

FREE FLIGHT

DOWN UNDER

NEWSLETTER OF THE AUSTRALIAN
FREE FLIGHT SOCIETY INC

VOLUME 42 NUMBER 2
WINTER 2010



**SOUTHERN
CROSS CUP**

AFFS CHAMPS

KOTUKU CUP

OMARAMA CUP

2010 TRANS TASMAN

**VICTORIAN
STATE CHAMPS**



FRONT COVER: Jim Christie launches in the fly off of Open Rubber in the AFFS Champs at Narrandera. Jim, the consummate rubber flyer won!

Free Flight Down Under

Winter 2010

Volume 42, Number 2

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

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plus special reports on



CALENDAR: Major and Trials events for the rest of 2010

DATE	EVENT	LOCATION	CONTACT
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 to all, welcome to the second edition of FFDU for 2010.

Firstly I am pleased to advise that Malcolm Campbell has again taken on the roll of editor of FFDU for the year, after setting the benchmark with his efforts on the previous edition. I have had a number of modellers (both regular FFers and other disciplines) comment to me about Malcolm's efforts in glowing terms. From what Malcolm tells me, between his notes and photographs taken over the last month and a bit, he has probably enough material to fill half the edition on his own (best we call him Mr Tolstoy!). However that is no excuse for the rest of us to not contribute to the next edition. Anything contribution will be appreciated.



So what has happened since the last edition of FFDU? Simply LOTS!!!! Well OK the highlights would have to be the successes of the competitions at Narrandera and Omarama. Both competitions were blessed with a great turnout of local and international flyers, some excellent weather (on the whole), and some very hard fought competition.

Certainly the weather at Narrandera this year was the best that I have experienced in the six years I have attended: recent rain had even left a layer of green in places, and the sheep looked happy! Only the last day of competition (where P30 and Oz Diesel was flown) was plagued with, at times, unflyable weather, although the truly hardy competitors were prepared to dodge the gusts enough to get a result in these events. Conditions for F1A, B and C were almost glorious at times, reflecting in the close competition that resulted. Red dots on the score board reigned almost supreme.

We were also fortunate to have strong international participation this year with members of the Chinese F1B and C team competing along with many of our regular international visitors. Certainly plenty of the silverware, or at least the Gary Odgers made beautiful ceramic prizeware headed overseas at the end of the day. See Malcolm et al's full descriptions for more details of Narrandera 2010.

The President's Report continues on page 42

FROM THE EDITOR:

So much has happened in the last few months that publishing the June edition of FFDU is a lot easier. Narrandera this year was brilliant. We experienced wonderful weather considering it was an early Easter, which usually means more wind. The Southern Cross Cup was blessed with the best weather in years, so Tahn Stowe had a perpetual grin on his face. The whole week's flying had a true international flavour with many countries represented. The Chinese team was especially noticed, with their giant national flag erected every day, often before sun rise. Team Seifert represented Germany so well, with all family members, except Michael, wearing impressive Deutschland track suits. Michael had a green shirt labelled "Helper" and, with all family members flying, that was precisely what he was doing!



Mike Roberts was a breath of fresh air and he endeared himself to all he met. A top competitor but so humble. All sports could do with people like Mike. And then it was off to New Zealand to fly against some of the nicest and most enthusiastic people in a country of astounding beauty. Their field is magnificent - so big that it is hard to gain perspective against 2 klm high mountains. Thanks for those who have contributed to this edition - *Vin Morgan, Roy Summersby, George Car, Tahn Stowe, Sean O'Connor, Fred Roberts, Graham Maynard and David Owen*). Being a keen photographer, I hope there aren't too many photos in this BUMPER edition? Let me know what you think. And now would be a good time for contributions for the next FFDU to start rolling in. Makes the editor's job that much easier.

FREE FLIGHT OVER NARRANDERA - 2010

by Malcolm Campbell

As I sit here pondering my notes made in early April and it's now 25 May, I feel relieved that I still have my notes, because I really don't remember much more than the outstanding Chinese team and the glorious weather. So here goes. I hope you'll still be here at the end.

The Southern Cross Cup and AFFS Championships were about to begin – as two rounds of the World Cup here, with another two coming up very soon in New Zealand.

THE SOUTHERN CROSS CUP

Monday 29 March

OPEN POWER

Only a few entered OP, perhaps as a shakedown for subsequent events. Roy flew his F1J to good effect, as did Mike Roberts. Bill East fielded his F1C but retired early when he broke the con rod on his Verbitsky engine. Des Slattery, with his lightweight OS-powered Dixielander put up some good flights for third place. My Dixie destroyed itself when it failed to climb and just started flying faster, on a downwards spiral. Des lent me a replacement. Roy easily won the fly off when Mike's launch was slightly off.



F1B

A perfect day for F1B with 15 eager competitors putting up a flurry of maxes. The Chinese team was an eye opener. Fully organised with jobs for everyone, with the red flag flying majestically. The flyers wound their 60 strands of 1/16" rubber, walked out and launched, under instruction, and the models climbed like on steroids.

Graham Maynard dropped R1 badly and retired hurt after a further 2 maxes. First two to blink after that were Neil Murray and Albert Fathers, spoiling a perfect record. A slight breeze rolled in for Rounds 6 and 7 and the air got



increasingly difficult to pick, with Vin, Leigh and Neal again falling short in R6 and over half the field collapsing in the final round. Ted Burfein flew the best I'd seen him fly, only dropping the final round. That round also shattered the hopes of Paul Rossiter and Richard Blackam,



who had been going so well until then. So four were in the fly off – one Australian and three Chinese. And who better for us to have but Terry Bond. No sweat for Terry. This was flown the next morning, early, and the Chinese steam-rolled us. I think Terry was still happy just to be in the fly off.



Tuesday 30 March

F1A

This was to prove a strange day, weather-wise. Phil Mitchell flew his flapper in Round 1, creating a deal of interest when he gained such height on the bunt. Maxes came easy for most, except me when I used the wrong scroll. Things became tiring for many in the middle four rounds, with virtually no breeze and many towing for almost the whole round. There were quite few towing in but still plenty of maxes. Brian Van Nest failed to unlatch twice, catching the line and succeeding on the third try. Phil put in consistently high bunts with Noels directing his launch from her headset "control tower". Round 7 was very windy, with most electing to straight two. Nikolai had a day he'd rather forget and I too put in my PW (Personal Worst). Des was the Queensland surprise packet, recording 3 maxes with his new but old Pink Elephant with one particularly high flight, to finish ahead of Albert Fathers and Ted Burfein, the latter missing R7 due to a very long retrieve in R6. Albert's final launch took the line with it, keeping timekeepers busy for 10 minutes. The model was luckily found by Richard Jack in a muddy area that did wonders for the hire car's paintwork. The four Kiwis, Paul, Craig, Antony and Rob kept the pressure up right through until R7 when Rob recorded a 162. At the front, the pace was hot with five making the morning fly off. Four others were unlucky not to be there too, with just one dropped round. Phil showed the merit of his big investment when he took the bunt to past 90 metres to finish 33 seconds ahead of Brian Van Nest with Kiwis Paul Lagan, Craig King and Antony Koebin following up.

Noels launches for Phil as Kiwis Craig King and Paul Lagan arrive on the flight line



Bill McGarvey launches for Paul Lagan in the early morning flyoff



Phil Mitchell had good reason to look happy in F1A

F1C

Seeing seven in this comp was great, as numbers had been down in the past. It was soundly boosted by Zou Jiong Yu from China, Mike Roberts from the USA and two



Zou Jiong Yu put the others on notice with a stellar performance in F1C

from the UK, Alan Jack and John Bailey. Plenty of maxes here too with a likely 4-way fly off until Roy Summersby dropped a measly 3 seconds in R6. Bill East performed strongly until R7 where a 128 put him to the rear of the field, but ahead of John Bailey who retired after R5. Alan Jack's flapper was magnificent to watch, flying on rails. Until the fly off the next morning. A timer malfunction saw the model bunt over and descend vertically, scattering timekeepers and trying to shatter my camera lens – I



Does Alan look worried about his timer?

managed a blurred photo. Ignoring his crumbled model, he fired up his reserve to take second place, 33 seconds behind Jiong Yu. Terry Bond is quite a surprise packet, putting in a strong performance to make third in the fly off, although the air could have been better, following a launch producing only average height.

OPEN RUBBER

The early part of the day was made for big floppy O/R models. Adrian Bryant's F1B performance was not helped by two unnecessary early DTs, and Albert Fathers got little exercise – but at least his was going straight up, maxing and DT'ing at his feet! Quiet achiever Jim Christie silently put up three maxes and then had a cup of tea, as is the custom, and Graham Maynard 's model suffered from jettison, on more than one occasion. The morning fly off was easily won by Jim Christie from Albert Fathers, both flying true O/R models.



Jim Christie deserves a big photo, and the front cover, as he provides us with a glorious view of classic free flight

AFFS CHAMPIONSHIPS

Wednesday 30 March

SCALE

Sadly this class attracted only two entries. Roy's magnificent rubber powered Focke-Wulf 152H scored well in static and then stalled in flight, damaging the prop. Still it was a real hit with the Seifert clan. That left Fred

Roberts MP Jet powered Avro 504K to wow the judges after five short attempts. Its glide was magnificent.

F1J

With the best entry in years, this class was full of Cyclon powered models, promising a pretty fair sort of competition. John Bailey's deliberate preparation paid off with some good flights although they were hampered by a straight glide and long retrieves, and he *just* missed the fly off when he dropped 2 seconds short in R5. Roy was kept busy competing,

Terry looks worried as Roy "piles on the turns" - FW 152H



John Bailey was nearly in the fly off



Daniel Seifert launches under the watchful eye of model owner, "Uncle" Roy

mentoring Daniel Seifert with the model he lent him and also making sure Terry didn't get into too much trouble. All three flew very well. Des Slattery's recycled CNC Matrix improved through the rounds with two maxes and no dramas. Des was happy, and relieved. Mike Roberts retired his damaged model after two rounds and Ted Burfein steadily improved his technique in his second ever F1J event. His low-level fly past of the cars gave him a start. Alan Jack's model also behaved itself with only

Mike Roberts adopts Aussie "bridal veil"



Terry and Alan maxed out for the five rounds. The fly off the next morning saw Alan convincingly beat Terry by 24 seconds.

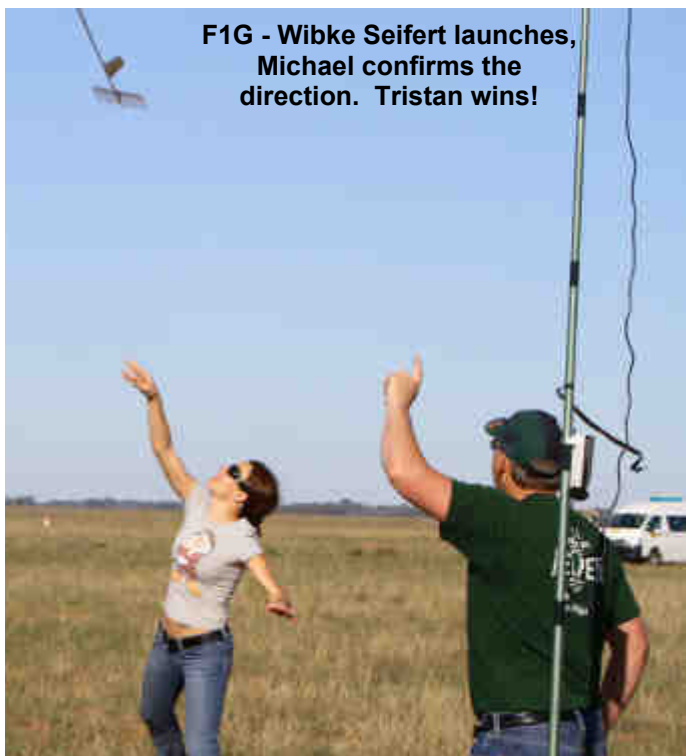
F1H

Five circlers and one straight tow enjoyed good air for most rounds. Brian Van Nest was the only one to max out with one bad flight by Phil Mitchell giving Vin Morgan second place. Rob Wallace, Malcolm Campbell and Tahn Stowe took care of the remaining places.

