 7: Paul Rossiter 2nd, Richard Blakam 1st and Terry Bond 3rd walk back together after a closely fought battle

since there are trees at Springhurst she decided pre-serving the model would be prudent. Vin hit a tree on his first flight which damaged the trimmed model. The second flight with the second model was a bit stally and failed to max so he decided it would be more fun to concentrate on Open Power (it was). Graham Maynard got a couple of maxes and then mislaid the model. I'm not sure what happened. He did not have a good line but he should have been able to hear it anyway. Adrian Bryant must have been in good form – or else he had a good helper - because he abandoned his usual rule of stopping after a max and put in an additional flight. Good one Adrian.

And of those who actually finished, Ted dropped a couple but it was the last round that really caught him as well as everyone else! Terry Bond had been going pretty well and was looking at second place

until his last round flight of 66 seconds. Pretty impressive from a quite reasonable climb. Paul Rossiter had dropped three flights but his nearly two minutes in the awful sink of round 7 moved him to second. Richard flew well throughout. He did get caught by the seventh round but only dropped half a minute.

Open Power saw numbers swelled considerably by Dixielanders although not as many as at the Dixie weekend in October. Dixies are a good design for their time but, as the results show, they can't compete with a big model with a big motor and modern stuff such as VIT.



Richard



Paul



Terry

Winning launch styles in F1B

Winner in the Dixielander sub-comp, Vin Morgan launches his OS 15FP powered model



The true Open Power models took the first four places. Vin Morgan's two servo number did best of the Dixies although an excessively roly climb (he set the rudder correctly for the third flight) into poor air only produced 108 sec for flight two. Of the true Open Power flyers Gary Odgers and Happy Howard Gostelow flew off the next morning with Gary winning by 29 seconds.

and with the large amount of rubber allowed easily put up three maxes. Roy's twin pusher needed a motor replacement but this didn't happen until after the first flight so he dropped one. Howard Gostelow's Dr. Jeckyll and Mr. Hyde (Aeromodeller centerfold plan July 1954) produced one poor flight but then overcompensated by flying away on flight three. It DTed at 3 minutes but was still visible in the air at 6.

The Three Stooges, Roy's little helpers



Roy Summersby launches 1936 Pusher, wound by an old-fashioned egg beater. It was worth the wait!



Open Power fly off: 2nd Howard Gostelow, 1st Gary Odgers (on right)

Day 7, Monday, Jan. 4

Vintage Rubber and Vintage Glider

A bit of wind, which was not a problem except that combined with large thermals and slow descending **Vintage** models it lead to some long retrievals. Jim Christie's Gollywock is the 1941 version which has a larger propeller than the original 1939 model



Innovative winders seen at the Nats



In **Vintage Glider** scores were pretty moderate considering the conditions. It seemed that the flyers, truly respecting the vintage competition, had backed up all their modern knowledge of thermal picking and tactical flying in a separate part of their brain that was inaccessible on the vintage day. The scattering of maxes shows good flights were possible, and with 100m lines it should be easy with models like the Nebula and Seraph but ????????????



Eventual winner, Des Slattery prepares to launch Albert Fathers 1948 Kane, a glider that will prove to be a real threat in future Vintage Glider comps.

Overall

A good Nationals. The weather was generally kind except on Day 3 (Thursday) for F1G, Oz Diesel and the Scramble. Days 1 & 2 were hot but calm. We expected the worst on Saturday after the Friday night storm but it turned out a nice (and cooler) day.

Free Flight entries were up considerably on recent Nationals.

57 th Bussellton,	2004	99
58 th Richmond,	2005	177
59 th Narrandera,	2006	91
60 th Albury/Wodonga	2006/7	129
61 st Perth	2007/8	62
62 nd Albury/Wodonga	2008/9	115
63 rd Albury/Wodonga	2009/10	145



Kevin McMahon (the landowner) had again helped us. Not only had he cut grass hay from the main field, so the fire risk from catalytic converters was negligible and driving out to the start line was possible. He had also moved stock so we had the complete use of the whole paddock. The surface was perfect for launching gliders and extremely easy to pedal over for bicycle retrieval.

Thank you Kevin for your great contribution to the success of the Nationals.

The new ladders are nice and rigid and made fence climbing safe - even if you were carrying a model (or a bike). The various shade shelters were popular places after about 9am when it started to get hot.

Indoor is problematic for Nationals. Entries for F1N (indoor HLG), F1D, F1L Peanut Scale, and Indoor rubber Scale were 2,1,2,1 and 1, much less than the required 5 even with a late entry or two, so all these events were cancelled. Hangar Rat had 6 entries but none of these were regular free fliers.

It is possible that the situation with Free Flight at Springhurst and indoor in Albury does not help. It is also the case that with the early starts for outdoor FF, going into Albury in the late afternoon or evening would be difficult.

Victoria apparently has an active indoor community but it would appear they are satisfied with the local competitions and are unwilling to travel.

MasterChefs Vin, Roy and Percy may have incinerated some local cattle, but the extinguishers were not needed at the evening BBQs. They were on standby at the flying field. Note tinder dry grass.





Memories of the 63rd Nationals, at Springhurst Victoria, 2009



Results of 63rd Nationals - Springhurst Victoria

Tuesday Dec. 28

CD Harry Sokol

F1C		1	2	3	4	5	6	7	Total
1	Roy Summersby	180	180	180	180	112	117	130	1079
2	William East	160	180	180	120	180	180	53	1053
3	Terry Bond	129	0	159	180	103	110	114	795
4	Stuart Sherlock	0	0	67					67

Open Rubber		1	2	3	Fly Off	Total
1	Jim Christie	180	180	180	513	1053
2	Gary Odgers	180	180	180	462	1002
3	Peter Greenhill	180	180	180	385	925
4	Albert Fathers	180	180	180	347	887
5	Colin Collyer	180	180	180	320	860
6	Leigh Morgan	180	180	175		535
7	Vin Morgan	180	180	147		507
8	Howard Gostelow	180	135	180		495
9	Sonya Burfein	113	180	180		473
10	Malcolm Campbell	100	180	180		460
11	Fred Roberts	102	138	75		315
12	Adrian Bryant	129	102	78		309
13	Graham Maynard	39				39



Wednesday Dec. 29

CD Leigh Morgan

F1A		1	2	3	4	5	6	7	Total
1	Phil Mitchell	180	180	180	180	174	180	180	1254
2	Tahn Stowe	149	180	44	180	180	180	180	1093
3	Vin Morgan	180	180	180	180	180	0	180	1080
4	Ted Burfein	129	94	180	180	75	180	180	1018
5	Malcolm Campbell	128	180	180	180	180	104	35	987
6	Albert Fathers	120	80	180	180	180	4	180	924
7	Des Slattery	88	91	150	179	55	180	180	923
8	Ivor F					180			180

Scale		Static	Flight	Total	
1	Gary Sunderland	46	33	79	Short 184
2	Roy Summersby	43	34	77	Focke Wulf 152H
3	Fred Roberts	41.5	34	75.5	Avro 504K
4	Eric Holland	44	31	75	Fiesler Storch 156
5	Gary Odgers	44.5	29	73.5	Sopwith Dove
6	Howard Gostelow	39	28	67	Macchi 308



Thursday, Dec. 31

CD Colin Collyer

F1G		1	2	3	Total
1	Jim Christie	120	120	120	360
2	Albert Fathers	120	91	120	331
3	Sonya Burfein	104	120	7	231
4	Terry Bond	96	31	7	134
5	Malcom Campbell	73			73
6	Vin Morgan	29			29

Guess who?



Oz Diesel		1	2	3	Total
1	Malcolm Campbell	80	120	120	320
2	Roy Summersby	54	120	120	294
3	Des Slattery	48	84	92	224
4	Gary Odgers	66	99	56	221
5	Peter Lloyd	70	0		70
6	Peter Greenhill	7	57	0	64

63rd Nationals results *continued*

Scramble *CD Vin Morgan*

1	Phil Mitchell	602
2	James McFall	286
3	Bruce Hoffmann	271
4	Andrew Heath	263
5	Graeme Wright	213
6	Ivor F	188
7	John Goodwin	127
8	Brian Hammond	111
9	Tahn Stowe	74
10	Walter Bolliger	70



Friday Jan.1 *CD Gary Odgers*

F1J	1	2	3	4	5	Total
1	Terry Bond	120	120	120	120	600
2	Roy Summersby	96	120	120	120	576
3	Ted Burfein	0	29	112	116	377
4	Howard Gostelow	32	66	57	98	309
5	Des Slattery	111	0	48	60	308
6	Harry Sokol	0	39	120	36	270
7	Colin Collyer	0	47			47
8	Fred Roberts	25				25



HLG	1	2	3	4	5	6	Best three
1	Peter Lloyd	55	40	38	58	52	165
2	Phil Mitchell	32	20	60	29	24	121
3	Michael Towell	32	9	35	8	49	116
4	Yo-Hsin Shiek	28	10	15	20	22	77

P-30		1	2	3	Total	FO
1	Vin Morgan	120	120	120	360	179
2	Jim Christie	120	120	120	360	174
3	Nanette Dodd	120	120	120	360	131
4	Leigh Morgan	92	120	120	332	
5	Malcolm Campbell	120	120	77	317	
6	Roy Summersby	109	54	120	283	
7	Tim Hannaford	40	120	120	280	
8	Howard Gostelow	100	73	75	248	
9	Adrian Bryant	49	87	105	241	
10	Terry Bond	94	25	120	239	
11	Albert Fathers	99	70	13	182	
12	Josh Hannaford	46	72	48	166	
13	Fred Roberts	62	65	0	127	
14	Brian Hammond	34	37	36	107	



CLG	1	2	3	4	5	6	Best three
1	Terry Bond	39	57	60			156
2	Phil Mitchell	20	27	36	29	37	116

Night Scramble CD Colin Collyer

1	Maris Dislers	1223
2	Mark Poschkens	962
3	Walter Bolliger	911
4	Jim McFall	835
5	Matthew Hannaford	822
6	Bruce Hoffmann	779
7	John Goodwin	471
8	Greg Lepp	419

63rd Nationals results *continued*



Saturday Jan. 2 CD Peter Greenhill

F1H		1	2	3	4	5	Total
1	Phil Mitchell	120	120	120	120	120	600
2	Gary Odgers	112	120	120	120	120	592
3	Vin Morgan	120	120	94	120	120	574
4	Sonya Burfein	83	101	120	120	120	544
5	Colin Collyer	82	46	96	120	120	464
6	Malcom Campbell	65	49	57	75	23	269
7	Des Slattery	61	62	60			183
8	Albert Fathers	27	65	74			166



Vintage Power		1	2	3	Total	
1	Roy Summersby	180	180	180	540	Swiss Miss, 1954
2	Martin Williams	177	152	180	509	Stomper, 1953
3	Howard Gostelow	108	180	180	468	Playboy Senior, 1940
4	Gary Odgers	148	159	143	450	Flamingo, 1952
5	Peter Lloyd	135	180	28	343	Zoot Suit, 1954
6	Des Slattery	122	118	90	330	Stomper, 1953
7	Terry Bond	96	38	124	258	Zipper, 1940
8	Harry Sokol	8			8	Lil Aud, 1953