F1G

I didn't see much of this event. Wibke and Tristan Seifert both put up some big flights to make the fly off and also give Dad Michael some long morning walks. As

F1G - Wibke Seifert launches, Michael confirms the direction. Tristan wins!



it was rubber, Leigh Morgan and Jim Christie also did pretty well, with Leigh just off the pace with 4 maxes and a 112. Vin only recorded three flights and Albert Fathers tried gallantly to compete but keeping his and Adrian

Bryant's models in the air eventually got the better of him. In the fly off, Tristan beat his Mum by 8 seconds, which I guess is not a clever thing to do, although Wibke seemed pleased.

Thursday 31 March

SPARE DAY

Some elected to go to Temora to see the vintage aircraft, others went to Lillypilly Wines, some to other tourist destinations, some repaired damaged models and others simply slept in and had a lazy day.

Friday 1 April

OPEN POWER

Some good high flights by the older models of Gary Odgers and Col Collyer entertained the spectators as did Des Slattery with his "on trim" Dixielander. Not so Peter Lloyd who unleashed his weapon of mass destruction, and his Dixie is no more. He reverted to a spare model. Din Sparker (aka Denis Parker) ably flew his Dixielander obtaining good height, but he was not allowed to put in his pre-recorded flight card, as is his modus operandi (he attempted to do this at Springhurst in last October). I flew a model borrowed from Des to make up the numbers. Three people maxed out and it was Bill East that put in a magnificent 7 minute flight to easily beat Roy Summersby and Peter Lloyd who took the minor places.

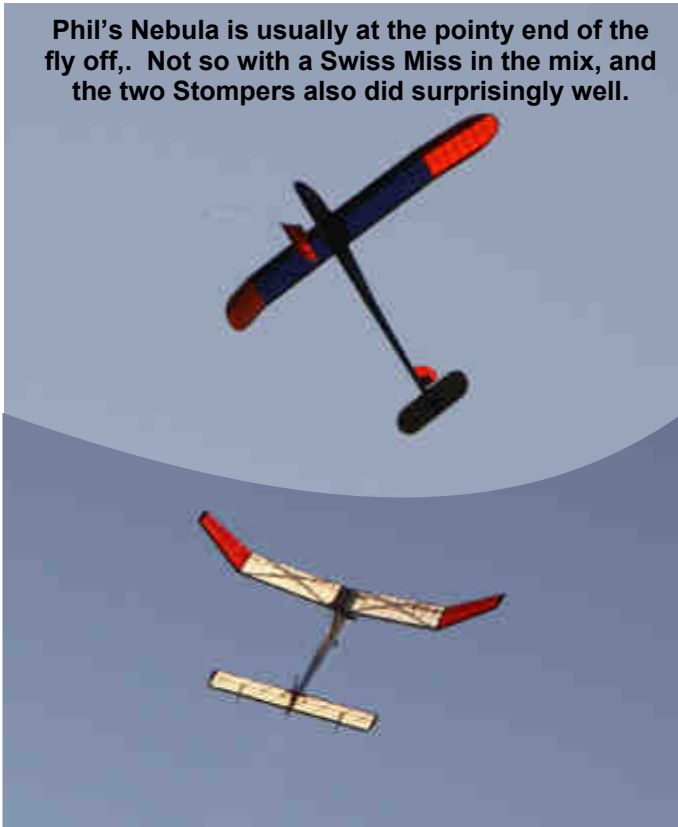
COMBINED VINTAGE



Combined Vintage at rest: Gary repairs, Col expounds, Denis and Adrian listen

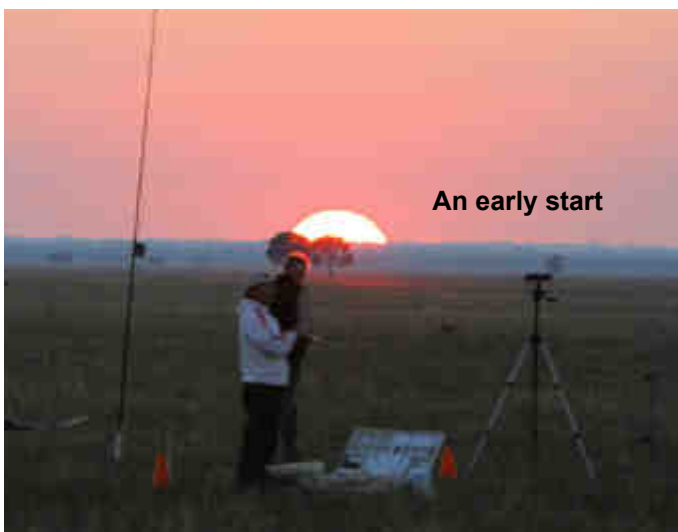
With a Rothwell powered Swiss Miss, it was always going to be "Who came second?" Although with 15 entries and some good gliders and rubber models involved, it promised to be a close event. As is the norm, Phil trotted his Nebula up early for three easy maxes and went off to do other things, like CLG/HLG. Des's Nebula sub-maxed R1 and my Seraph didn't. My second flight became boring as I waited 45 minutes for a breeze that

Phil's Nebula is usually at the pointy end of the fly off,. Not so with a Swiss Miss in the mix, and the two Stompers also did surprisingly well.



didn't come, so I whipped back to the Open Power flight line and put up my three flights there. I shouldn't have returned! Des also put up three great maxes with his Stomper with the cranky Elfin in it. Albert's Kane and Tahn's new Jada flew well and David Brawn valiantly flew a Lulu on a 50m line. So five maxed out and the results were actually surprising. Well, maybe not first, but Martin Williams produced a 242 with his Stomper for second, 9 seconds ahead of Phil's Nebula with Paul Lagan's 1954 Totontonian in fourth place, just 3 seconds in arrears. Des was next one home. Vintage was packed with excitement!

F1B



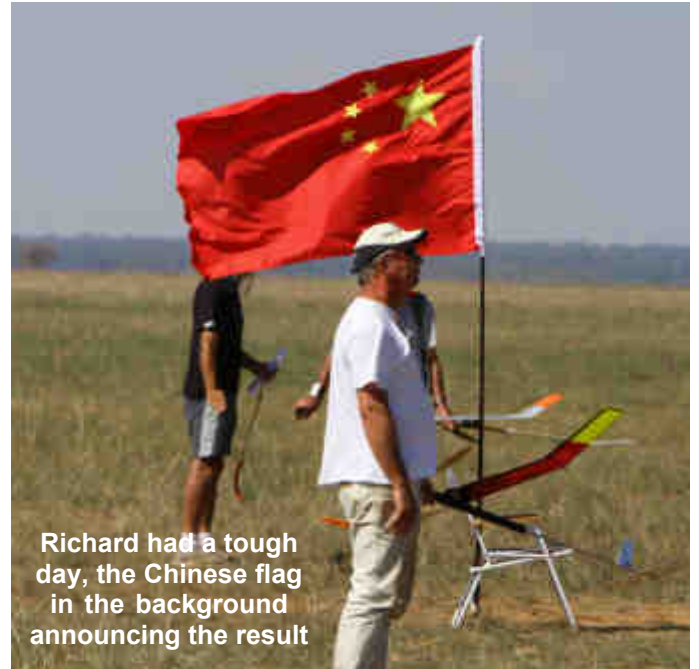
An early start

A big talented field here, with three Chinese entrants, three Germans and lots of Aussies and a few Kiwis. The three Germans were all Seiferts, so Michael had his

Wibke's turn to help Michael in F1B

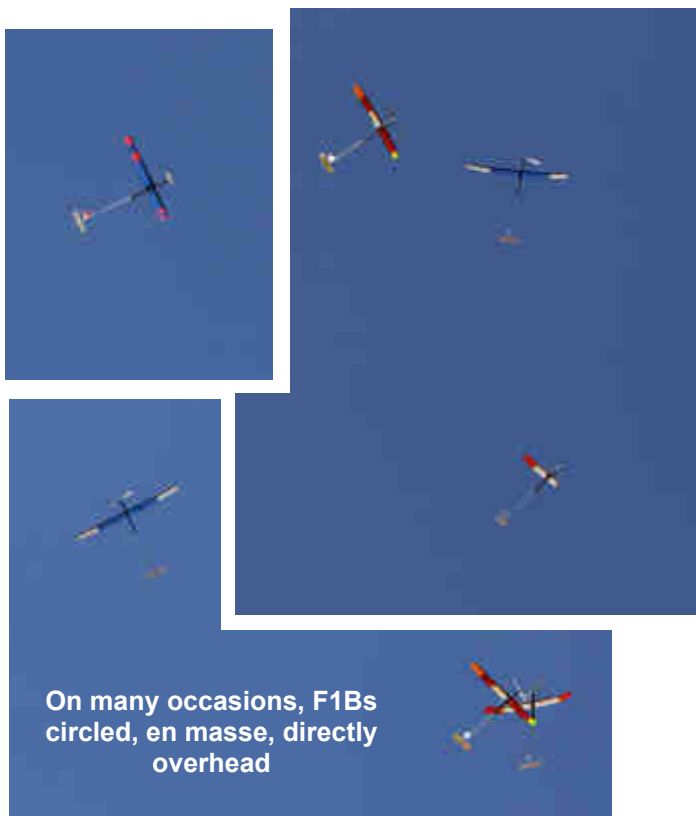


hands full! Everyone maxed the first round but, as the maxes came easy in subsequent rounds, it was also easy to drop flights, as is often the case and top contenders dropped a round or two with devastating effect. Cases in question, where only one round was dropped eliminated Kun Jiang Dong, Paul Rossiter and Philip Seifert, all in R3, and Neil Murray and Vin Morgan cruelly in R7. Paul Lagan and Michael Seifert chose other rounds to drop out. Albert Fathers model flew far away towards the forest in R5 and it was to become the subject of an epic recovery that involved Albert, Des and myself the next day. Richard Blackam had a day he'd rather forget. With so many red dots on the board, F1B can still be a real leveller. With a light breeze throughout the rounds, there were many mass



Richard had a tough day, the Chinese flag in the background announcing the result

launches with most models going no further than 500 metres, and many being dragged into the same downers. It was great to see AFFS President Ted Burfein make the fly off, making this his best performance to date in F1B. The fly off was flown the next morning, with Terry typically first away and Ted following Yun Sheng. Wu came in first, with Terry 25 seconds behind and Ted recording a 180, so it was a resounding victory for the Chinese.