Sunday, Jan. 3 CD Brian Hammond

F1B		1	2	3	4	5	6	7	Total
1	Richard Blackam	180	180	180	180	180	180	151	1231
2	Paul Rossiter	150	156	180	180	180	171	112	1129
3	Terry Bond	180	180	180	180	149	180	66	1115
4	Ted Burfein	180	165	180	180	105	180	60	1050
5	Adrian Bryant	143	180	109					432
6	Graham Maynard	180	180						360
7	Vin Morgan	134	165						299
8	Leigh Morgan	0	180	0					180



Open Power			1	2	3	Total	FO
1	Gary Odgers	OP	180	180	180	540	239
2	Howard Gostelow	OP	180	180	180	540	210
3	Roy Summersby	OP	180	142	180	502	
4	Colin Collyer	OP	180	180	127	487	
5	Vin Morgan	Dixie	180	108	180	468	
6	Des Slattery	Dixie	153	180	113	446	
7	Harry Sokol	Dixie	117	147	180	444	
8	Fred Roberts	Dixie	85	138	180	403	
9	Malcolm Campbell	Dixie	144	58	154	356	
10	Peter Scott	Dixie	68	136	148	352	
11	Martin Williams	Dixie	101	59	178	338	



Monday, Jan. 4

CD Gary Odgers

63rd Nationals results *continued*

Vintage Rubber		1	2	3	Total	
1	Jim Christie	180	180	180	540	Gollywock, 1941 version (big prop)
2	Roy Summersby	166	180	180	526	Class C twin pusher, 1936
3	Howard Gostelow	180	101	180	461	Jeckyll & Hyde, 1954
4	Colin Collyer	160	180	97	437	High Climber, 1948
5	Albert Fathers	127	76	180	383	Korda, 1939
6	Brian Hammond	69	154	75	298	Korda, 1939
7	Ian Read	35	101	0	136	Alan King Wake , 1954
8	Adrian Bryant	109			109	Cat's Whisker, 1944



Vintage Glider		1	2	3	Total	
1	Des Slattery	180	180	114	474	Nebula, 1954
2	Malcolm Campbell	180	67	180	427	Seraph, 1953
3	Albert Fathers	150	180	96	426	Rado Cizek, 1948
4	Colin Collyer	135	180	29	344	Manta
5	Harry Sokol	105	138		243	KeilKraft Chief, 1950



Hangar Rat		CD	Ken Osborne		1	2	3	4	5	6	Best two
1	Michael Towell				1.26	47	1.59	2.12	2.18	2.19	4.37
2	Tom Linwood				1.31	2.18	1.42	2.13	2.13	2.13	4.32
3	Chris Henry				1.25	1.05	41	51	1.43	1.4	3.23
4	Chris Caulcutt				1.07	1.01	1.03	1.15	1.04	3	2.32
5	Denver Harvison				43.3	54	5	5	5	1.19	2.13
6	Greg Lepp				1.02	49	53	50	59	1.01	2.03

These four photos from Peter Solanov



Albert and Adrian check Jim's winning style



Martin Williams makes some noise for an appreciative audience



Col Collyer performs final flight checks



And then guides Gary Odgers home



Ivor F's tow(e) aged 83



And he maxed it!



Not so lucky in a windy scramble!



AFFS Subscriptions now due



AFFS subscriptions for 2010/2011 are due by Easter 2010. The entry form for the AFFS Champs in your last FFDU contains a line towards the bottom of the form, where you can include the \$20 membership with your entry fee. It's extraordinarily good value. Remember, you must be a current AFFS member to receive a copy of FFDU. When you renew, please advise your preference for email copy, stating current email address. We are trying to minimise hard copy mail outs for obvious reasons. Only emails are in colour!

Send your entry fee + subs or just your subs fee if not competing to:

*Australian Free Flight Society Inc
c/- Mr V Morgan, AFFS Treasurer
644 Canning Street
CARLTON NORTH VIC 3054*

For members who don't renew their membership, this will be your last FFDU

NARRANDERA 2010

Yes the Chinese are coming.

They have entered a 9 man team including 3 in F1B, 3 in F1C, 1 in F1A, a manager/ coach and a translator.

Plus the current F1C Americas Cup winner Mike Roberts from Seattle is coming.

SHOULD BE A CRACKER!



Geared F1C model

Verbitsky engine, wing and stab. Carbon fuse, boom and fin. 3-blade prop with tools for pitch change. Can give new owner full flying instructions. Very competitive model. **Aus\$1,350**

For more details, photo, etc, phone Roy Summersby on **02 4341 0072** or email Roy at roydi132@optusnet.com.au



A Legend in His Own Time

In the modelling world, very few people become a legend in their own time. One man that I consider has this status is **George Fuller**. George is the designer of the famous Dixielander. The Dixielander must be the most built model of all time. In the western world every modeller that loved the smell of fuel, diesel or glow, would build one, either from the kit or from scratch, you just had to have one.

George was born in Islington North London in 1929 and remained there until being bombed out in the London blitz. Soon after he moved to St Albans Herts and started modelling, he was then nine years old building little experimental flying machines. He left school and went to work at De Havilland machine shop. National service caught up with him and the next two years were spent in the RAF, who sent him to Germany as an Airframe fitter, working on Hastings aircraft for the Berlin air lift.

Back in Civvy Street, George went to work for A E Hales toy wholesalers. George as a sales rep talked them into taking on the agency for the Cox 049 ready to fly scale control line models. This was very successful and is what made George keen on models again.



George Fuller with Dixielander

Georges modelling progressed to free flight competition power models of his own design, the highlight must have been his second place with his Zoot Suit at the world championships in Cranfield 1953. Prior to this, George had designed the Stomper, which was and still is very popular in Australia. The Stomper was my first competition power model and, with an Elfin 1.5, was a wonderful combination that gave me so much pleasure in my youth. The Zoot Suit was based on the Stomper, but made to fit the FAI rules of the time.

Plans for both these models have been produced in many countries, and no doubt many sold. Further development, and a few years later (1959) we saw the Dixielander kit advertised by A Hales Ltd. It was a quality kit for its day and everyone just had to have one. Easy to build and fly, if you followed the instructions and didn't go too mad with the power. If one fitted a hot Super Tigre G15 and I have, all hell can break loose. There must have been hundreds of these models flying in Australia in the 1960s. I guess there would be 40 in the country at present.



With Zoot Suit

(continued on next page)



George also produced a series of chuck gliders called Fullers Fun Flyers, there were 12 types, these were suitable for children 7 years and upwards, and Yes, I have made a few of them also.

George now lives in Devon, England with his wife Kathy. I stayed with him a few years back. Looking in George's workshop you find that he is one of those modellers that builds everything. At present, he is very keen on electric power, perhaps at 80 he is looking for something new to keep the mind active. While I was there, and George knowing of my engine collection, promised to leave me in his will his 1.8 Elfin, which he used in the 1953 world champs. Just before Christmas a parcel arrived from England containing the very Elfin, with a nice letter saying "*Well mate, the years are slipping by and I thought I better keep*

my promise and give you my Elfin 1.8 that flew to 2nd place in the 1953 World Champs. It's yours as a bond of our friendship. Have a nice Christmas." The motor as you would expect is not in pristine condition but it still feels very good. I have cleaned the motor and just had to give it a run; it turns an 8x4 prop at 11,250 rpm. I would love to build a Zoot Suit for it but would I be brave enough to risk losing an engine with such history? To me, it is irreplaceable.

Thank you George, not only for the engine, but giving modellers the world over so much pleasure with your designs, Stomper, Zoot Suit, and most of all the Dixielander.

Roy Summersby



Next George Fuller Weekend - 3, 4 October 2010, Springhurst



After all the good feed back from last year's Dixielander weekend it will be on again. October 3rd & 4th. NSWFFS will hold at Springhurst, what will be called a **George Fuller Weekend**.

It will be along the same lines as last year's very successful Dixielander weekend except Georges two other models will be allowed along with the Dixielander these are the Stomper and the Zoot Suit. We are not sure about the rules; maybe we will have some, maybe not. What we are sure of is a great weekend, plenty of prizes in fact everyone will get something good to take home. Last year 19 Dixies made it to the field we should be able to beat this with the addition of the Stomper and the Zoot Suit models.

If you haven't already one of these models hanging on the wall.....

Start Building Now!

Not sure if there is a great deal of interest if the entry numbers from the 63rd Nats are an indicator? I remember the Day Scramble at the Richmond Nats (87-88) where the flight line contained over 30 staking poles. It was dead calm and my carpet was left climbing up over the line then right gliding very tightly back down onto the line with me side-stepping through the helpers, timekeepers and competitors, (advising them of an incoming carpet) to make the catch.

In the very late stages (7-8 minutes to go), I missed a catch with the model landing in the grass, raced back to the line(less than 10 mtrs) refueled and for the first time in 26 flights it would not start .All kinds of well meaning encouragement was being yelled at me , "flush the carby", "take the needle out and blow through the spray bar" but it was all to no avail. I knew that I had been on "record pace" and was shattered that I was not able to fly the last 3-4 flights. My score card was added up and totaled 2808 sec and I was doubly disappointed that I had blown my chance to not only win the Nats.

Scramble but to break 3000 sec(the Holy Grail of Scramble Scores). An analysis of my flight times revealed a 108 sec average and a "turn around time" of 13.5 seconds. If you do the maths you need to be under 24 seconds "turn around" with

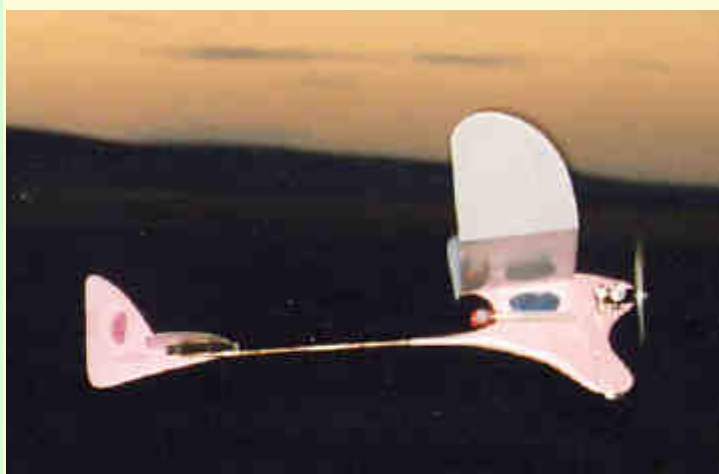
25 flights of 120 sec to give a 3000 second total or some combination that achieves the same result.

In my case a missed catch and what turned out to be a grass seed prevented a possible 3100+ score. As an aside Joe Snaith was awarded the Nats trophy and it did not come to light until well after the presentation that I had beaten his total by 3 seconds even though I had not flown in the last 7-8 minutes. I have a gold medallion to prove it and a letter of apology from the Free Flight co-ordinator however my name is not on the trophy .I have vowed to rectify this but only when I win it again.

To my knowledge Terry Bond is the only Scrambler to have exceeded 3000; my own PB is 2960 with the current World Record total of 3040 recorded at Richmond NSW in a winter scramble. The conditions on that morning were ideal , dead calm, light fog and plenty of quality opposition. Terry's Mills powered Gauchos never strayed more than a few meters from the starting pole, cruising around just above head height , and being plucked from the air as it approached the max 2 minute flight time, refueled and launched again in what appeared to be one fluid motion. Like so many Terry has retired from Scramble sighting crook knees and an unsteady verandah as reasons, however his record is safe until someone else has a perfect morning and puts in a flawless performance.



Scramble models come in all shapes and sizes. For the less athletic, there's even a Walking Scramble. Typically Australian, this happy event brings modellers from all disciplines to participate in the mayhem.



MAAA U.L.V.A. TROPHY FOR 1 HOUR POWER SCRAMBLE

1951-52	I. Stowe	1980-81	Ivor F.
1952-53	R. De Chastel	1981-82	P. Lagan
1953-54	N. Harding	1982-83	P. Mitchell
1954-55	R. Hammond	1983-84	H. Hammond
1955-56		1984-85	J. McFall
1956-57	C. Marsden	1985-86	N. Fisher
1957-58	C. Marsden	1986-87	K. Murray
1958-59	K. Green	1987-88	J. Snaith
1959-60	R. Duance	1988-89	G. Yeoman
1960-61	D. Hegarty	1989-90	R. Fry
1961-62	D. Williams	1990-91	R. Bird
1962-63	Ivor F.	1991-92	D. Maslowicz
1963-64	R. Duance	1992-93	H. Hammond
1964-65	S. O'Connor	1993-94	P. Scott
1965-66	R. Summersby	1994-95	N. Kirton
1966-67		1995-96	B. Solanov
1967-68	J. McFall	1996-97	J. McFall
1968-69	K. House	1997-98	B. Solanov
1969-70	R. Sherlock	1998-99	D. Perkins (Qld)
1970-71	R. Summersby	1999-2000	D. Perkins (Qld)
1971-72	J. Birkin	2000-2001	J. Stivey (WA)
1972-73	P. Mitchell	2001-2002	P. Mitchell (NSW)
1973-74	R. Summersby	2002-03	P. Mitchell (NSW)
1974-75	K. Murray	2003-04	J. Stivey (WA)
1975-76	R. Summersby	2004-05	A. Heath (NSW)
1976-77	Ivor F.	2005-06	P. Mitchell (NSW)
1977-78	R. Summersby	2006-07	P. Mitchell (NSW)
1978-79	D. Owen	2007-08	A. Heath (NSW)
1979-80	P. Mitchell	2008-09	A. Heath (NSW)
		2009-2010	P. Mitchell (NSW)

MULTIPLE WINNERS OF SCRAMBLE

8	P. Mitchell (NSW)	3	J. McFall	2	H. Hammond
5	R. Summersby	2	A. Heath (NSW)	2	J. Stivey (WA)
4	Ivor F.	2	C. Marsden	2	K. Murray
3	A. Heath (NSW)	2	D. Perkins (Qld)	2	R. Duance



SCRAMBLE'S ULTIMATE WEAPON?

Carpets may appear simple in design but they are purpose built to stand the rigors of Scramble and usually have an atrocious and therefore desirable glide. But they do thermal, according to Tahn Stowe. Tahn has built many Carpets for Scramble and continues to enhance the design. He recently told me *"I am designing my next carpet, Mk29, complete with diagonal carbon kite tubes and silicone rubber mounted fins in an attempt to overcome some of the structural failures of previous versions. The plan-form, engine mount, centre rib and airfoil have remained unchanged since Mk 1 back in 1972, however the various materials and construction techniques employed have traversed the spectrum from balsa and tissue to Styrene foam, Depron, Coreflute, Kevlar and epoxy resin."*

If Mike Hussey is Mr. Cricket, then surely Col Collyer is Mr. Aeromodelling! Col has been flying model planes since he was a nipper, has flown for Australia at the world champs, (F1A, Goulburn, '83), has often won the oldest Australian FF trophy (Shaw Cup) and has been champ of champs at the AFFS many times. We are all familiar with his trailer and the large number of models inside—but what of his shed? FFDU visits to find out.....

Well, Col flies all sorts—apart from most classes of FF (other than FAI), there are CL stunt, large RC sport scale, large RC scale gliders, sports gliders, RC old timers, electric, even RC yachts. His shed is an Aladdin's cave just chockers with model gear. He goes out most weekends flying—either to his local club or away for the weekend at a comp. So, what does Col do for a crust? - he builds model planes, for Aerosonde! (just have a look at Aerosonde.com.au....now wholly owned by AAI corp, the URL still works, or try aaicorp.com. Aerosonde UAS craft are used in large numbers for remote data collecting, and recently have been trialled by the military in Australia—drones are a growing business).



A

Yes, it is a chain saw motor, twin cylinder, but having a bit of trouble with the magneto at the moment .. In a BIG model



So, how did Col get into model flying?...as a young fellow the kid down the road got an Aeroflyte glider kit, but was too young to follow the plan, let alone build it. The kids however had fun gluing the balsa together to form wings, body etc, then trying to fly those creations. Col never left model flying after that, including a stint working in a model shop in Melbourne.

A regular attender at FF contests, as any competitor will know, Col has a large collection of FF models that he keeps in good flying order, and they have long lives. A big boost occurred when Aerosonde let him use their

facilities (after hours, of course...) to build a custom trailer for his models. At almost each outing, there is yet another refinement to the trailer, making it even more useful—side tent added, lights, etc.— Col, the consummate hands-on, practical guyapart from the time spent with his charming family, the shed bears witness to every spare moment Col has available spent on building models of all sorts.

Open Power, rubber, vintage, scale and even indoor at the nats (often flying an aged, Jim Fullarton-built peanut purchased at a raffle), Col generally flies



Col at the entrance to his shedcrammed full of model planes



Purpose built trailer, just the job for a dedicated model airplane flyer... Just hitch it up and go fly!



Col has maybe more than the usual number of stored kits and quality balsa stocks stashed away

the non-FAI events (other than a recent foray into F1H via the Aiglet). So, why don't you fly FAI anymore? - "Well, you have to be very specialized to fly FAI, and fly nothing much else—I have too wide interests—however, I did have a go with a modern F1A a year or so ago, and gee, it was nice!". Col achieves regular success at FF contests in his classes, particularly open power and the vintage classes, which means he has often won the champ of champs title.

What's your favourite motor? - don't have one, really. I have hardly any motors other than the ones currently in models.....

Col is also generous to a fault, your scribe went away with pockets bulging—half a dozen 1/4-32 spark plugs.....now I will just have to convert some of my glow motors to spark, won't I?

.....and Gazza!

Gary Odgers lives in a marvelous part of Melbourne—in the hills, in a picturesque "A" frame cottage. Exactly the kind of



For some years Gary supported himself by selling his hand made pottery at markets and galleries, with his "chook" on a stand above the stall, pulling the crowds in—but it was a tough business, with a mortgage to pay.....Built exactly like a model plane, with silk covered ribs, monocoque body....

the setting you would imagine for an artist. Gary has made a living by making and selling pottery, though now he works for a pottery business in the outer east (Pakenham).

A neighbour, has planned a model rail track through both his and Gary's garden—a live stream train has had a test run, load of fun

and interesting to operate. Gary built a large shed for the fabrication of both model planes and pottery, and as you would expect, it is very neat and tidy. Like Col, Gary is very practical, making his own gas-fired pottery kiln as well as the shed itself, and from recycled materials. Always considering new things, Gary is mulling over casting metals...just how hard can it be? Apart from the model aircraft, each room has a complement of art works - The real benefit of being a sole property occupier is—no arguments about what each room gets used for.....

Those of us who have seen Gary's models will know how much



Come on in— the cottage protected by a ceramic apparition , Gary at the door with his favourite motor—a Mills 1.3. Just has to be, and he has a fair few, all but this one in scale models, and this is destined for the model taking shape on the building board.....



Gary showing off his Frog 500 powered Roy Collins designed "Flamingo" from 1950. 15 years unflown, it was however flown at the recent nats—a potent model.. Gary was a bit coy about the trophies, however—which display places in Wakefield at Poitou and scale at the British Nats—but didn't want to discuss them much.....



One of the upstairs rooms houses the trophies, plans, reference books and many models. Scale is obviously a major interest, but also CL stunt (Coy Lady) open rubber, vintage power and past Wakefield models. The Gannet (right) came 3rd in the UK Nats.



A fantastic collection of reference resources—and vinyls! Just the music taste a well brought up chap in the 70's would have, and we had a marvellous arvo.....



The archetypal FF model—Gary's Handley Page 0/400. With two Mills 0.75, it has flown in the UK, re-equipped with electric motors, it did fly at the Wagga Nats ('94), but was marginal. It now only awaits the right occasion to fly again.

they reflect his creativity, artistic bent and his very precise, methodical building. It's no wonder that Gary has a string of impressive wins at various events, nationally and internationally—high on the most memorable list are flying with Eric Coates, Terry Manley, Bill Dennis et al in FF Scale at the UK Nats, and open rubber at Little Rissington. 16th in the flyoff against every big name in O/R—just being part of that was great, even though his F/O time was the lowest.

Like his long time friend Col, Gary is also a generous guy, and wouldn't let me go without taking a small 0.5cc diesel....Damn, now I really will have to build a scale model... mind you, it will have to be a small, light one, as with that particular AE 0.5, no rice pudding is in danger of losing its skin.....

Australian Free Flight Plans Collection



Adrian Bryant has been collecting plans for Australian FF models for many years, and has over 620 of them. His ambition is to make a complete collection - probably an endless task, and previously unknown plans still do keep arriving. Adrian has made A4 sized copies of the plans for the collection. These plans have now been (almost all!) scanned as pdf files by George Car, and

Adrian's database is being checked for consistency by Barry Lee (ie, checking detail with the plans). The plans have been put on the web for anyone to download at: www.georgecar.com/affp