On many occasions, F1Bs circled, en masse, directly overhead



Richard Blackam launch - never far off vertical

F1A

Another big field with 15 entrants. R1 one was easy but the wind strengthened for R2 and became stronger in R3, causing a number to revert to straight tow, and many models were crossing into the second field, 1.5 klms out. The Kiwis chances vaporised somewhat when Paul Lagan

returned a R1 flight of 8 seconds and retired. Antony Koebin started well and he too walked away after a poor R3, when he dropped his towline only to find it wrapped around the tailplane when he finally picked it up. By R5, most were circling again as the weather improved. Rob Wallace soldiered on recording 5 maxes, working hard for most of them. Richard Jack proved the fly in the ointment for Phil Mitchell who dropped two rounds. Jack did not. Craig King flew exceptionally well into third place, just 2 seconds behind Phil with Brian Van Nest 5 seconds behind Craig. I was happy with 6 maxes but recorded a 5th place after badly dropping R4 when my towline fouled the tailplane, dragging the model down to half height before it detached. Tahn Stowe recorded two sub maxes caused by an inaccurate timer and then had to effect on-field repairs when his rudder line broke. When you look at the first ten places, the scores were quite close.



I had no time for photographs today, but I liked this shot of Brian Van Nest from the SCC fly off

Neil Murray was hanging onto second place right up until R7, when bad air relegated him to sixth. Ted Burfein put in 5 maxes with his Vasily F1A, but lost nearly 90 seconds in the early rounds. Nikolai had a day (or a week?) he'd rather forget, dropping R3 and then really dropping R7 (his turn would come at Omarama). Phil Mitchell certainly exhibited superior fitness in F1A, circling to extreme lengths to get what air he could and, in the end, young Richard Jack put in the only full house score.

F1C

I was too busy to see much of this, but I heard Terry Bond's flight terminate abruptly, wrecking his model. Only Jiong Yu Zou maxed out with Alan Jack a minute behind, and fellow UKer John Bailey a further 30 seconds behind him. Bill East flew the middle three rounds and messrs Roberts, Summersby and Bond opted out in the second round. F1C can be such a leveller.

Roy once said to me, "When you fly F1C, you are always one flight closer to your next crash."

Open Rubber

Another event I missed as I was too busy sniffing for thermals in F1A. About 50/50 mix of true Open Rubber models and F1Bs – eight in all. Two Wakes and an OR maxed out, with the others dropping one or two flights, some badly. The fly off was surprising. Col Collyer and Daniel Seifert launched early, both starting off well. Paul Rossiter launched 30 seconds after them and they all flew off into the early morning haze. F1Bs, being slim little devils, soon became hard to see. Roy had trouble but regained sight of Paul's as the seconds ticked by. In the end, Paul won by over a minute from Daniel with Col 50 seconds further back. Yet all models landed in pretty well the same patch of ground, 10 metres apart. I went out to help with the retrieval, unaware that Paul had driven out to the main road and was walking in that way to retrieve his model. When the signal changed he'd figured his model was moving. He found it back at the flight line. Sorry Paul.

Scramble

Scramble sadly had just two competitors, Phil and Tahn, so the event was shortened to 30 minutes. Phil almost doubled Tahn's score so that sounds like Abdul went on-strike.

HLG

Peter Lloyd creamed the opposition with his spin-up model, recording three maxes from Phil Mitchell's creditable 144 seconds with Tahn just 12 seconds behind. Neither scored a max.

CLG

More entries here, six of them and Paul Lagan recorded an amazing six straight maxes. Phil Mitchell scored only 3(!) but his other scores meant being satisfied with second. Tahn Stowe got two for second as did Les Esquilant, although his other scores were all in the twenties. David Brawn and Terry Bond followed up the rear with David's strange little ZingWing model almost maxing the last flight.

Saturday 2 April
P30

And so the winds returned to Narrandera and only a few ventured out to the field, four to be precise for P30. Paul Lagan was first away, snapping the snout off his model. After a hasty on-field repair, it put in some sort of a flight. Vin Morgan wound waited and launched for the only max and a very long retrieve. Leigh then wound only to see the wings fold on launch. I decided to fly my windy weather model that uses 3/16" rubber, an original David

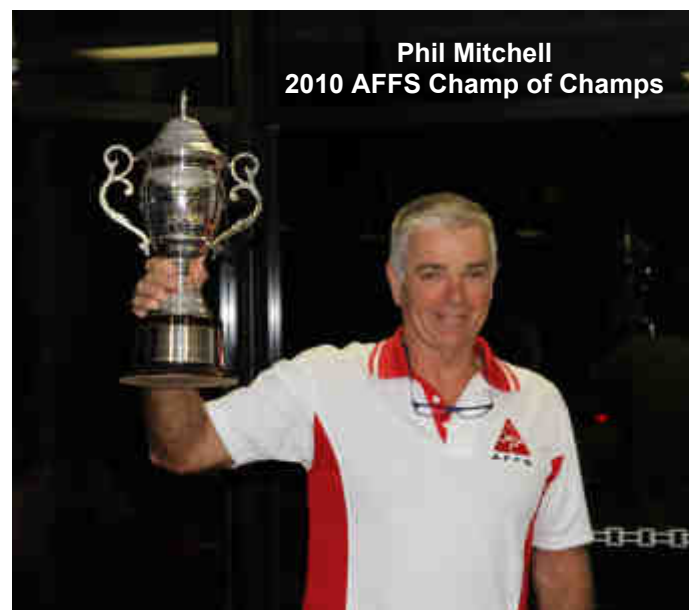
Ackery designed Rubicon and it flew enough seconds (after an attempt of 15 seconds) to gain second place. No one flew after that.

Oz Diesel

Even smaller numbers – Des Slattery and myself. Roy decided it was too windy to risk his model, with 6 m/sec regularly gusting to 9 m/sec. Des started with a 66 second flight, followed by a 85 second flight. I felt hopeful with a 112 on my first flight, but the winds were unkind on F2 and I was down in 51 seconds. Des put in a final flight with a broken wing and Ted, who was timing for me said *"You only need to do 45 seconds to beat Des"*. Sounded easy so I launched at the wrong time to record 43 seconds, and lose by 8 seconds. Seems Ted's arithmetic advice was 10 seconds out!

CHAMP OF CHAMPS

Who else but Phil Mitchell took this award, he's been there so many times, it's almost expected. Vin Morgan was next in line with Paul Lagan third and 76 year old Des Slattery fourth – he was chuffed!



Phil Mitchell
2010 AFFS Champ of Champs

The dinner topped off an excellent and well run week of flying and the wonderful food and wine was very well received. To the key organisers, and on behalf of all the competitors, I'd like to say **"Thank You"** for your efforts.

For those who didn't make it this year, put it on your list for next year – you're another year older and for many that's becoming significant. Fly on the best flying field in Australia - while you still (physically) can.

SOUTHERN CROSS CUP RESULTS

F1A

									Fly Off	Total
Phil	Mitchell	180	180	180	180	180	180	180	305	1565
Brian	van Nest	180	180	180	180	180	180	180	272	1532
Paul	Lagan	180	180	180	180	180	180	180	263	1523
Craig	King	180	180	180	180	180	180	180	232	1492
Antony.	Koerbin	180	180	180	180	180	180	180	32	1292
Rob	Wallace	180	180	180	180	180	180	162		1242
Vin	Morgan	180	180	152	180	180	180	180		1232
Richard	Jack	180	180	180	180	180	180	96		1176
Neal	Murray	180	180	180	111	180	164	180		1175
Tahn	Stowe	155	180	180	180	143	169	145		1152
David	Brawn	180	155	164	127	180	180	150		1136
Des	Slattery	119	159	180	180	81	180	159		1058
Albert	Fathers	141	137	174	180	180	58	180		1050
Ted	Burfein	152	180	180	151	180	180	0		1023
Nikolay	Nikolov	180	0	64	180	180	180	180		964
Malcolm	Campbell	135	48	103	152	180	56	180		854

F1B

Zang	Hong Jun	180	180	180	180	180	180	180	412	1672
Wu	Yun Sheng	180	180	180	180	180	180	180	409	1669
Dong	Kun Jiang	180	180	180	180	180	180	180	339	1599
Terry	Bond	180	180	180	180	180	180	180	266	1526
Gary	Pope	180	180	180	180	180	180	176		1256
Ted	Burfein	180	180	180	180	180	180	147		1227
Vin	Morgan	180	180	180	180	180	143	180		1223
Richard	Blackam	180	180	180	180	180	180	142		1222
Paul	Rossiter	180	180	180	180	180	180	141		1221
Albert	Fathers	180	180	162	180	180	180	155		1217
Bill	McGarvey	180	180	180	180	170	180	122		1192
Paul	Lagan	180	130	180	180	180	180	158		1188
Leigh	Morgan	180	180	180	180	160	99	180		1159
Neal	Murray	180	180	144	180	180	100	176		1140
Graham	Maynard	49	180	180						409

F1C

Zou	Jiong Yu	180	180	180	180	180	180	180	371	1631
Alan	Jack	180	180	180	180	180	180	180	338	1598
Terry	Bond	180	180	180	180	180	180	180	232	1492
Roy	Summersby	180	180	180	180	180	177	180		1257
Mike	Roberts	180	180	180	169	163	180	179		1231
Bill	East	180	180	180	180	180	180	128		1208
John	Bailey	175	159	180	180	180	0	0		874

OPEN POWER

Roy Summersby	180	180	180	397	937
Mike Roberts	180	180	180	154	694
Des Slattery	133	148	180		461
Malcolm Campbell	103	166	82		351

OPEN RUBBER

Jim Christie	180	180	180	478	1018
Paul Rossiter	180	180	180	331	871
Albert Fathers	180	180	180	169	709
Adrian Bryant	180	159	131		470
Paul Lagan	180	155			335
Graham. Maynard	18	130			148
Bill East	DNF				

AFFS RESULTS

Combined Open

			Max	1	2	3	FO		Total
1	Brian	van Nest	120	120	120	120	197		557
2	Paul	Lagan	180	180	180	180	130		670
3	Roy	Summersby	120	120	120	120	0		360
4	Phil	Mitchell	120	120	120	77			317
5	Paul	Rossiter	180	180	134	140			454
6	Vin	Morgan	120	120	120	0			240
7	Gary	Pope	180	161	0	0			161

F1G

							FO		
1	Tristan	Seifert	120	120	120	120	120	209	809
2	Wibke	Seifert	120	120	120	120	120	201	801
3	Leigh	Morgan	120	120	120	112	120		592
4	Jim	Christie	120	119	120	120	0		479
5	Vin	Morgan	120	82	120	0	0		322
6	Adrian	Bryant	96	97	120	0	0		313
7	Albert	Fathers	120	0	0	0	0		120

F1H

1	Brian	van Nest	120	120	120	120	120		600
2	Vin	Morgan	118	120	120	112	120		590
3	Phil	Mitchell	120	120	96	120	120		576
4	Rob	Wallace	120	81	120	120	120		561
5	Malcolm	Campbell	99	89	120	71	120		499
6	Tahn	Stowe	0	70	120	0	0		190

F1J

1	Alan	Jack	120	120	120	120	120	239	839
2	Terry	Bond	120	120	120	120	120	215	815
3	John	Bailey	120	120	120	120	118		598
4	Roy	Summersby	120	120	120	109	120		589
5	Daniel	Seifert	120	120	92	56	120		508
6	Des	Slattery	54	120	106	96	120		496
7	Ted	Burfein	120	0	76	33	92		321
8	Mike	Roberts	104	120	0	0	0		224