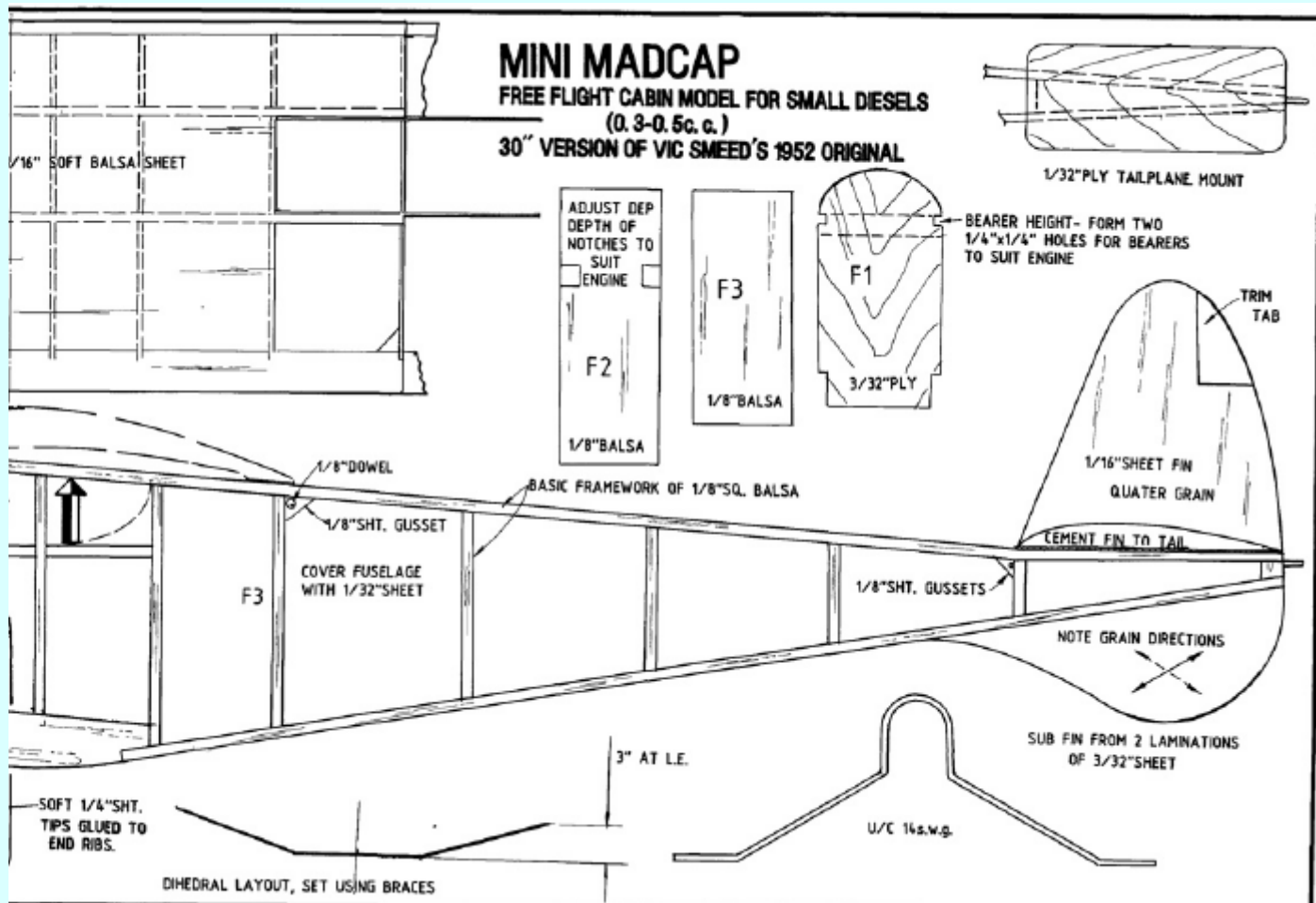
On the web site, you can search the plans for designer, model type wingspan etc., and download the pdf. Note: it was never intended that full size plans could be produced from the scans - rather, it gives an idea of what the design was like, and if a particular plan was wanted, it could be obtained from other sources.

However, many of them can be printed for subsequent enlargement to a useable plan. For many others, the original was of such low quality that it could not be scanned to give a useable picture.

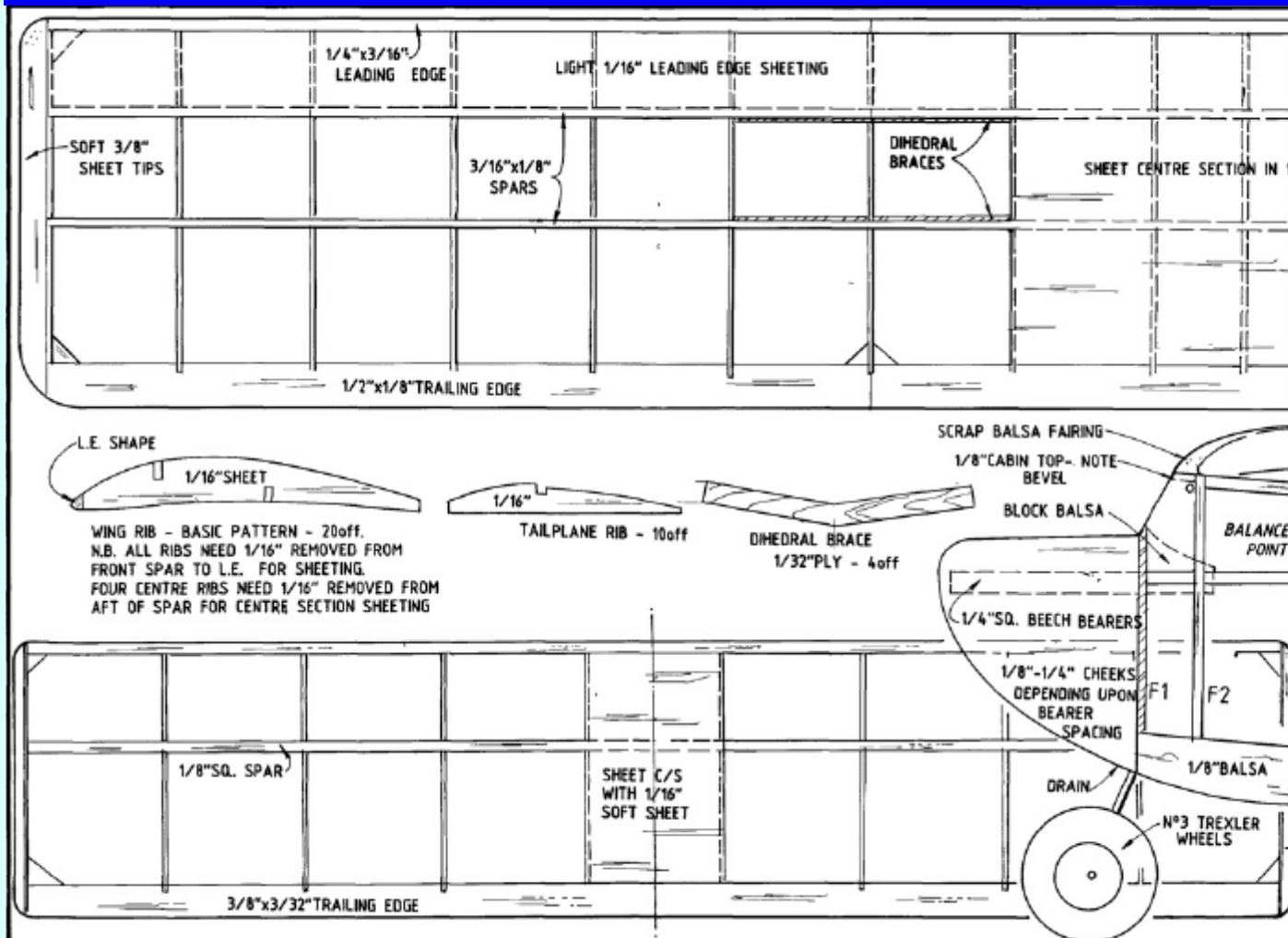
There are also many plans there that would not likely be built again, they are there to complete the record. Apart from plans for expected designs (such as Bond Baker's world champs winning models), there are many other obscure designs. Some of the designs may well be of interest to Old Timer model flyers. Indeed, one (Lim Joon's 1948 design) has been built by a vintage flyer in the US and it has been winning contests over there.

A sizeable subset of the plans are reproductions of the "Model Aircrafts" and "Kay-Dee" kit plans, as produced by those concerns for the hobby trade around the 40s and 50s. Some of these have been built recently by modelers recalling having built the original from kits in those days. Others, such as Jim Fullerton's "The Sportster", has attracted some interest. It is hoped that the resource might inspire the building of Australian designed models.....

George Car



Want some fun on a small flying field with a small motor? Maybe the *Mini Madcap* is for you?



**ATTENTION ALL FREE FLIGHTERS
SPECIAL EVENT AT 64TH NATIONALS**

**THIS WILL BE AUSTRALIA'S RICHEST FREE
FLIGHT EVENT. CASH PRIZES OF \$700**

1st prize is \$300 2nd prize is \$200 3rd prize is \$100

Run over 3 rounds 5mins max Flown over 3 different days at 5.30am
On day 4, a mass launch will take place, the last one down wins **\$100 prize.**
Planes will be scrutinized for eligibility. No entry fee.

HISTORY This event will be a repeat of the contest that had the largest number of entries at the 1999 Toowoomba Nats. That event was organised by the Brisbane Free Flight Society, to celebrate the 50th year of the "Courier Mail" Cup - the trophy for the annual Q'ld State Champs Wakefield event. To make things interesting, it was decided that the event would be for Wakefield class models conforming to the rules that existed in the year of the Courier Mail Cup's arrival on the scene - 1949. The 1949 Wakefield rules were as follows:

MODEL TYPE Rubber powered , free-flight duration model.

FLYING The models must take- off from a flat horizontal surface nominated by the contest director . Pushing at release can result in disqualification.

TIMING Starts at the release of the model, and terminates at touch-down; or when the model goes out of sight; or when five minutes has been reached. (If a number of competitors have a full-house score, a tie-break unrestricted-time round shall be organised.)

SPECIFICATION The model must weigh not less than 8 ounces (227 gm). Weight of the rubber motor is not limited. The fuselage, at some point, must have a cross-sectional area not less than " $L^2/100$ ", where " L " is the overall length of the model .(" L " can be in inches, with the c.s.a. in sq. inches---alternatively, c.m.'s and sq. c.m.'s can be used.) Wing area must be between 190 and 210 sq. Inches (1226 sq. cm. and 1355 sq. cm.) and is to be measured directly on the cambered surfaces (not projected as is now the rule.) Tailplane area is not to exceed 30% of the wing area.

PLEASE NOTE Entrants are not restricted to flying designs that existed in 1949. You can, if you want to. (It's not a bad thing to do, in some respects, as it gives you a model that you can fly in two other events -Vintage, and Open Rubber.) But, if you want to design your own, go ahead. GOOD LUCK !!!!!

“The restricted tech is interesting and a better approach than some others that have been floated. “ *Vin Morgan*

STONEHENGE CUP 2010

RESTRICTED TECHNOLOGY CLASSES

The following are the restricted technology classes to be flown in addition to the main FAI classes at the 2010 Stonehenge Cup.
PLEASE NOTE FAI INTERNATIONAL LICENCE IS NOT REQUIRED FOR THESE EVENTS.

RESTRICTED TECHNOLOGY GLIDER (RTG)

1. Definition

The definition of the RSG class follows the regulations for class F1A items 3.1.1 and 3.1.3 to 3.1.12.

2. Characteristics of RSG

- i) Total area of flying surfaces 32-34 sq. dm
- ii) Maximum wing span 2.2 metres
- iii) Minimum airframe weight 350 grams
- iv) Maximum Towline Length 60 metres
- v) Circle-tow hooks are permitted provided that they operate only the model's rudder.
- vi) Changes of camber, incidence, or area are not permitted on either wings or horizontal tail during towing, release, or flight. A single DT operation is allowed to terminate the flight.

RESTRICTED TECHNOLOGY RUBBER (RTR)

1. Definition

The definition of the RTR class follows the regulations for class F1B items 3.2.1 and 3.2.3 to 3.2.11.

2. Characteristics of RTR

- i) Total area of flying surfaces 17-19 sq. dm
- ii) Maximum wing span 1.5 metres
- iii) Minimum airframe weight 160 grams
- iv) Maximum rubber weight 40 grams
- v) Propellers must not include: delayed or remote start, variable pitch, variable diameter. Propellers are permitted to fold, feather or freewheel at the end of the motor run.
- vi) Only one change may be made to the rudder setting during the flight.
- vii) Changes of camber, incidence, or area are not permitted on either wings or horizontal tail. A single DT operation is allowed to terminate the flight.