F1B

1	Yun Sheng	Wu	180	180	180	180	180	180	1260
2	Terry	Bond	180	180	180	180	180	180	1260
3	Ted	Burfein	180	180	180	180	180	180	1260
4	Kun Jiang	Dong	180	180	178	180	180	180	1258
5	Paul	Rossiter	180	180	167	180	180	180	1247
6	Phillip	Seifert	180	180	132	180	180	180	1212
7	Neil	Murray	180	180	180	180	180	180	1202
8	Vin	Morgan	180	180	180	180	180	180	1194
9	Paul	Lagan	180	180	180	180	180	106	1186
10	Michael	Seifert	180	180	180	180	104	180	1184
11	Richard	Blackam	180	180	180	180	180	137	1166
12	Gary	Pope	180	180	180	180	180	121	1161
13	Bill	McGarvey	180	180	180	180	180	78	1158
14	Hong Jun	Zhang	180	180	164	150	180	180	1154
15	Daniel	Seifert	180	180	180	180	180	72	1152
16	Leigh	Morgan	180	180	144	98	180	180	1142
17	Graham	Maynard	180	180	92	180	180	180	1133
18	Albert	Fathers	180	180	144	180	180	0	864

Open Power

1	Bill	East	180	180	180	422			962
2	Roy	Summersby	180	180	180	303			843
3	Peter	Lloyd	180	180	180	159			699
4	Gary	Odgers	180	154	180				514
5	Dennis	Parker	180	165	151				496
6	Des	Slattery	180	180	130				490
7	Colin	Collyer	171	138	180				489
8	Vin	Morgan	140	157	180				477
9	Martin	Williams	180	180	62				422
10	Malcolm	Campbell	180	95	144				419
11	Fred	Roberts	75	87	69				231

Combined Vintage

			Model	Year				FO	
1	Roy	Summersby	Swiss Miss		180	180	180	269	809
2	Martin	Williams	Stomper		180	180	180	242	782
3	Phil	Mitchell	Nebula		180	180	180	233	773
4	Paul	Lagan	Totontonian	1954	180	180	180	230	770
5	Des	Slattery			180	180	180	182	722
6	Col	Collyer			180	151	180		511
7	Jim	Christie			180	148	180		508
8	Tahn	Stowe			180	95	180		455
9	Les	Esquilant			180	136	117		433
10	Albert	Fathers			118	99	180		397
11	Fred	Roberts			62	126	173		361
12	Des	Slattery			103	180	70		353
13	Adrian	Bryant		1954	101	98	131		330
14	Malcolm	Campbell			180	46	59		285
15	David	Brawn			93	42	0		135

Scale

1	Fred	Roberts	Avro 504K
2	Roy	Summersby	FW 152H

F1C

1	Jiong YuZou	180	180	180	180	180	180	180	180	1260
2	Alan Jack	180	180	180	180	180	119	180		1199
3	John Bailey	180	180	180	93	176	180	180		1169
4	Bill East	0	0	159	158	180	0	0	0	497
5	Mike Roberts	180	158	0	0	0	0	0	0	338
6	Roy Summersby	180	28	0	0	0	0	0	0	208
7	Terry Bond	180	3	0	0	0	0	0	0	183

P-30

1	Vin	Morgan	120	0	0		120
2	Malcolm	Campbell	78	0	0		78
3	Paul	Lagan	32	0	0		32

Open Rubber

1	Paul	Rossiter	180	180	FO 180	354		894
2	Daniel	Seifert	180	180	180	292		832
3	Colin	Collyer	180	180	180	242		782
4	Gary	Odgers	180	180	160			520
5	Les	Esquilant	135	180	180			495
6	Paul	Lagan	131	180	180			491
7	Bill	McGarvey	180	147	128			455
8	Peter	Greenhill	92	180	180			452

Scramble

1	Phil	Mitchell	478
2	Tahn	Stowe	288

Oz Diesel

1	Des	Slattery	66	85	69			220
2	Malcolm	Campbell	118	51	43			212

HLG

1	Peter	Lloyd	18	60	39	60	57	60	180
2	Phil	Mitchell	53	35	48	23	43	22	144
3	Tahn	Stowe	15	33	18	54	45	18	132

CLG

1	Paul	Lagan	60	60	60	60	60	60	180
2	Phil	Mitchell	33	60	47	9	60	60	180
3	Tahn	Stowe	13	19	35	45	60	60	165
4	Les	Esquilant	25	29	60	60	29	26	149
5	David	Brawn	43	20	23	22	16	57	123
6	Terry	Bond	27	22	52	26	41	0	120

F1A

1	Richard Jack	180	180	180	180	180	180	180	1260
2	Phil Mitchell	180	180	174	165	180	180	180	1239
3	Craig King	180	180	180	180	180	157	180	1237
4	Brian Van Nest	180	180	180	180	152	180	180	1232
5	Malcolm Campbell	180	180	180	107	180	180	180	1187
6	Neil Murray	180	180	180	180	173	180	109	1182
7	Ted Burfein	133	180	139	180	180	180	180	1172
8	Rob Wallace	180	165	180	180	180	100	180	1165
9	Vin Morgan	180	180	180	130	180	180	126	1156
10	Martin Williams	180	180	158	180	180	180	62	1120
11	Nikolay Nikolov	180	180	113	180	180	180	31	1044
12	Tahn Stowe	180	180	176	117	0	180	174	1007
13	David Brawn	149	110	180	180	69	116	177	981
14	Antony Koerbin	180	180	130	0	0	0	0	490
15	Paul Lagan	8							

Champ of Champs

	Name	C of C score
1	Mitchell	6.624
2	Morgan, Vin	5.935
3	Lagan	4.598
4	Slattery	4.388
5	Summersby	4.147
6	Campbell	3.896
7	Stowe	3.837
8	Van Nest	2.978
9	Jack	2.952
10	Jack	2.952
11	Rossiter	2.830
12	Bond	2.812
13	Williams	2.670
14	Burfein	2.465
15	Esquilant	2.022
16	Lloyd	2.000
17	Bailey	1.924
18	Morgan, Leigh	1.893
19	Murray	1.892
20	Wallace	1.860
21	Christie	1.739
22	Roberts	1.738
23	Brawn	1.712
24	Fathers	1.621
25	East	1.394
26	Odgers	1.365
27	Collyer	1.334
28	McGarvey	1.280
29	Pope	1.220
30	Bryant	1.133
31	Zou	1.000
32	Wu	1.000
33	Dong	0.998
34	King	0.982
35	Blackam	0.925
36	Zhang	0.916
37	Maynard	0.899
38	Nikolov	0.829
39	Koerbin	0.389
40	Greenhill	0.359
41	RobertsF	0.000





Team China - Cool



Team Deutschland - Uber Chic



Team Australia - Old
(note Gary's walking stick)



**Evening drinks at the Camellia Motel
a great idea!**



Everyone was there!



Maybe they're talking F1A?



Super Powers at play



Free flighters - never short for words



Friends from across the world



Major prize winners SCC and AFFS



SCC - F1A



SCC - F1B



SCC - F1C



AFFS - F1A



AFFS - F1B



AFFS - F1C



AFFS - F1H



AFFS - F1J

In the Land of the Long White Cloud....



Two World Cup events, the Trans Tasman and some local events awaited us at Omarama

when we arrived. Plenty to do, and many were already testing when Albert Fathers and I arrived on a calm and sunny Saturday afternoon.

A 7.00 pm briefing in the clubrooms on the field prepared us for the chilly days ahead.

by Malcolm Campbell

KOTUKU CUP



Sunday 11 April

F1A

A chilly start and clear blue skies was a perfect start for the 2010 competition. With 19 entrants, Round 1 saw many maxes and these continued in the next two rounds, with very short retrieves. But this was to change. The flight line was moved before Round 5 and most elected to straight tow. Models were landing near the road, and some beyond, three

klms away. And Round 6 was even harder, with wind gusts to 11 m/sec. Launching on a lull was essential to preserve your model although, strangely, I don't recall any damage. Brian Van Nest had a fluky



Mrs Murray covered a lot of ground for Neil

launch. He got away OK but his towline was in two pieces. Neil Murray DT'ed onto rocks, breaking the tail boom on his best model. By then the winds became unmanageable and the retrieves were getting longer. The event was closed off after Round 6, with only Brian maxing out. Nikolai flew very well until he picked bad air in his final flight, as did Antony Koebin. Phil Mitchell uncharacteristically dropped two rounds and many reputable flyers recorded some ordinary scores. So was this just a shake down for the main event?



The ever jovial Craig King loves his glider flying - big or small



Omri Tennenhaus and Brian Van Nest discuss the finer points of towing. Those mountains are over 4 klms away!



Paul Lagan and grandson Julian had a great week together

Monday 12 April

F1C

The day was warmer and cloudy, with some breeze and the organisers ran the two events concurrently. With early morning buoyant air, it was good to see all the mass F1B launches in the early rounds. .



Col Crowley readies himself for what was to prove a challenging day, on and off the field

F1C was a standout event, with beautiful models and lots of action. Mike Roberts put up copybook launches in the early rounds and Roy impressed all with his folder, but the others were matching him on scores. Col Crowley "looked the goods" with his similar model, but engine troubles frustrated him and he had to fall back to a reserve model – and then he had initial plug troubles. Col's problems resurfaced back at the van park when his hired motorhome reacted to his enthusiastic spring clean with a garden hose, blowing clouds of steam and totally confusing the engine management system. I

believe the replacement vehicle had Christmas lights on the dashboard? Terry Bond played ironman, flying B and C, and I wondered how oil and rubber lube allowed him to launch F1C so effectively, until I saw his silver lamé glove, see photo, left. (*Thriller!*).



Roy's folder - outstanding.

John Bailey's event was over by the end of Round 2. Alan Jack and Col kept the pressure on Mike and Roy until Round 5 when they both dropped badly, Alan having to climb a tree over the road to retrieve his model. The final two rounds were to be flown the next day.



Col, Alan and Mike work on their "toys"

F1B

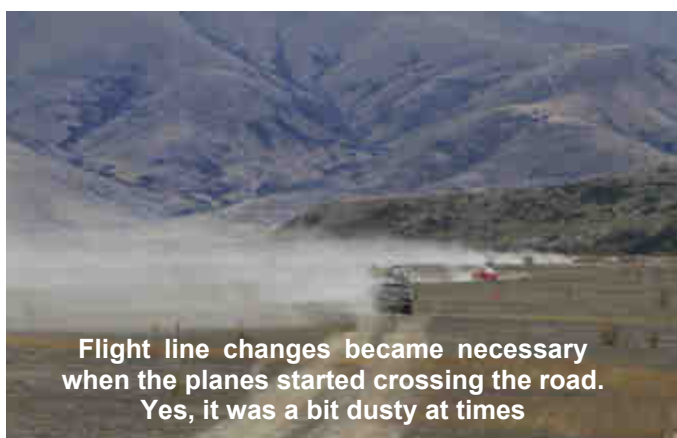
With 16 high class entrants, this event promised to be close, and it was. Many maxed Round 1. Antony Koebin was the first casualty when VIT trouble caused his model to come in hard, breaking the prop blades. Albert Fathers had some ups and

Roger Morrell explains his gadgets to Albert, Paul and Neil. John Malcolm looks on in the background



OMARAMA CUP

downs in the rounds, still putting in a creditable score by the end of play. Roger Morrell's thermal picking gadgets were a good talking point and Roger generously gave a lengthy explanation of its features to a handful of interested modellers. Lift picked or not, his Vivchar model and the rubber in it certainly performed well. Vin Morgan put on a great show and was unfortunate not to be in the fly off, after dropping 4 seconds in the Round 1 supermax. Terry Bond surprised many with his stellar performance in F1B after his hands had stopped shaking from his



F1C flights. Paul Rossiter and Lincoln Vincent were not far off the money, each dropping a few rounds. Linc should change his flight time recorder, as he was given 209 in the supermax! As the winds got up, models were hard to see against the hills and Round 5 was particularly gruelling. Paul Lagan's mistake with his electronic timer damaged the prop assembly when the model was launched with the timer off rather than on – nothing started. By the end of Round 5 the organisers elected to delay to proceedings, and Rounds 6 and 7 for B and C were postponed to the next morning.