RESTRICTED TECHNOLOGY POWER (RTP)

1. Definition

The definition of the RTP class follows the regulations for class F1C items 3.3.1 and 3.3.3 to 3.3.12.

2. Characteristics of RTP

- i) Total area of flying surfaces 25-38 sq. dm
- ii) Maximum Wing Span 2 metres
- iii) Minimum weight 600 grams
- iv) Maximum Engine capacity 2.5cc
- v) Maximum Engine run 8 seconds
- vi) Fuel composition is restricted to the same formulae as permitted under F1C rules.
- vii) Propellers are restricted to fixed geometry types and must be driven directly from the engine's crankshaft . Geared or belt drives are not permitted.
- viii) One change to the rudder setting and one change to the horizontal tail incidence setting are permitted during the flight. In addition a single DT operation is allowed to terminate the flight. The following are not permitted: Camber, incidence, or area changes to the model's wings or tail (other than as already

PRESIDENT'S REPORT - *continued from page 3*

As an additional incentive to going to New Zealand, our sources tell us that the price of progress maybe the probable demise of the Omarama field to a major agricultural development (improved/irrigated dairy pastures), so this may well be one of the last opportunity to fly on one of the great flying field of the modelling world! The loss of any flying field, along with the ever increasing average age of aeromodellers, represents the two biggest potential nails in the aeromodelling coffin.

John Lewis, president of the BFFS spoke at a recent club general meeting about the importance of maintaining good rapport with the owners of properties we are privileged to fly on, and to protect our access to those fields wherever possible. The availability of fields such as Narranderra, Springhurst and Dalby is dependent on the owners recognising the appreciation and respect that we have for being able to carry on participating in our hobby of aeromodelling through the use of those fields.

Besides the flying at Narranderra, the AFFS AGM will be held on the evening of 31 March. See elsewhere in this edition for the Notice of meeting. The AGM is your opportunity to elect the office bearers for the next twelve months, and to have your say in how the AFFS operates and where it is heading as the SIG for Freeflight in Australia. Please get your agenda items and any nominations for committee positions to the Secretary before the meeting.

As a bit of a heads-up for discussion at the AGM, a clash will exist between the usual timing of Narranderra (Easter), and the World Championships in Argentina next year. As many of those usually involved in the organisation and running of Narranderra could be participating in Argentina, it maybe prudent to consider re-scheduling Narranderra to a more opportune time of the year.

As a final word on Narranderra, we are still in need of CD's for some events, so if you have a bit of spare time and are able to help run an event, please let myself or Phil Mitchell know. Any assistance will be most appreciated. I hope to see as many of you as possible at Narranderra and/or Omarama, safe travels getting there, and happy thermals.

Regards, Ted Burfein (President, AFFS)

THE NATIONAL FREE FLIGHT SOCIETY 2010 SYMPOSIUM

From Sergio Montes, editor of Free Flight Quarterly

This year I have the honour to be appointed Editor for the 2010 NFFS Symposium. This is a great and most influential publication for us Free Flight aficionados and I would like this issue to be as successful as the past ones. Each Sympo is a mixture of the old and the new, some history and some thoughts for the future, and in the middle is what is happening now. We have lived through the Balsa Wood revolution of the 1930's, the Glow Engine revolution of the 50's, Russian Design revolution of the 90's and now a wide-ranging Publishing and Electronic revolution that is deeply affecting what we build and fly. To reflect on this incredible interesting past and equally fascinating future I need your thoughts and suggestions for articles and also complete articles, too! I will give special importance on plans for incorporating more young people to Free Flight by emphasizing its many challenges: the craft, as well as the physical, intellectual and character-building aspects that go with the competition.

You can contact me at montes@iinet.net.au where I will be most appreciative of your comments and ideas.

Regards

Sergio Montes

MaxMen 2010

- Diary -

by Vin Morgan

Obviously sucked in by the glowing reports of the 2009 MM from Vin and Roy Leigh and Di, this year's MM saw eight Aussies roll up. Roy Summersby and Di Hanna, Vin and Leigh Morgan, Phil and Noelene Mitchell, Richard Blackam and Colin Crowley. Roy, Di, Vin, Leigh, Phil and Noels did the mobile home on the field thing while Richard and Colin braved Motel 6 and Dennys.

While last year's MM had terrible weather, they only managed only 5 rounds between the rain, this year was blessed by outstandingly good conditions. There were only two days of rain and one was a non-competition day. For the whole two weeks winds were light to non-existent.

We (Vin, Roy, Di, Leigh) arrived at the field on Tuesday, Feb 2. There was nobody else there. We have smartened up the act a bit since the first trip and instead of getting an expensive taxi from LAX to the Cruise America Depot and then fighting our way out through LA traffic we took the bus from LAX to Bakersfield and picked up our mobile home (RV) there. It's then an easy one-hour drive to Lost Hills via the Wasco supermarket to stock up.

We woke up on **Wednesday** morning (late - jet-lag!) to a perfect cool, calm day. I flew all the gliders and Leigh the restored Wakefield. Richard and Col turned up in the afternoon and a bit later Phil and Noels. Doug Rowsel came by and left his very small motor bike beside our van. We had a substantial dinner of steak and mushrooms with Roy's special mashed potato and broccoli and got re-acquainted with the Fox Brook cabernet. We collected the mushrooms on the field. The Americans were aghast at the idea of eating them but they were delicious. With the unlimited supply we had mushrooms with just about every meal.

Thursday. Lots of people arriving so they can get a bit of practise in on Friday before the Isaacson competition on Saturday. Got parked up in the usual formation with Mike McKeever and the van Nests but with another side comprised of Phil's and Noel's RV. Perfect day for practice. Colin had some flights that kept people on their toes including a 30 second F1C climb!

It rained on Thursday night and was still wet on **Friday** morning. Janna drove Leigh and Di to Wasco to top up on essentials and Roy and I took the van to Lost Hills for water. Only just got it back through the boggy part of the track. Flew a bit in the afternoon. Chicken, mushrooms, salad this time with a white and a red for dinner.

Saturday. Isaacson Winter Classic. F1A, B & C all together. The first round started from the usual flight line near the van park but the breeze direction took models into the ploughed field. Vin, Roy, Richard and Colin were ok but Leigh didn't get the 4 minute first round. After round one competition was then held while the line was moved some 600 m upwind and then it rained so it was put off until tomorrow. Alex arrived so Leigh did some shopping. The Isaacson organization provided hamburgers in Sloan's food tent for dinner.

Sunday, Fine day, light wind, no rain. The day was meant to be for Isaacson mini events but now included 5 rounds of F1A, B & C. I dropped the 6th round by launching into poor air. Was a bit careless after the early ones seemed easy. Roy was 3rd in F1J.

Vin sets up his F1B. What a great grassy field!



Monday. Janna van Nest drove Leigh, Vin, Di and Noels to Malibu to look at the Getty Villa (<http://www.getty.edu/visit/>). It was Roy's birthday (we let him have a nice quiet day to himself) but on the way back we picked up some champagne which we drank with cake before dinner. Roland Koglot, Rene Limberger, Mike McKeever, Phil, Noels, Vin, Leigh, Brian, Janna, Sergey Makarov, Victor Stamov all helped. After dinner we did some F1A night flying – *see page 33*.

Tuesday. It had rained all night so the field was wet in the morning and of the five toilets on the field four were accessible only by boat. We slept in (till 0800!) and had an extensive breakfast of scrambled eggs on toast. Later Roy, Col and Richard went out to look for Col's F1C which had failed to DT the previous day. The tracker was heard for 1½ hours so with the 1-2 m/s wind we calculated it should be about 5km away. The searchers drove out and got a good signal from the top of one of the hillocks beside Holloway Road so they were back with the model in about an hour. We had dinner at the van Nests; pork, asparagus, potato, broccoli salad. Finished with Hector Dias' chocolate cake. Rene Limberger told me about his new timer. As well as driving 4 servos it has GPS, beacon, altimeter.....

Wednesday. **Pan America Competition.** No rain, light wind all day. Cool in the morning and evening but warm in the middle of the day. I flew F1B and



Richard Blackam checks what the opposition is up to

was ok until the prop failed to start in round 7. The second attempt with model #1 had a poor launch into poor air. Leigh got through and made 4:18 in the (unlimited) flyoff for 7th place. Her team of Michael Seifert, Dave Saks & Leigh were second in the teams comp. Richard got 4:44 in the flyoff for 5th and his team of

Ladi Horak, Ron Felix and Richard came 1st. Included in F1A was a highest launch competition. Kimmo Kulmakko (Eggleston airfoil) won with 97m, Sergey Makarov (long flapper) was second with 95m however Sergey won the event – the flapper glides better (of course it could have been in better air). Phil was 4th with 78m with his M&K long. Di made curried pork for dinner. Two more bottles.

Thursday. Perfect fine day, no competition. Everyone practising. The air is very smooth so I am increasing decalage. Had a look at Kimmo's and Javier's models. They are doing a lot of work and experimenting with turbulators. Phil was flying the new flapper. It certainly gets high – 96m – but needs a lot of care in the launch so as to be on the correct line. Spectacular sunset. Di made stir-fry veg with potato and tuna.

Friday. **MaxMen F1A.** Perfect conditions, no cloud, light breeze all day. I was going ok until round 5 (the one after lunch) when I towed for 25 minutes in dead air, launched in what appeared to be lift only to be down in about 2 minutes. Alan Jack launched on one side of me and got away and Chris Edge also found a big thermal nearby. Roy and Di took the van into Lost Hills to dump, get water and shop. Lemon chicken, spinach, rice (and mushrooms of course).

Saturday. **MM F1B & C.** Perfect weather. You didn't have to be a good lift-picker. Most of the time it was possible to wait on the line until somebody launched and see if they were in good air. Since there was practically no wind models would circle overhead so there was plenty of time to see and if they looked good, follow. Leigh took it quite well when I gave her 179 seconds in round 3. Roy got through and made 7:00 in the 9 minute flyoff for 6th.

Sunday. **MM mini.** Another perfect day. I maxed out and so did Leigh and Roy. I made the 4 minute flyoff. But in the 6 min the wind had dropped so I had to turn my back on the model and run for the launch. It's a bit squirrely and as a result went to the side and the bunt was partly downwards. There were 16 in the F1G flyoff but only two made the 4 min. Leigh was top of those who missed with 3:38 so she came 3rd. She had broken a motor and wound the second



very gently so the climb was not very good however the model nearly got away in lift that held it up on one side of the glide circle. Roy also got 3:38 in the 4 min but the competition went to four flyoffs. Great evening flying for the flyoffs. Dinner at B & J van with Mike, Roy, Di, Phil, Noels, Vin, Leigh, Richard, Col.

Monday. The field is pretty empty. The van Nests left around 10:00. We went into Lost Hills to dump, water

and wash. After lunch we took the van to the flight line. Vivchar was there trimming. Nice flying on the lawn in the calm.

Tuesday. Did a bit of flying in the morning then drove to Bakersfield for the night.