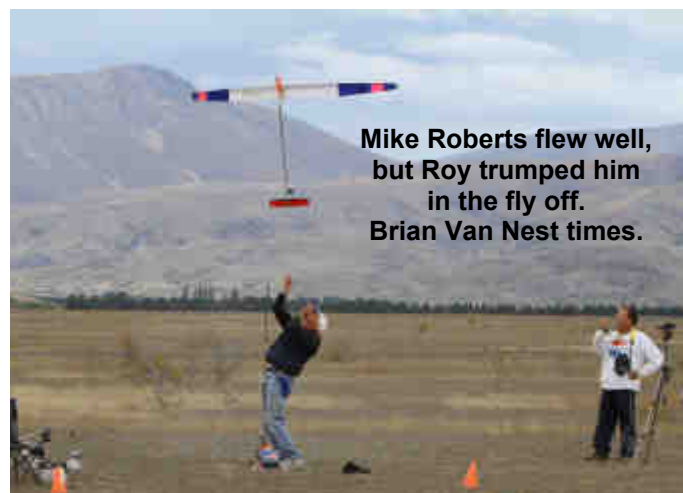
Tuesday 13 April

Completion of Rounds 6 and 7 for F1B and F1C, HLG, CLG and DLG, P30 plus Percentage Open

F1C continued

Everyone maxed Rounds 6 and 7, although Roy gave his admirers a scare when one wing was lazy unfolding for a couple of seconds (probably the wind). The good work done by Roy and Mike on the previous day meant they were the only two in the fly off. And what a fly off it was. Mike launched first

and his model looked good, coming down in just over 4 minutes. But Roy went even better – nearly 10 minutes, and then he pressed the button - so he didn't have to cross the road. A conclusive victory!



F1B continued

With a 7.30 start, most maxed the final rounds, and nothing changed the leaders from yesterday, there were still three in the fly off. Going after the F1C fly off, they all launched pretty much in the same air. William Jones came in best on 358 seconds



to beat Roger Morrell by 7 seconds, with David Ackery a further 24 seconds behind.

HLG

Seven competitors worked hard to find lift, with only Stu Cox maxing his final flight and putting in sufficiently high scores to win the event from Antony Groenewegen, whose little daughter Michaela charmed the crowd with her obvious enthusiasm in all classes she entered. Paul Lagan's grandson, Julian has learnt well from granddad, he came third. Tahn Stowe was just of the pace as was Chris Murphy. Israeli flyer, Omri Tennenhaus would take my "Little Battler" award, flying a model he built the previous night from scrap balsa he found in the clubrooms!

DLG

Only two competed with these models, putting in scores comparable with the best CLGs. Paul Lagan delivered a crushing blow to Antony, with 4 maxes, to finish 71 seconds ahead.



CLG

A big roll-up of 12 entrants for this little glider event, with two female competitors, Noeline Mitchell and Noa Epstein. Noa's model was built on the previous night by Omri and both girls were quite new to the event. Noels flew well when she stopped laughing and listened to Phil in her later flights.

Paul Lagan continued his dominance with six high scores from very good height to finish ahead of grandson Paul and Dr Antony, just 2 seconds ahead of David Ackery. Phil Mitchell wasn't up to speed on the day, perhaps due to the coaching he was giving Noels.

P30

Only five entries in this class and all Kiwis. Their models don't ascend as quickly as the ones in Australia, but they do claw their way up, like indoor models, and three of them maxed out. The fly off was a disappointment. Well not for Paul Squires, he creamed the opposition. Paul Lagan would have won a precision event, with his fly off score of 121, and Antony just had a bad flight. The Kiwis should pack their P30s for the next Narrandera event.

Percentage Open

Phil Mitchell started early with his characteristic high bunt launches and a quick 3 maxes. As the weather improved, coupés emerged as a threat and the Jones boys also maxed out. Brian Van Nest joined the group in the fly off, leaving Omri Tennenhaus, Albert Fathers and Malcolm Campbell to figure out what they did wrong. The Jones boys creamed the two F1H flyers, with father William leading son Darren home by just 11 seconds. Phil's launch was good and high but ended quickly, enough for third. Brian had towing problems in the fly off and eventually missed third spot by ONE second.



Bill and Darren Jones - F1Gs victorious in the Percentage Open. Darren beat his Dad!



Even the Jacks found time to rest

Wednesday 14 April

F1J

Wednesday was a perfect day for the 2 minute classes, with light airs all day. Al five flyers maxed the first 3 rounds and then things went very bad for John Bailey. His model's timer failed and the subsequent run saw great speed, great height and a perfect pattern for most of the time. The descent to ground under power was also very accurate and vertical. Amazingly, apart from a very dirty engine, only one outer panel appeared damaged – lucky he didn't hit any rocks. His reserve model failed just after launch. Roy encountered timer trouble in



Roy just discovers his timer has failed

Round 4, leaving the fly off to Mike, Col and Alan. The fly off was unique – Mike got away well for a 279 second flight, with Alan and Colin recording identical 215 second flights. In their second flight, Alan recorded an overrun giving second place to Col.



Mike Roberts launches in one of the rounds,

F1H

With the weather perfect, the bunters revelled in it, and punished any impatient straight tow flyers. Chris Murphy and David Ackery had their own little

contest and junior Michaela Groenewegen put in five consistent flights. In two years time at the next Omarama event, watch out for this little girl! Sonya Burfein had a few ups and downs but enjoyed her flying. The fly off looked interesting with Brian away first and down in 160 seconds. Wily Phil towed until the last minutes for better air only to stumble on launch and be down in 53 seconds.



Phil Mitchell discusses his little tumble as he walks back in with Brian Van Nest

F1G

In what was perfect coupé air, four Aussies battled a lone Kiwi with the Jones boys maxing out. Paul Squires was only 2 seconds behind when he dropped Round 2. Sonya Burfein and Albert Fathers put in a number of maxes but two bad flights each cost them. Sonya did particularly well as she also flew in F1H. The fly off saw Darren reverse the previous day's Combined % results, when he beat Dad by a worthy 40 seconds. It was great to see them walking back together.



The flyers from Sunny Queensland chill out in the crisp mountain air. Albert, Dale and Bill huddle together for warmth

Thursday 15 April
F1A

Wind, lots of it and the sun wasn't up. With wind at 16 m/sec, a decision was made to delay the start and meet back at the clubhouse at noon. At that time the winds were buffeting the clubhouse and the event was put on hold until Friday. An impromptu and excellent F/F symposium followed over the next 3 hours. Phil Mitchell lead in with discussions centring around his electronic models with emphasis on his new M & K flapper, one of 5 world-wide. Roger Morrell came next with his Vivchar F1B and he discussed rubber, launch technique and various front ends while Paul Lagan acted as MC. F1C was a double act with Roy Summersby proudly displaying his 3 bladed flapper and then bravely passing the wing around as various models tested its strength and folding action! American Mike Roberts then brought out his equally impressive model to discuss its electronics and Sidus timer. The three hours went quickly and the packed clubhouse kept the questions coming. Vin Morgan was taking copious notes – so if someone wants the details.....



Phil Mitchell discusses his new M&K flapper



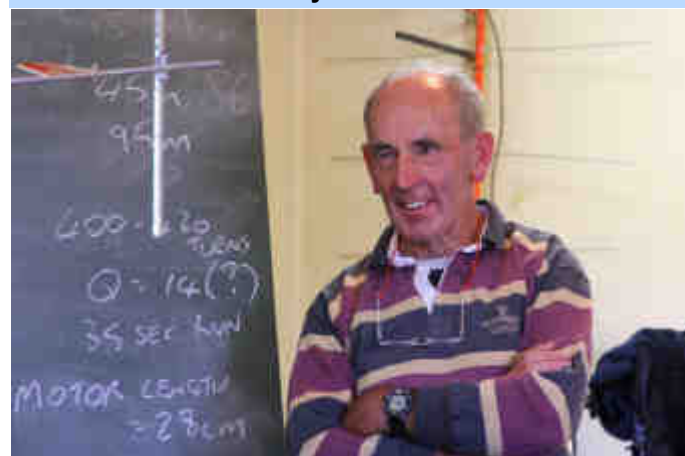
Roger Morrell talks front ends and launching F1Bs



Roy Summersby demonstrated his sexy folder and then bravely passed the panels around the eager audience so they could see first hand how it all worked.



Mike Roberts spoke of the electronic systems in his F1C



And Paul Lagan acted as Master of Ceremonies

Friday 16 April

Windy conditions earlier in the week caused the re-programming of events. So Friday commenced with F1A and F1C running from the same flight line starting at 7.30 am, with F1B away 30 minutes later.

All classes three classes for the Trans Tasman, which is flown with the Omarama Cup, would be flown on Friday.

F1C

F1C was a small affair, and it commenced with a close tussle between Alan Jack, Mike Roberts and Col Crowley, all maxing the first three rounds. No one maxed out. Col's model flew away, being found kilometres away by a farmer who'd safely (?) stored it in the *middle* of his driveway. I think Col pulled out a reserve at that point. Round 5 sort of suggests that. Mike dropped his sixth flight badly and didn't max 7, leaving first place to the ever smiling Alan Jack.

F1A

Sixteen entrants promised some real action in the Omarama Cup but many of the expected leaders were to falter as the day wore on. 11 year old Michaela was delighted after maxing the supermax



The Kiwis worked well together, Craig King in charge of 3 gliders

Round 1! Phil Mitchell arrived late and battled a migraine for most of the day (didn't seem to affect his scores). Rob Wallace maxed all rounds except the first and Tahn Stowe dropped two flights, but not as significantly as Neil Murray. For the first 4 rounds it was a 4 nation tussle, with Australia, Israel, Bulgaria and New Zealand maxing out. Nikolai's flights certainly went the highest and his fitness improved after his long retrieves. Albert Fathers started well but a couple of bad flights saw him retire after Round 5. I badly damaged the wings of my model after a tow in air that I simply shouldn't have tried to circle in, and should have released the line. My reserve model took three flights before it behaved itself and maxed.