A great two weeks of flying. Lost Hills is a barren dust bowl in summer but in winter most of it is covered with short grass. There are no fences; it makes for a perfect free flight field. The track in is a bit dodgy after rain, several people did get bogged but this was probably due to not taking a good line (you need to keep on the high, dry side). As in previous visits we got a lot of help from Brian and Janna van Nest. Meals, the toaster, but the most valuable were motor bikes for retrieval and transport to the flight line. Actually this year with the calm weather the bikes were not as essential as they were last year with the two km retrieves but a few flights still went a reasonable distance.

Notice of Meeting for the Australian Free Flight Society Annual General Meeting 2010

Date: Wednesday 31 March 2010

Time: 1930 hrs

Venue: To Be Advised

Agenda

Reading of Previous Minutes
AFFS Committee Reports
Election of Office Bearers
General Business

All AFFS members invited to attend

Any items for the Agenda should be put in writing to Phil Mitchell.
Address to: Sec AFFS PO Box 44 Terrigal 2260 by 17 March.
The agenda will be distributed prior to the meeting.

64th Nationals

29 December 2010 – 7 January 2011

Bulletin 1 will be released mid-March

Bookmark www.maaq.org and www.maaa.asn.au for new information

Use www.dalby.info to find motels, caravan parks and other accommodation



Night Flying at MaxMen

On Sunday night I was properly tucked up in bed well before 10 so I didn't know about the outdoor activity until it was discussed the next day. On Monday evening however, glider flyers who missed out on the Sunday fun – Roland, Sergey, Vin, Phil – were introduced to night circle-towing and launching.

Conditions were almost ideal although a bit more wind could have helped. The initial hand launch is achieved simply enough by shouting 1, 2, 3, but the flying requires considerable anticipation because although the glider is fitted with a light it only flashes about once every two seconds. This means you only get a brief fix on the model every two seconds and have to guess its position and trajectory by line tension. Nevertheless it was reasonably easy to get satisfactory launches. It was somewhat harder to find the towline afterwards.

The training was useful. In the Maxmen competition several rounds necessitated a launch path across the sun –it was just like launching in the dark.

Vin Morgan

Overheard in Denny's at Lost Hills

Mike Woodhouse to Denny's manager; *"You've got a pretty big menu here. How many dishes are there actually?"* Denny's manager. *"About 45"*. Mike W. *"Gee that's impressive. So how do you get them to all taste exactly the same?"*

No response. It went completely over his head.



Three pages of photos from MaxMen from the cameras of Phil, Vin and Roy



Who's a happy boy then?

School's in for Phil Mitchell, seen here with his new long F1A flapper. It's Phil's new toy. The teacher is Sergey Makarov.



Richard Blackam
cleanly away in F1B



West Australian Colin Crowley prepares and launches his flapped F1C



Roy and Col in the F1C "pits"



Young F1P flyer



Roy Summersby and his "little" red F1C



Roy and Col take turns winding up their stubby F1Cs



Leigh Morgan outside the Aussie Command Post. Di inside, probably frying more mushrooms!



Roy Summersby joins the F1C folder brigade



Roy fires up his folder



Stephan Stefanchuk in the F1B fly off



Evening flights with F1As



Towing up on sunset

MaxMen

F1H (13 entrants)

			1	2	3	4	5	Total	1	2	3
1	McKeever, Mike	USA	89743	120	120	120	120	600	240	360	194
2	Edge, Chris	GBR	64198	120	120	120	120	600	240	360	156
3	Parker, Jim	USA	89015	120	120	120	120	600	240	158	0
5	Morgan, Vin	AUS	19046	120	120	120	120	600	240	96	0
10	Mitchell, Phil	AUS	12594	120	120	66	120	546	0	0	0

F1J (17 entrants)

			1	2	3	4	5	Total	1	2	3	4
1	Gunder, Austin	USA	465994	120	120	120	120	600	240	360	480	467
2	Spence, Steve	USA	91727	120	120	120	120	600	240	360	480	408
3	Poti, Norm	USA	44549	120	120	120	120	600	240	360	480	348
6	Summersby, Roy	AUS	2153	120	120	120	120	600	218	0	0	0

Results

F1A (38 entrants)												1	2
1	Stamov, Victor	UKR	121	210	180	180	180	180	180	300	1410	420	483
2	Makarov, Sergey	RUS	163	210	180	180	180	180	180	300	1410	420	455
3	Jack, Alan	GBR	56873	210	180	180	180	180	180	300	1410	420	320
4	Parker, Jim	USA	89015	210	180	180	180	180	180	300	1410	420	268
5	Bauer, Ken	USA	30748	210	180	180	180	180	180	300	1410	420	261
6	Carter, John	GBR	50520	210	180	180	180	180	180	300	1410	420	238
7	Koglot, Roland	SLO	141001	210	180	180	180	180	180	300	1410	405	0
8	Breeman, Cenny	BEL	F5801	210	180	180	180	180	180	300	1410	398	0
9	Fradkin, Igor	USA	725411	210	180	180	180	180	180	300	1410	258	0
10	Edge, Chris	GBR	64198	210	180	180	180	180	180	300	1410	255	0
20	Mitchell, Phil	AUS	12594	210	161	157	180	180	180	300	1368	0	0
24	Morgan, Vin	AUS	19046	210	180	180	180	113	180	300	1343	0	0
F1B (53 entrants)												1	2
1	Andriukov, Alex	USA	548719	240	180	180	180	180	180	300	1440	420	409
2	Ghio, Walt	USA	15325	240	180	180	180	180	180	300	1440	420	373
3	Jones, Charlie	USA	45287	240	180	180	180	180	180	300	1440	420	365
4	Stefanchuk, Stepan	UKR	102	240	180	180	180	180	180	300	1440	420	346
5	Schroedter, Marty	USA	91163	240	180	180	180	180	180	300	1440	420	337
6	Felix, Ron	USA	244	240	180	180	180	180	180	300	1440	420	312
7	Schroedter, Aimee	USA	191163	240	180	180	180	180	180	300	1440	400	0
8	Fitch, Jerry	USA		240	180	180	180	180	180	300	1440	392	0
9	Balzhevych, Yuriy	UKR	127	240	180	180	180	180	180	300	1440	388	0
10	Seifert, Michael	GER	1863	240	180	180	180	180	180	300	1440	368	0
18	Blackham, Richard	AUS	8740	240	180	180	180	180	180	300	1440	188	0
31	Morgan, Leigh	AUS	48321	240	180	179	180	180	180	227	1366	0	0
49	Morgan, Vin	AUS	19046	231	180	180	180	180	180	94	1225	0	0
F1C (28 entrants)												1	2
1	Chesson, Don	USA	22603	240	180	180	180	180	180	300	1440	420	502
2	McBurnett, Ron	USA	47216	240	180	180	180	180	180	300	1440	420	456
3	Carroll, Ed	USA	18418	240	180	180	180	180	180	300	1440	420	439
4	Parker, Faust	USA	15980	240	180	180	180	180	180	300	1440	420	434
5	Secor, Randy	USA	79878	240	180	180	180	180	180	300	1440	420	424
6	Summersby, Roy	AUS	2153	240	180	180	180	180	180	300	1440	420	420
7	Kirilenko, Andrei	USA	565641	240	180	180	180	180	180	300	1440	420	412
8	Menanno, Guy	USA		240	180	180	180	180	180	300	1440	420	407
9	Sclachta, Frank	CAN	1137	240	180	180	180	180	180	300	1440	420	405
10	Gunder, Austin	USA	465994	240	180	180	180	180	180	300	1440	420	388
16	Crowley, Colin	AUS	9719	240	180	180	180	180	180	300	1440	364	0
F1G (24 entrants)												1	2
1	Gorban, Evgeny	UKR	130	120	120	120	120	120	120	600	240	357	
2	Ghio, Walt	USA	15325	120	120	120	120	120	120	600	240	240	
3	Morgan, Leigh	AUS	48321	120	120	120	120	120	120	600	218	0	
4	Stefanchuk, Stepan	UKR	102	120	120	120	120	120	120	600	213	0	
5	Seifert, Michael	GER	1863	120	120	120	120	120	120	600	206	0	
6	Burdov, Andrei	RUS	168	120	120	120	120	120	120	600	196	0	
7	Van Nest, Bob	USA	8503	120	120	120	120	120	120	600	180	0	
8	Brocks, Peter	USA	84018	120	120	120	120	120	120	600	163	0	
9	Vanlandingham, Eddie	USA	664918	120	120	120	120	120	120	600	155	0	
10	Rohrke, Rich	USA		120	120	120	120	120	120	600	136	0	

MaxMen Results



**Contact Ted Burfein
on 0419163900**

**All items will be at Narrandera
unless sold before**

1 x W-Hobby Electronic fuse assembled, with good 2nd hand Phil Mitchell long wings and M&K tailplane, requires balancing and trimming. Wing covered in Icarex, dual 5.5mm steel joiners. **Aus\$650**

1 x W-Hobby mechanical fuse kit, with good 2nd hand Phil Mitchell short wings and new M&K tailplane, requires assembly of fuse, balancing and trimming. Wings covered in Icarex, single 5.8mm steel joiner. Pod drilled for joiner. Includes all hardware and timer winder. **Aus\$550**

Alex Andriukov 1800mm span F1B kit. Includes all parts in kit, older style 4 panel wings, has DRP front end and balsa blades. Requires assembly of fuse, and covering of wings. Will include sufficient polyspan to cover wings. **Aus\$1,000**

Vivchar 'Prima' starter F1B kit, carbon tube wing spars, has two Montreal front ends including 1 set of glass blades and 1 set of wood blades, 2 funct timer and A/R. **Aus\$200**

The Buy

So there it is, a pic. of your boyhood dream engine sitting there for \$5 Just seven days to go on the eBay auction. Gee! It'll probably go for more than that but I can then build that vintage model that I built as a kid but THIS time knowing what I know now fifty years later, I know I can get it to fly. The blood rushes to the head and in a fury of last minute bidding you end up with it. Paid just over \$100 plus post and wait for it to arrive.

When it turns up of course the heart sinks. You rush back to the computer to see if it really has all those ding marks, bits missing and is frankly thoroughly clapped out. Gets either sold on and the search continues, thrown away or consigned to the "too hard" basket.

So how to avoid buying a lemon? In my experience you have about a one in seven chance of buying an engine fit for further service after cleaning. In some cases you can raise issues with the Seller but only if they said something that it clearly isn't. Relying on eBay/PayPal to help as a third party in my experience is little to no help. All successes I have had seeking redress from Sellers has been by direct dealing. May seem obvious but DO NOT leave feedback on eBay until the deal is fully concluded. Don't rush into negative feedback either or threaten it which is against eBay rules

Making a Good Buy

Model aero engines appear mainly on three eBay web sites, USA, UK and Australia. You can either browse the appropriate categories or place an eBay search for a particular engine. Many USA and UK eBay Sellers will not post out of their own country, so check the listing.

Step one first look at the Sellers feedback score. Be very wary of anything less than 99.0%. I will not buy from anyone at less than 98%. You need to read comments of low feedback Sellers too, as there are often negative comments given with a positive score.