Antony Koebin and Stu Cox finished with identical scores, although Antony would be kicking himself for his R4 score. At least they both were to drop another round. Brian Van Nest and Neil Murray were unlucky to both record dreadful scores in R3, only to max all other flights. This left Phil and Omri to contest the fly off, which was flown just prior to the F1B fly off. Omri launched early with his typical youthful exuberance and was down in 11 3seconds. Wily fox Phil continued to circle for as long as he could, getting away in good air that suddenly turned



Omri towed and launched first in the fly off



Phil waited and won!

bad. Luckily, he picked up something later in the flight to win by a convincing 166 seconds.

F1B

13 Wakefield flyers enjoyed good air and the complimentary marking of exceptional patches by the 16 F1As that occasionally dotted the skies. The mass launches were a joy to behold. Ted Burfein had a day he'd sooner forget, withdrawing after R1. It doesn't take much to lose an F1B comp and a number of good flyers spoiled their score cards with

one or two dropped flights, terminating their chances.

And so we had four Australian States in the five minute fly off – William Jones (Q'ld), Terry Bond (NSW), Vin Morgan (Vic) and Paul Rossiter (WA). These four took particular interest in the F1A fly off. Three launched in much the same air, with Paul waiting a few seconds and getting the best of it, and



William Jones and Vin Morgan looked good at launch, but Paul Rossiter waited and got better air



first place, with Terry, William and Vin following up with significantly varying scores.

Saturday 17 April

Combined Mini and Kiwi Power

A cool and windy start probably saw less flying than expected. The day had a real club day feel to it. Air was manageable down low but the F1Js that flew really crossed into some very weird patches as they punched skyward and encountered similar movement on the way down. I was straight towing so I

didn't get the height, finding lift very tricky to pick on the day. Roy, Alan and Mike fielded F1Js, with Mike maxing rounds 1 and 2 and being a gentleman sat out the rest, acting as CD. A great guy! Roy looked like he was in the box seat with 5 maxes and Alan Jack impacted by an 83 in R2. But Roy went one better – a 58 in R5. What a good sport, Alan won!

Kiwi Power

Another variant of this great club class (we have Oz Diesel and Queensland Diesel Power in Australia), Kiwi Power sadly attracted just three Kiwis to battle. Rex Bain's smooth looking Taipan powered C/F and Icarex model was too good for the Stompers of Chris Murphy and Stu Cox, although Chris wasn't far off the pace.



Rex Bain's "high tech" model was too good for the opposition

HLG

Five entrants and transient lift favoured the locals whose keen sense for a 1/100 degree change in air rewarded first place to Antony Groenewegen with two maxes, with junior Julian Lagan trailing by 41 seconds. Antony's daughter Michaela put up 6 consistent flights and will be continue to improve. Tahn Stowe, who seemed to be having a marvellous week as his hooded yellow jacket was seen everywhere helping anyone he could at any time (there should be an award for this), borrowed a Paul Lagan chuckie and managed a 52 second flight to equal Stu Cox for third place.

DLG

Only three in this and only two worked, with Paul Lagan maxing 4 flights to Antony Groenewegen's one. Paul won.

CLG

As windy as the day was, 8 contestants tried their best to beat the elements. Maxman Paul Lagan got two and David Ackery one, but consistency paid off and David's higher scores put him a mere 4 seconds ahead of Paul at the end. Junior Julian did very well with high scoring flights for third just ahead of Antony Koebin. Of the 8 flyers, 8 were Kiwis. Perhaps they should implement "Rent-A-Chuckie" for the O/S competitors?

Trophy presentation

This took place in a motel reception room and we packed the place out. The food was excellent and abundant and the comradery infectious. Everyone had a good time. Some great prizes were given out and some may have had excess baggage fees for their trips home. And so ended a great week of competition. The field is magnificent and the mountainous backdrop awesome. Never have I seen such wonderful sunrises.

The cloud patterns over Omarama are known world-wide by the full-size glider pilots. To top it off, the enthusiasm of the Kiwis and their efforts to ensure everyone got the best out of the week was highly commendable.



To the organisers, I say a big "THANKYOU" on behalf of all your visitors.



Trophy Presentation Night Dinner



Top Junior Michaela Groenewegen, with organisers Chris Murphy and Rob Wallace



2010 Skymen - Terry Bond (F1B), Brian Van Nest (F1A) and Alan Jack (F1C)

THE KOTUKU CUP

F1A	Name	RD 1	RD2	RD3	RD4	RD5	RD6	FO	TOTAL
1	Brian Van Nest	210	180	180	180	180	180	1110	
2	Nikolay Nikolov	210	180	180	180	180	133	1063	
3	Antony Koerbin	210	180	180	180	180	103	1033	
4	Neil Murray	210	180	174	180	180	100	1024	
5	Alan Jack	210	180	180	180	94	180	1024	
6	Craig King	210	180	180	180	62	180	992	
7	Phil Mitchell	210	180	180	143	95	180	988	
8	Tahn Stowe	195	146	180	180	101	180	982	
9	Omri Tennenhaus	81	180	174	180	180	180	975	
10	Vin Morgan	210	180	131	180	180	85	966	
11	Paul Lagan	210	176	180	180	173	43	962	
12	Richard Jack	210	180	133	180	180	72	955	
13	Albert Fathers	210	180	180	180	45	152	947	
14	Malcolm Campbell	119	179	75	180	180	180	913	
15	Ted Burfein	153	139	180	180	180	71	903	
16	Chris Murphy	147	180	180	164	174	46	891	
17	Rob Wallace	145	180	169	27	140	171	832	
18	Michaela Groenewegen (J)	172	42	126	107	41	180	668	
19	Stewart Cox	163	133	163	78			537	

F1B	Name	RD 1	RD2	RD3	RD4	RD5	RD6	RD7	FO 1	TOTAL
1	Bill Jones	210	180	180	180	180	180	180	358	1648
2	Roger Morrell	210	180	180	180	180	180	180	351	1641
3	David Ackery	210	180	180	180	180	180	180	327	1617
4	Vin Morgan	206	180	180	180	180	180	180		1286
5	Terry Bond	210	180	180	180	180	145	180		1255
6	Paul Rossiter	209	161	180	180	180	180	158		1248
7	Lincoln Vincent	209	180	180	180	154	180	145		1228
8	Bill McGarvey	158	180	180	166	180	180	148		1192
9	Paul Squires	210	117	180	171	120	180	180		1158
10	Albert Fathers	128	172	180	147	153	180	117		1077
11	Paul Lagan	210	180	180	141					711
12	Ted Burfein	185	149	85						419
13	Stewart Cox	182	0	0	152					334
14	Neil Murray	210	52							262
15	Leigh Morgan	160	0							160
16	Antony Koerbin	143	13							156

F1C	Name	RD 1	RD2	RD3	RD4	RD5	RD6	RD7	FO 1	TOTAL
1	Roy Summersby	210	180	180	180	180	180	180	577	1867
2	Mike Roberts	210	180	180	180	180	180	180	249	1539
3	Terry Bond	210	163	180	180	180	180	180		1273
4	Alan Jack	210	180	180	180	123	180	180		1233
5	Colin Crowley	210	180	180	180	0	180	180		1110
6	John Bailey	154	180							334

F1G	Name	RD 1	RD2	RD3	RD4	RD5	FO 1	TOTAL
1	Darren Jones	120	120	120	120	120	206	806
2	Bill Jones	120	120	120	120	120	166	766
3	Paul Squires	120	118	120	120	120		598
4	Sonya Burfein	90	120	120	113	120		563
5	Albert Fathers	120	110	120	120	81		551

F1J	Name	RD 1	RD2	RD3	RD4	RD5	FO 1	TOTAL	Tie breaker
1	Mike Roberts	120	120	120	120	120	279	879	
2	Colin Crowley	120	120	120	120	120	215	815	127
3	Alan Jack	120	120	120	120	120	215	815	0
4	Roy Summersby	120	120	120	120	0		480	
5	John Bailey	120	120	120	4			364	

F1H	Name	RD 1	RD2	RD3	RD4	RD5	FO 1	TOTAL
1	Brian Van Nest	120	120	120	120	120	160	760
2	Phil Mitchell	120	120	120	120	120	53	653
3	David Ackery	119	120	79	120	80		518
4	Chris Murphy	108	116	77	78	106		485
5	Malcolm Campbell	71	58	60	120	83		392
6	Michaela Groenewegen (J)	60	30	61	59	76		286
7	Sonya Burfein	90	43	0	0	78		211

% OPEN	Name		RD 1	RD2	RD3	Total	% FO time	FO %
1	Bill Jones	F1G	120	120	120	100	200	166
2	Darren Jones	F1G	120	120	120	100	186	155
3	Phil Mitchell	F1H	120	120	120	100	146	121
4	Brian Van Nest	F1H	120	120	120	100	145	120
5	Omri Tennenhaus	F1A	180	180	176	99		
6	Albert Fathers	F1G	117	120	73	86		
7	Malcolm Campbell	F1H	63	74	68	57		

P30	Name		RD 1	RD2	RD3	FO 1	TOTAL
1	Paul Squires		120	120	120	183	543
2	Paul Lagan		120	120	120	121	481
3	Antony Koerbin		120	120	120	54	414
4	Stewart Cox		105	119	91		315
5	Chris Murphy		116	31	71		218

HLG	Name		RD 1	RD2	RD3	RD4	RD5	RD6	TOTAL
1	Stewart Cox		29	32	18	49	32	60	220
2	Antony Groenewegen		27	30	35	44	34	45	215
3	Julian Lagan		38	27	22	39	33	33	192
4	Tahn Stowe		34	34	24	26	34	26	178
5	Chris Murphy		17	52	21	29	15	29	163
6	Omri Tennenhaus		25	28	17	18	37	19	144
7	Micheala Groenewegen		13	14	11	16	11	16	81

DLG	Name		RD 1	RD2	RD3	RD4	RD5	RD6	TOTAL
1	Paul Lagan		53	60	60	60	60	53	346
2	Antony Groenewegen		58	50	42	45	48	32	275

CLG	Name		RD 1	RD2	RD3	RD4	RD5	RD6	TOTAL
1	Paul Lagan		53	60	60	60	60	53	346
2	Antony Groenewegen		58	50	42	45	48	32	275

THE OMARAMA CUP

F1A	Name		RD 1	RD2	RD3	RD4	RD5	RD6	RD7	FO 1	TOTAL
1	Phil Mitchell		210	180	180	180	180	180	180	279	1569
2	Omri Tennenhaus		210	180	180	180	180	180	180	113	1403
3	Nickolai Nikolov		210	180	166	180	180	180	180		1276
4	Craig King		210	180	180	180	165	180	180		1275
5	Rob Wallace		177	180	180	180	180	180	180		1257
6	Tahn Stowe		210	180	180	136	180	180	137		1203
7	Neil Murray		210	180	83	180	180	180	180		1193
8	Antony Koerbin		210	180	180	92	180	162	180		1184
9	Stewart Cox		210	151	180	180	121	162	180		1184
10	Brian Van Nest		210	180	72	180	180	180	180		1182
11	Richard Jack		145	180	180	180	84	180	180		1129
12	Malcolm Campbell		166	180	180	180	57	60	180		1003
13	Alan Jack		114	180	180	180	180				834
14	Michaela Groenewegen (J)		210	60	116	98	84	121	65		754
15	Albert Fathers		210	180	34	49	180				653
16	John Bailey		210	180	180						570



F1B	Name		RD 1	RD2	RD3	RD4	RD5	RD6	RD7	FO 1	TOTAL
1	Paul Rossiter		210	180	180	180	180	180	180	270	1560
2	Terry Bond		210	180	180	180	180	180	180	194	1484
3	Bill Jones		210	180	180	180	180	180	180	146	1436
4	Vin Morgan		210	180	180	180	180	180	180	134	1424
5	Lincoln Vincent		174	180	180	180	180	180	180		1254
6	Leigh Morgan		210	164	180	180	150	180	180		1244
7	Paul Lagan		152	180	180	180	180	180	180		1232
8	Paul Squires		210	180	174	180	180	180	126		1230
9	David Ackery		191	154	180	180	155	180	180		1220
10	Roger Morrell		185	180	180	180	75	134	180		1114
11	Bill McGarvey		156	144	180	180	70	180	180		1090
12	Albert Fathers		204	170	102						476
13	Ted Burfein		172								172

F1B	Name	RD 1	RD2	RD3	RD4	RD5	RD6	RD7	FO 1	TOTAL
1	Alan Jack	210	180	180	180	180	164	180		1274
2	Mike Roberts	210	180	180	180	180	127	168		1225
3	Colin Crowley	210	180	180	175	38	127	180		1090

Mini Combined		RD 1	RD2	RD3	RD4	RD5	Total
1	Alan jack	120	83	120	120	120	563
2	Roy Summersby	120	120	120	120	58	538
3	Malcolm Campbell	92	92	103	81	61	429
4	Mike Roberts	120	120				240
5	Darryn Jones	106					106
6	Brian Van Nest	71					71
7	Sonya Burfein	50					50
8	Micheala Groenewegen (J)	47					47

Kiwi Power		RD 1	RD2	RD3	FO	TOTAL
1	Rex Bain	111	120	120		351
2	Chris Murphy	103	102	120		325
3	Stewart Cox	79				79

HLG	Name	RD 1	RD2	RD3	RD4	RD5	RD6	TOTAL
1	Antony Groenewegen	36	19	60	25	60	38	238
2	Julian Lagan (J)	37	45	28	22	32	33	197
3=	Stewart Cox	19	32	22	17	23	60	173
3=	Tahn Stowe	27	25	32	52	22	15	173
5	Micheala Groenewegen (J)	13	8	13	10	8	11	63

DLG	Name	RD 1	RD2	RD3	RD4	RD5	RD6	TOTAL
1	Paul Lagan	60	60	60	40	60	36	316
2	Antony Groenewegen	45	40	41	38	60	55	279
3	Stewart Cox	1						1

CLG	Name	RD 1	RD2	RD3	RD4	RD5	RD6	TOTAL
1	David Ackery	37	60	57	59	31	59	303
2	Paul Lagan	42	49	34	60	54	60	299
3	Julian Lagan (J)	30	40	60	53	47	46	276
4	Antony Koerbin	51	39	60	44	44	29	267
5	Rob Wallace	28	39	28	37	31	23	186
6	Chris Murphy	24	18	20	35	19	60	176
7	Stewart Cox	31	24	27	33	21	27	163
8	Antony Groenewegen	60	26	18	25	26		155



Turn to page 31 to see who won
the coveted Rose Bowl trophy



The Winners - Kotuku Cup and Omarama Cup



Kotuku Cup - F1A



Kotuku Cup - F1B



Kotuku Cup - F1C



Kotuku Cup - F1G



Kotuku Cup - F1J



Kotuku Cup - F1H



Kotuku Cup - Percentage Open



Kotuku Cup - P30



Kotuku Cup - HLG



Kotuku Cup - DLG



Kotuku Cup - CLG



Omarama Cup - F1B



Omarama Cup - F1C



Omarama Cup - Combined Mini



Omarama Cup - Kiwi Power



Omarama Cup - HLG



Omarama Cup - DLG



Omarama Cup - CLG



The Australian Team - winners of the 2010 Trans Tasman

Trans Tasman Comments

by Vin Morgan

Australia won the Rose Bowl. The scores are now Australia 11, New Zealand 10. There doesn't seem to be much home ground advantage, out of the 21 competitions 12 have been won by the home team.

The current scoring system, which simply takes an average of the flyers scores, has produced some tight competition and close results. At Omarama, four of the six Australians maxed out and, in a total score of 7453, Australia won by just 55 seconds! It's easy to drop 55 seconds. As Paul Lagan, NZ Team manager said at the presentation. *"The NZ Team flew better than any previous team, it is just that the Australians flew even better"*.

Australia fielded a team of six flyers, Phil Mitchell and Tahn Stowe in F1A, Terry Bond, Paul Rossiter and William Jones in F1B and Colin Crowley in F1C. The Kiwis also had a team of six but they had three in F1A and three in F1B.

On the "Symposium Day" as well as talking models there was a discussion on the future of the Trans Tasman. The meeting agreed the competition was useful and enjoyable and should be continued. The present scoring system is effective however it has one disadvantage in that it leads to countries only fielding their best flyers. This goes against one of the original aims of the TT which was to give new flyers experience in international competition.

However, as a result of a comment from Neil Murray, the meeting determined a way around the problem. In essence it involves allowing scores of the lowest scoring members of a team to be dropped from the final reckoning. There is still some work to be done to agree on numbers but we think this will be a significant improvement to the current reasonably workable system.

Minutes of the meeting and outcomes from further discussion with NZ will be published in the next FFDU.

AUSTRALIA

NEW ZEALAND

Phil Mitchell	F1A	1290	Craig King	F1A	1275
Tahn Stowe	F1A	1203	Rob Wallace	F1A	1257
Bill Jones	F1B	1290	Antony Koerbin	F1A	1184
Paul Rossiter	F1B	1290	Paul Lagan	F1B	1232
Terry Bond	F1B	1290	David Ackery	F1B	1220
Colin Crowley	F1C	1090	Paul Squires	F1B	1230

7453

7398

VICTORIAN STATE CHAMPIONSHIPS - 2010

F1A

									Total
1	Vin Morgan	180	180	180	180	180	180	180	1260
2	Tahn Stowe	180	180	106	180	180	180	180	1186

F1B

		1	2	3	4	5	6	7	Total
1	Gary Pope	210	180	180	180	180	180	180	1290
2	Richard Blackam	210	180	180	180	179	180	180	1289
3	Vin Morgan	210	180	180	175	180	130	168	1223
4	Leigh Morgan	202	180	180	180	180	169	125	1216
5	Brian Oliver	210	180	180	180	124	148	180	1202

F1C

		1	2	3	4	5	6	7	Total
1	Roy Summersby	180	180	180	180	180	180	180	1260
2	Terry Bond	180	180	180	180	177	180	180	1257
3	Percy Wright	180	180	171	82				613

Open Power

		1	2	3	Total	Fly Off
1	Colin Collyer	180	180	180	540	350
2	Gary Odgers	180	180	180	540	342
3	Fred Roberts	94	98	180	372	
4	Roy Summersby	99	115	180	394	
5	Harry Sokol	180	180	156	516	

Combined Vintage

					Total
1	Roy Summersby	180	180	180	540
2	Brian Hammond	135	167	154	456
3	Colin Collyer	180	180	89	449
4	Harry Sokol	87	129	180	396
5	Fred Roberts	106	82	161	349
6	Gary Odgers	40	127	51	218

Scale

1	Fred Roberts	20
2	Gary Odgers	13

P-30

					Total	Fly Off
1	Vin Morgan	120	120	120	360	141
2	Sean O'Connor	120	120	120	360	98
3	Leigh Morgan	120	120	120	360	93
4	Brian Hammond	49	51	101	201	

Open Rubber

					Total	Fly Off
1	Colin Collyer	180	180	180	540	1050
2	Gary Odgers	180	180	180	540	538
3	Vin Morgan	180	137	166	483	
4	Leigh Morgan	180			180	

2010 VICTORIAN STATE CHAMPS REPORT

Just 15 lucky fliers enjoyed nearly perfect free flight weather at the 2010 Vic State Champs on the McMahon property at Springhurst. There were fly-offs in Open Power, Open Rubber and P-30 while the CD was very relived when fly-offs in F1B and F1C were narrowly avoided. While lift was ever-present, big boomers were rare. Time keepers comments, easily overheard in the light conditions, revealed that quite a few maxes in F1B and F1C were 'not by much'.

Colin Collyer's outstanding 17 min 30 sec winning OR flight upstaged the close finish between him and Gary Odgers in Open Power the previous day.

As for spectacle, Roy Summersby's folding F1C wowed spectators as it zoomed to great heights in 4 and a bit seconds and then unfurled itself and flopped into a stately glide. However nature capped it all when a field full of dust was drawn up into a thermal and we were treated to a detailed flow visualization of the whole structure with its spiraling inner core particularly evident.

The most surprised place-getter was Brian Hammond who could hardly believe that his efforts with his Korda were good enough to secure 2nd place in Combined Vintage.

We had thought that only Tahn Stowe would fly F1A but Vin Morgan could not resist the conditions and un-retired himself as a glider flier finishing with a perfect score, matching the high standard set in F1B and F1C.

The P-30 fly-off was something of an anti climax given the conditions and earlier flights. Vin, who flew first, got the best of what lift there was during the 10 min fly-off slot while Leigh Morgan and I floundered in mushy turbulence.

In Scale Fred Roberts and Gary Odgers were very evenly matched except that Gary left his documentation at home. The conditions made scale flights very easy but the CD was unable to locate the take-off tarp so there were no ROGs.

Although the weather was outstanding the last day saw much less flying.

Only Peter Lloyd had a HLG and he elected not to compete. Roy Summersby bent his OZ-Diesel before the comp got going while Peter Lloyd trimmed his on the first two flights and went on to win with easy maxes. As for Ebenezers, Fred Roberts had one which he flew repeatedly during the morning and just as we were about to pack up Graham Porter arrived from Albury with a mixed quartet. He eventually got them all fired up and had two or three flights with each, but there was no mass launch.