Look very critically at all the pics. and read the description very carefully. Fuzzy and sparse pics. usually mean Seller is hiding something. If someone has bent or lost the NVA, put multigrips on the head, back plate and prop. driver you can also bet that the engine hasn't been run it in properly, cleaned after crashing it into the dirt or been kept free from corrosion. If in doubt walk away, keep looking and be patient. Basket case engines often sell for ridiculously high sums because people aren't selective enough. Be aware of "new", "like new" or "NIB" (New In Box) claims. Even an NIB engine can be corroded internally. Engine manufacturers of

the fifties and sixties never intended their products to sit unrun for half a century. Mercifully castor oil is a very good preservative so the best engines to get are often ones that were run once carefully fifty years ago then dry stored since.

Bidding

Most Buyers bid at the last moment in the hope that they will get the item for the lowest cost, a practice known as "sniping". Certainly when I have bid early some other bidders have kept on bidding until they out bid me. As eBay have a 24hr period for log on and will throw you off if your time expires just before the bidding ends, avoid this frustration by logging off and then back on again if you plan to bid on something.

Paying

The most convenient way to pay for an engine bought on eBay is PayPal. PayPal is a financial institution based in Sydney. It is owned by eBay. For purchases within Australia the Seller may well ask for payment by Bank direct deposit, cheque etc. as this avoids them having to pay the PayPal fees of approx 3%

Postage

There are many eBay Postal bandits. Engine is \$100 and \$50 to send it to you! Google and record the web sites for the applicable postal service. Estimate or find out the weight of the engine then it is easy to find actual cost. Postage into Aust. from USA and the UK is much less than going out. You can email the Seller to query postal costs or you can wait until you have won it and then query it. eBay's policies do not support postal overcharging.

Looking At The Pics

For vintage engines missing bits can be made but the original parts will usually be completely unobtainable. You will be relying on the expertise or otherwise of the person making the parts. Also be aware that the manufacturing techniques used to make the original volume parts are likely going to be quite different to that used by someone making a single replacement part. Net result is much higher cost and often lack of accuracy and regrettably, sometimes poor engineering.

Surface damage can sometimes be rectified by skimming the outer surfaces; otherwise new parts will be required. Cast crankcases cannot be easily rectified, so I suggest you avoid any engine with cast crankcase problems such as broken lugs or fins. Check the pics. for oversized lug holes,

cracks, oversized cylinder screws, dings and corrosion. Stripped bolt threads can sometimes be repaired by plugging the casting with an aluminium plug threaded and pinned in place and re tapped. Rusty comp. screws, prop. nuts and shafts can usually be cleaned up if the corrosion is not too deep.

Watch out for the fitment of non-original parts. Very common to find PAW needle valves fitted to everything. Concern with fitment of non original parts is whether they will work properly. If unsure about the original "as manufactured state" of the engine do a Google search of "images" or research other sources.

Burred cheese head screws can often have the burrs tapped back or sometimes be bought or re-made from bar stock. Philips head screws are a different matter and some of those used on OS engines are threads for which commercial screws or threading dies are not readily available (like M2,8). It is possible to make Philips head screws in low qtys. but it isn't easy.

Receipt and Dismantling

Firstly remove the spray bar assy. to avoid damaging it. Note the orientation of any spray holes. Single holes traditionally face directly down the venturi, through holes across it. Check the needle for tightness in the thimble and for any damage to the tapered section. 90 % of spray bars I find are bent. This can be checked by LIGHTLY holding the threaded section in a battery type electric drill chuck and rotating slowly. If bent DO NOT attempt to straighten it by allowing any force to be applied to the spray bar thread. Bent spray bars can usually be straightened by holding in a Lathe collet.

For screwed assy. engines like some Taipans, Elfins, Frog 100/150's the very first thing to do is ensure that the engine turns over freely. Failure to do this before attempting to unscrew the cylinder head will transmit a twisting torque to the conrod which then shears off. New conrods \$33 to \$38 plus a very long wait. To free up a seized engine apply WD 40, Lanox or similar to the openings and after fitting a prop. gently flex it to and fro. If this doesn't free it then try soaking over night. If that doesn't work try heating the engine with a heat gun or small butane torch. If that still doesn't work, budget for a new conrod.

To remove the screwed heads and back plates make suitable wrenches if a tightening/unscrewing feature has been provided. For the Elfins and Mills 1.3 backplates I have made a tool out of 3/8" square steel with piano wire pins pressed it. If there is a slotted backplate, buy a piece of steel that will fit the width precisely and then use a file or bench grinder to put a radius on to match the cutter radius if of that style. Then clamp this piece of steel in a 4" bench vice and pressing the engine down vertically gradually apply torque with both hands. For alloy

cylinder heads with no tightening features heat the head with a small butane torch until the residual oil just starts to smoke then holding the crankcase in one thick rag try unscrewing the head with a second piece of thick rag. Failing that use soft wood pieces either side of the cylinder head in the 4" bench vice clamping just sufficient to stop the head turning. If in doubt stop and send the engine to those skilled in dismantling.

To remove screws invest in some good quality Stanley screw drivers. The additional cost will be offset by the consequences. Make sure that the driver tip is a very good fit in the screw heads. For Philips head screws it is mandatory to clean any dirty recesses thoroughly with a pin first. Cross head screws with 45 deg. marks between the slots are English Posidrive and require the Stanley Posidrive screw driver.

Cleaning

Best way I have found to clean old aged castor oil off old engines is paint stripper containing 87% methylene chloride and 13% methanol. I buy mine from Bunnings, comes in a yellow can. Do NOT leave engine parts in this chemical for longer than 3 hrs or corrosion of aluminium parts will result. Cold water wash then hot water rinse and pat and using an airline, blow dry. Any ferrous or steel surfaces have to then be immediately oiled to prevent rusting. If the castor is relatively fresh you can use acetone and a half inch paint brush. DO NOT use any solvent cleaner on plastic parts, use water based detergent solution or plastic polish. Can also use Meguiars car paint cleaner for plastic. For stubborn bits of castor use cocktail, kebab and lolly sticks. Use of any grade of wire wool, wet and dry paper, emery paper etc. will damage the original surfaces. I reserve the use of abrasives to clean off corrosion. Paint stripper will even remove burnt on castor oil.

Leaving eBay Feedback

If after dismantling and inspecting the engine you think that the description was fair, then leave appropriate feedback for the Seller. If you find that the conrod was welded up, the crankcase is cracked, has zero compression when claimed to be as new etc., then using eBay's "My Messages" email the Seller. Approach you use is up to you. I choose to let them know what I have found and invite their comments. Regrettably if you get a "stick it" response, that's it. If you choose to go through the eBay/PayPal complaint route just be aware that you have to send the item back to the Seller recorded and signed for delivery at your own cost. Overseas that can be more than the item cost. I have never used the eBay/PayPal claim system with success so far.

Summary

It is possible to buy very good engines on eBay as well as get caught with some thoroughly bad ones. By following the above steps hopefully you should lessen the risk of buying a bad one and when you do find a very good one, enjoy the result.

Some eBay Buys, Good and Bad



Albon Javelin 1.5 Mk II

Correctly described as seized and it was very much so as the broken conrod attests. After cleaning and fitting new conrod like one in pic. engine is in excellent original condition.



ED Baby Mk 2

Correctly described as missing parts like NVA, comp. screw and tank. Replacement parts made and fitted (prototype tank, next one will not have cracks) but also found conrod welded up! Had to make a new conrod as well.



ED Hornet

Early model with the aluminium tank. apart from non functional rust on the needle, prop. driver and comp. screw. It runs perfectly and is original too!



Elfin 2.49 beam mount

Just needs a new NVA right? Unfortunately not, as crankshaft web ground away to be unserviceable, missing conrod, wrong comp. screw and prop. nut and worst of all filed crankcase web on far side of engine not visible in the Seller's one pic. Final pic shows what crankcase web should look like.



Nostalgia at the 63rd Nationals

Peter Greenhill
launching Keil Kraft
Chief (left)
and Col Collyer
prepares his big
Mantis (right)

Photos H Gostelow





Victorian Free Flight Society 2010 Flying Calendar



Date	Event	Location
February 7	Combined percentage open	Eynesbury Field
February 21	Indoor State Championships for F1L, and F1D; also VFFS Championships for F1M, and Living Room Stick.	Manningham DISC
March 7	Garnham Trophy, first half yearly competition, P30 rules [3 X 120 seconds],	Eynesbury Field
March 21	Indoor State Championships for HLG, and CLG. Also Sandfly Formula for Arthur Smith Indoor Free Flight Trophy	Manningham DISC
April 18	Scale and Open Rubber	Eynesbury Field
May 7, 8 and 9	State Championships May 7: F1B, Combined Vintage, Open Power May 8: F1A, F1C, P30, Open Rubber, Scale May 9: HLG / CLG, Ebenezer Fly-in <i>Note: The F1A, F1B and F1C competitions will be qualifying events for the World Championship 2011 Team Trials</i>	Springhurst
May 16	Vintage rubber for Hervey Trophy	Eynesbury Field
June 6	State Championships F1G, F1H, F1J	Eynesbury Field
June 20	Indoor reduced scale Wakefield	Manningham DISC
July 11	Combined Percentage Open	Eynesbury Field
July 25	Open Indoor Endurance	Manningham DISC
August 8	Scale and Open Rubber	Eynesbury Field
Sept 6 [Monday]	Indoor precision free flight for the Arthur Smith Indoor Free Flight Trophy	Sandringham
Sept. 12	Garnham Trophy, second half yearly competition, P30 rules with no limits on weight, propeller, and rubber, [3 X 180 seconds]	Eynesbury Field
Sept. 26	Indoor State Championships for Peanut Scale; also VFFS Championships for Indoor Open Scale.	Manningham DISC
Oct 10	Vintage rubber, power and glider	Eynesbury Field
Nov. 7	Combined percentage open	Eynesbury Field
Nov 21	Indoor State Championships for Bostonian, and Hangar Rat	Manningham DISC
Dec 6 [Monday]	VFFS Grand End of Year Indoor Scale day	Sandringham
Dec 12	Combined percentage open	Eynesbury Field



New South Wales Free Flight Society 2010 Flying Calendar



DATE	EVENT	TIME	VENUE	CD
January 31	HLG/CG, Combined OZ & DD%	7am-1pm	Richmond	Jim Christie
February 14	Combined Open, P30, Scramble (1 Hour)	7am-1pm	Richmond	Tahn Stowe
March 6-7	Hunter Valley Champs		Muswellbrook	
March 14	State Champs, Vintage Power, Vintage Glider, HLG / CG BBQ Lunch	7am-1pm	Richmond	Gary Pope
March 19	General Meeting	8:00pm	Harris Park	
March 21	State Champs F1 G, H & J	7am-1pm	Richmond	Chris Dudley
March 29-30	Southern Cross Cup F1A, B, C & NSW State Champs Open Power & Open Rubber		Narrandera	
March 31- 4	AFFS Champs		Narrandera	
April 11-17	Trans Tasman Challenge New Zealand		South Is NZ	
April 18	Scale Rally, ½ Hour Campbell Scramble, Vintage Rubber	7am-1pm	Richmond	Bill East
May 1-2	Veterans Gathering		Muswellbrook	
May 7-8-9	Vic State Champs, F1ABC, O/P, Combined Vintage, P 30, Open Scale, HLG/GG		Springhurst	
May 14	General Meeting	8:00pm	Harris Park	
May 16	State Champs Scramble, Combined %, Control Line Flying, BBQ Lunch	7am-1pm	Richmond	Terry Bond
May 30	State Champs, P 30, & Vintage Rubber	7am-1pm	Richmond	Gary Pope
June 12-14	NSW State Champs F1 A, B, C		Lake George	
June 20	Vintage Power Vintage Glider, Mini Vintage	7am-1pm	Richmond	John Corby
June 27	Russell Forth Scramble		Illawarra	
July 3-4	Trans Tasman Scale	7am-1pm	Richmond	
July 11	Fun Fly, Mentor Day, Control Line, BBQ Lunch	7am-1pm	Richmond	Barry Lee
July 16	General Meeting	8:00pm	Harris Park	
July 25	Combined%, Combined Vintage	7am-1pm	Richmond	Roy Summersby
August 8	Precision, Gotch, No Doc Scale	7am-1pm	Richmond	Chris Dudley

New South Wales Flight Society 2010 Flying Calendar (continued)

August 22	OZ Diesel & Diesel Duration%, Combined Vintage	7am-1pm	Richmond	Peter Braid
September 12	½ Hour Campbell Scramble, Combined%	7am-1pm	Richmond	Jim Christie
September 17	General Meeting	8:00pm	Harris Park	
September 19	1 Hour Scramble, P30, Vintage Power. BBQ Lunch, Control Line Scale (not comp)	7am-1pm	Richmond	Terry Bond
October 2- 3	George Fuller Weekend, Stomper, Zoot Suit and Dixielander		Springhurst	Roy Summersby
October 17	Open Power, Open Rubber, Mini Rubber	7am-1pm	Richmond	Jim Christie
October 31	Combined FAI A, B, C, G, H & J	7am-1pm	Richmond	Roy Summersby
November 14	OZ Diesel & Diesel Duration%, Vintage Rubber	7am-1pm	Richmond	Bill East
November 19	General Meeting	8:00pm	Harris Park	
November 21	Mills Trophy Scramble		Illawarra	
December 12	Combined%, Fun Fly, Xmas BBQ Lunch	7am-1pm	Richmond	Tahn Stowe

NOTES and RULES "Mentor Days." In another attempt to improve participation we ask that those that do come out and fly invite, encourage or otherwise drag someone else along on these days to join in. Such some ones could be a lapsed modeller, a tyro, the kid next door or that person who expressed an interest in what you do. The catch is that you have to provide a model that you are willing to let them fly. Who knows we could get some former free fliers back flying or some new blood, either way we all win. This idea of course holds true for all our flying days however we have designated a few throughout the year as reminders.

Combined Mini Vintage including Keil Kraft CSA

Models are to meet current rules for Free Flight Vintage, with the following over-riding limits.

Rubber Models - Max span 86cm, unlimited rubber.

Rubber Models - Max span 86cm, unlimited rubber.

Gliders - Max towline length 75 metres.

Power Models - Diesel engines of .76cc max capacity, Max engine run 15 seconds.

For all models - Max individual flight times for 3 flights = 120 seconds.

Keil Kraft "Competitor", "Senator" & "Ajax" are eligible for this event.

Catapult Glider

Rubber must be no more than a 9 inch loop of 1/4" flat rubber, attached to a handle with a maximum length of 9 inches.

Precision Power is an event for any model with motors up to 1.5cc (.09ci). Lowest score wins. Model should be semi scale sports type (cabin, cockpit, u/c) eg Cardinal, Tomboy - No fuel timers or cut outs - no D/T to terminate flight for score i.e. D/T flight discounted.

C/D nominates the target time on the day of competition.

Diesel Duration Any diesel motor manufactured prior to 1970.

Any plan or kit published prior to 1970 maybe used. This may be modified in any way, but outline and dimensions must be as original. Structure can be modified to improve anti-warpage.

Any timer and control system can be used, (i.e.: VIT, Auto Rudder etc.) but not radio.

Engine run - over 1cc 15sec., 3min. max., 5 flights. 1cc & under, 20sec., 3 min. max., 5 flights.

Nostalgia Models must have been published prior to January 1960. No Schneurle or PDP ported engines allowed.

The only controls allowed are mechanical engine cut-off & dethermalizer. No in-flight rudder and/or tailplane alterations allowed.

Engine run to be 10 seconds for Glow & 12 seconds for Diesel

The total flight time is recorded and becomes the score for the round.

Scaling up or down is allowed but the original outline, wing section and construction system to be preserved. (i.e.): The use of carbon fibre, fibreglass or foam in the construction is not allowed unless the original design used such materials.

The number of rounds to be decided by the Contest Director.

Models may be hand launched.

Entry fee for events at Richmond will be \$2.00 per event. State Championship events at Richmond are \$5.00.

All models must be flown from the designated line or area as directed by the Contest Director.

Scramble is for any model with motor sizes up to 1.9cc (.11ci).

Events are flown for either half an hour or a full hour. In a 1 hour scramble you are allowed to have a helper who can retrieve the model for you. The idea of a scramble is to get as much time in the air as possible. Any flights under 15 seconds are not counted and on any flights over 2 minutes only 120 seconds are counted. At the end of the 30 or 60 minutes all watches are stopped regardless of where the model is. Flight times are totalled and the winner is the flyer with the highest score.

Campbell Scramble: Rules are exactly the same as ordinary scramble except there is "No Running" & "No Runners" permitted.



Brisbane Free Flight Society 2010 Flying Calendar



FEBRUARY	Saturday 13 th	12 noon	Club general meeting plus "Show And Tell"
	Sunday 21 st	8 am	Dale's Fun and Friend's Club Day COOMINYA
MARCH	Saturday 6 th	3pm	Indoor (practice and trimming)
	Saturday 13 th	7am/1pm	F1J and F1H State Champs DALBY
	Sunday 14 th	7am	F1C & OPEN POWER STATE CHAMPS Combined DALBY
	Tuesday 30 th - Thursday 1 st		Southern Cross Cup NARRANDERA
APRIL	Friday 2 nd - Monday 5 th		AFFS Champs NARRANDERA
	Sunday 25 th	8am	Scale State Champs, Combined HLG and Discus State Champs and Catapult LG State Champs COOMINYA
MAY	Saturday 1 st	3pm	Indoor 6" HLG (Club event)
	Sunday 16 th	8am	P30 State Champs COOMINYA
	Saturday 29 th	7am	F1A State Champs DALBY
	Sunday 30 th	7am	F1B State Champs DALBY
JUNE	Saturday 5 th	3pm	Indoor Mini Stick and F1L /EZB State Champs
	Saturday 19 th	12 noon	MARYBOROUGH GATHERING - Control line
	Sunday 20 th	8am	MARYBOROUGH GATHERING - Free Flight Precision & All in Vintage
	Sunday 27 th	8am	A1 "No Frills" (Club glider event) Straight tow COOMINYA
JULY	Saturday 3 rd	3pm	Indoor Frog Trophy Contest
	Saturday 10 th	7am	F1G State Champs DALBY
	Sunday 11 th	7am	Big Bird Competition for F1G DALBY
	Saturday 24 th	12 noon	AGM plus "Show And Tell"
	Sunday 25 th	8am	Dale's Fun & Friend's Club Day KKK, Precision & Scramble COOMINYA
AUGUST	Saturday 7 th	3pm	Indoor Delta Dart Competition
	Sunday 22 nd	8am	QDP/ELECTRIC Combined Club Day COOMINYA
SEPTEMBER	Saturday 4 th	3pm	Indoor HLG State Champs
	Saturday 18 th	7am	Lsq / 100 Wakefield and Open Rubber State Champs DALBY
	Sunday 19 th	6.30am 7am	OPEN RUBBER FLYOFF DALBY "No Frills" Wakefield DALBY
	Sunday 26 th	8am	1/2 A Power (Club power event) COOMINYA
OCTOBER	Saturday 2 nd	3pm	Indoor Peanut Scale State Champs and No Cal Scale
	Sunday 10 th	8am	Col Somers Vintage Rally COOMINYA
NOVEMBER	Saturday 6 th	3pm	Indoor P18 Club Event
	Saturday 13 th	12 noon	Christmas party / prize giving
DECEMBER	Tuesday 29 th -		64th NATIONALS DALBY
JANUARY	Thursday 7 th		

West Australian 2010 Free Flight Contest Calendar

DATE	CONTEST CLASS	LOCATION	TIME	CONTACT
7 th March	Combined Open	Meckering	9.00 am	Chris Behr – 9448 9922
21 st March	WAFFS Free Flight Cup	Byford	9.00 am	Paul Rossiter – 9316 0250
30 th to 31 st March 1 st to 5 th April	Southern Cross Cup (TT) AFFS Championships (TT)	Narrandera Narrandera		
25 th April	Escargot Trophy	Meckering	9.00 am	Phil Letchford - 9295 2161
26 th April	F1J & 1/2A	Meckering	9.00am	Phil Letchford - 9295 2161
either Day	Combined open	as above	as above	
2 nd May as above	Power Scramble State Champs HLG/CLG State Champs WAFFS Free Flight Cup	KAMS as above as above	4.00 pm 2.00 pm as above	Mike Beilby – 9397 6209
16 th May as above	F1A State Champs (TT) Combined Open	Meckering as above	9.00 am as above	Rod McDonald - 9316 2762
5 th to 7 th June as above	Combined FAI (TT) Combined Open	Meckering as above	9.00 am as above	Chris Behr – 9448 9922
13 th June	WAFFS Free Flight Cup	Byford	9.00 am	Neil Murray – 9457 4063
27 th June as above	WAMAC Cup Combined Open	as above as above	9.00 am as above	Paul Rossiter – 9316 0250
11 th July as above	F1G Cup WAFFS Free flight Cup	Byford as above	9.00 am as above	Roy Farren – 9310 - 7992
24 th July 25 th July either day	F1B State Championships (TT) F1C State Championships (TT) Combined Open	Meckering Meckering as above	9.00 am 9.00am as above	Mike Beilby – 9397 6209 Adrian Dyson – 9295 4418
8 th August as above	Slow Open Power State Champs Combined Open	Meckering as above	9.00 am as above	Rod McDonald - 9316 2762
22 nd August as above	P30 State Champs WAFFS Free Flight Cup	Byford Byford	9.00 am 9.00 am	Roy Farren – 9310 - 7992
29 th August as above	Open Rubber State Champs Combined Open	Meckering as above	9.00 am as above	Chris Behr – 9448 9922
12 th September	WAFFS Free Flight Cup	Byford	9.00 am	Neil Murray – 9457 4063
26 th September 27 th September either day	Open Power State Champs F1B Cowley Cup Combined Open	Meckering Meckering as above	9.00 am 9.00 am as above	Phil Letchford - 9295 2161 Colin Crowley – 9534 4022
10 th October	WAFFS Free Flight Cup	Byford	9.00 am	Paul Rossiter – 9316 0250
14 th November	WAFFS Free Flight Cup	Byford	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.
 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. The long weekend 30th May to 1st June is proposed FIA Australian Team Trials
 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.