Many thanks to all those who attended, to Col Collyer who CDed the last day and helped pack the gear, to Janet Taylor who helped me with admin., and especially to the McMahon's for allowing us to use their property and experience such wonderful conditions.

by Sean O'Connor - CD

TEAM TRIAL RESULTS as at 9 May 2010

	Name	Aus Hts	Isaacson Winter Classic	Max Men	SCC	AFFS	Kotuku Cup	Omarama Cup	Vic St Ch	QLD St Ch	NSW St Ch	WA St Ch	WA Trial	Sum of best three	Diff
		24/12/09: 4/1/10	6-7/2/10	12-14/2/10	29-31/3/10	2-4/4/10	11-13/4/10	15-17/4/10	7-9/5/10	29-30/5/10	12-13/5/10	14/05/10 24-25/7/10	5-6/6/10		
F1A															
1	Phil Mitchell	1254		x1218	1260	1239	x958	1260						3776	
2	Vin Morgan	1080		1163	1232	1158	x938		1260					3698	80
3	Ned Murray				1175	1182	x994	1163						3520	165
4	Tahn Stowe	1093			1152	1007	x967	1173	1188					3511	9
5	Ted Burteln	1018			1023	1172	903							3213	298
6	Malcolm Campbell	957			854	1187	x918	1003						3177	36
7	Albert Fathers	924			1050		917	x823						2891	286
8	Martin Williams					1120								1120	1771
9	Des Stabery				1058									1058	82
F1B															
1	Terry Bond	1115			1260	1260	x1225	1260						3780	
2	Richard Blackham	1231		1250	1222	1186			1259					3750	30
3	Paul Rossiter	1129			1221	1247	x1219	1260						3726	22
4	Vin Morgan	299		x1174	1223	1194	x1260	1260	1193					3677	51
5	Gary Pope				1256	1161			1260					3677	0
6	Leigh Morgan	180		1259	1169	1142	x160	x1214	1194					3612	66
7	Ted Burteln	1050			1227	1260	414	x172						3537	75
8	Albert Fathers				1217	864	1077	x452						3150	379
9	Ned Murray				1140	1202	252							2574	584
10	Graham Maynard	360			809	1133								1902	672
11	William Jones						x1260	1260						1260	642
12	Ackion Bryant	432												432	826
F1C															
1	Roy Summersby	1079		1260	1267	208	x1260		1260					3777	
2	Terry Bond	795			1260	183	1243		1257					3780	17
3	Bill East	1053			1208	437								2758	1002
4	Colin Crowley			1260			x1000	x1000						1200	1480
5	Percy Wright								613					613	
6	Stuart Sherlock	67												67	
	Chris Behr													0	
	Graham Maynard													0	
	Peter Nash													0	
	X	Under the trials rules only one overseas event can be counted so and is placed before overseas scores not used													



**The NSW Free Flight Society Inc
presents:**

2010 SCALE RALLY and TRANS TASMAN CHALLENGE

Saturday 3rd July

WHERE?

Qualturf Farm
Cornwallis Lane off Bensons Lane
RICHMOND NSW

WHEN?

7.00 am - 2.00 pm Saturday 3 July
(with Sunday 4th July reserve day)

WHO?

Anyone interested in Free Flight Scale

WHICH?

I C Power, Rubber, Electric, CO2

WHY?

- * Because the Kiwis are coming
- * Because the field is made for FF Scale
- * Because the prizes are fantastic
- * Because you should be there



versus



More details? Contact Tahn Stowe
Ph/ Fax 02 9664 6198 mobile 0418 429 351
email: stowes@ozemail.com.au



A TRIBUTE TO THE LATE GORDON BURFORD (1919-2010)

Gordon Burford passed away on the 12th March, 2010, following a fall at his home in Currumbin. He will be greatly missed by all who knew him, who knew of him, or who merely flew models with his engines.

He was a very popular member of SAM 1788 and was always delighted to assist others with engine related matters, as well as offering considered advice to the SAM Committee when important issues were discussed.

Gordon was Australia's premier model engine designer and manufacturer. The thousands and thousands of engines he produced and sold under the GB, GeeBee, Sabre, GloChief and Taipan names encouraged and sustained aeromodelling in this country for over 50 years.

He was a modeler too, starting with rubber in the early 1930s and progressing to become a very competitive Indoor and Wakefield flyer prior to the Second World War, along with his lifelong friend, Boyd Felstead. Following the war, Gordon (VH-155) pioneered control-line flying in South Australia, alongside other luminaries such as Bill Evans, Jack Black and Mal Sharpe.

He was a well-known and respected free-flight contestant for many years, before turning his interest to old-timer flying in the mid '70s. He built specialist engines for old-timers and was always on hand to offer advice and assistance to other modelers. Gordon was known around the world for his engines and modeling expertise, having made several overseas trips to England, France, Italy and the US.

Gordon Burford was born in Adelaide on the 3rd August 1919. He grew-up during the Depression years, aiding his father who was a beekeeper. In 1942, Gordon married Josie Harding, spending the war years as an aircraft instrument fitter. Following the end of WW2, Gordon could see an opportunity to manufacture model aircraft engines in Australia and purchased a

lathe, a tool and cutter grinder and a hone. He initially made just three 5cc diesels, based on the Sparey design which had recently been published in England. Two further 5cc diesel designs followed, based on the very successful American Drone engines. By the mid '50s, Gordon had built thousands of Sabre diesel and glow engines, most being sold on the local market. These engines introduced so many young and old Australians to the joys of aeromodelling and elevated Gordon's small firm to International attention.

In 1957 he adopted the Taipan and GloChief names for his engines. His son Peter was now working full-time with his father and was to contribute his own design and manufacturing ideas. Production of Burford engines increased dramatically in the '60s and '70s, with well over 100,000 engines being built at the Gordon Burford and Co. Pty. Ltd. factory at Belfast Street in Grange, South Australia.

In 1973, Gordon passed the Taipan business to Peter's control, and directed his energies to the interests of Australian aeromodellers, taking the position of Federal Secretary and Treasurer to the MAAA. In this, he was very ably assisted by his wife Josie, and they remained in this capacity until 1984. During their tenure, the MAAA was progressed from a relatively small organization to one with access to the Australian Government and an enhanced presence at the annual CIAM Meeting of the FAI in Paris. Gordon loved these overseas trips and forged a long-lasting, personal association with many prominent people in the international aeromodelling scene. Influential people such as Ron Moulton, Peter Chinn, Ron Irvine, Henry Nicholls, John Brodbeck, Duke Fox, Sandy Pimenoff, John Pond and others were now brought up-to-date with the Australian modelling scene, and Australian modellers started to move out into the world as a result of these introductions. That is one of Gordon Burford's greatest legacies.

In 1983, Gordon and Josie were granted MAAA Life Membership for their work with the organization. In 1985, Gordon was awarded the prestigious Paul Tissandier Diploma by the FAI for services to aeromodelling. He was inducted into the MAAA Hall of Fame twice. First in 1983 for services to aeromodelling, and again in 2000 for being a 'Competitor at the 1938 Nationals', the first such national event held in Australia.

Around 1980, Gordon and Josie moved from Adelaide to Currumbin in QLD and built a unique house to Gordon's design. In the large attached workshop, he built many of the specialist and replica engines for which he was so well-known in later years. After nearly 56 years of happy marriage, Josie passed away in 1998. Finally, Gordon embraced CO₂, compressed air and electric power and in his latter years flew small models in a local reserve. He never lost his interest in model engines though, and was always ready to discuss and quietly advise people with a similar interest.

On behalf of his many friends in SAM 1788, I have extended our condolences to his sons, Peter, Don, Richard and Mark, to their wives and partners and to Gordon's grandchildren and their families.

Directional loop antenna for model location

While a yagi has the best range and directionality it is not particularly convenient to carry especially if you are on a bike or fighting your way through the bush. And although the small helical 'rubber ducky' antenna is compact it is not very sensitive and since, by itself it is non-directional, direction has to be obtained using the body shielding technique. This often doesn't work very well especially near metal fences and it is also has the disadvantage that when you hold the antenna low down against your body the sensitivity is even greatly reduced.

The new direction finding loop antenna is a good compromise between performance and convenience. Its direction finding is as good as a yagi and in practice its sensitivity is good because it can be held up higher from the ground.

The loop gives a broad maximum signal when the transmitter is in the plane of the loop and a sharp null at right angles. It doesn't tell you which side the transmitter is on but if you are close enough to be unsure the body shielding method can be used to see which direction gives the stronger signal.

The loop antenna weighs just 36 g so it really helps keep the excess baggage down. They cost \$35 from Vin Morgan.

*I've had mine for both Narrandera and Omarama, and it's superb. **Editor***



THE LONGEST BUILD

by Fred Roberts

Way back in April 1963 I saw an advertisement in Aeromodeller magazine for a Veron kit called the Viscount and decided then and there I had to have one. The next payday I was talking to Bruce Hearnese in the old Flinders Street shop under the arches. The advertisement claimed you could build it for free flight at 48in span or Radio Control at 54in span, so I decided to build it for RC but to lock up the controls and fly it FF until I could afford an RC outfit.

I already had an early OS motor which was just the right size so a start was made on the building of the model. A year later the model was ready for covering and a few sheets of heavy Modelspan were bought from Dick Steel and another year later it was ready for decoration and the installation of the motor. At this time we bought our first house so domestic duties took over for a few years then it was 3 children and even more domestic callings, so no progress on the Viscount for even more time.

Next was a move from the Dandenongs to Geelong and the poor old Viscount almost went to the tip with the rubbish, however I remembered a friend at work was also an aeromodeller and so I gave it to him to finish and fly. Several years later he arrived on our doorstep with the Viscount and insisted I take it back. By now all the kids had grown up and flown the nest and I was back into the hobby so it was going to get finished if it was the last thing I did.

In January 2000 it was finished and looked every bit as good as I'd pictured it all those years earlier. I just admired it for the next 3 years until someone suggested it might even fly if I took it out to the field! So on 5th April 2003 just about 40 years to the day it flew for the first time and what a sight it was, fast but stable and very pretty like all of Phil Smiths designs. To this day that is the only flight the model has made, it is still in airworthy condition and this winter will be fitted with electric power and radio and flown on a regular basis.



The Veron Viscount

I think 40 years must be one of the slowest builds of all time, but then again you can't rush these things.

From the Model Flying Press

George Car continues his reviews.....

You will have heard that **David Boddington**, the remarkable entrepreneur aeromodeller from the UK, with involvement in full-size flying, model flying and designing and model airplane magazine publishing has passed away a few weeks ago. David published columns on sport and scale RC flying, designed a huge number of models, and then (in the 80's and '90s) publishing various model flying magazines, such as Aviation Modeller International (which now incorporates Aeromodeller) of which the latest (of which I'm aware) was RC Model Flyer. His model plan production was prodigious, with the accent on sports and scale aircraft. Indeed, the last plan he published (that I know of) was in RC Model Flyer October 09, a sports model "Memories" for small diesel, high wing cabin monoplane with elliptical tips.....a chip off his old block indeed.

For me, his most memorable plan was for a small single channel glider (or a pylon mounted Cox 020) "Apprentice", - an Aeromodeller free plan that showed David's design formula – attractive layout, practical, characteristic "Clark Y" type section at 3% incidence and CG at 33% with 25% tailplane area, 10% fin. Only problem in those days was the weight of the radio gear – with the 020 flat out, the model had a ceiling of about 25ft, which meant good practice navigating around all nearby trees, great for depth perception practice..... David also started two very successful model kit businesses – DB Models, then later DB Sport & Scale. He started the first after his first series of articles on the Galloping Ghost single channel system (the first he considered practical). As there were no kits available, so he started making a few – demand was such he expanded, employing several staff and passing it on only when involvement in TV programs on flying/model flying started demanding all his time. When the TV interest died, he started DB Sport & Scale (he had written up the stories in RC Model Flyer over the past year) – though he was recently involved in a flying model of an airliner used for publicity shots before the actual aircraft flew. Always keen to promote model flying, David travelled around the UK giving talks to clubs and was a frequent attendee of model airplane meetings in the UK. He also did travel to South Africa & Australia among others in the interests of the hobby, giving a very memorable talk to the Veterans Gathering at Muswellbrook one year. Another legendary aeromodeller with a very big impact on our hobby passes on, sorely missed.....

Free Flight News was once again the first publication to carry the results of the AFFS champs over Easter (as well as other contests in Australia and NZ), expected for a monthly newsletter devoted to FF competition. In addition, it has carried a heap of have-to-read articles for the FFER, for example, a new CLG hook grip system (March) that has increased indoor records, a 1930's photo of Paul Dirac holding his model airplane – in the same year he won a Nobel prize for quantum physics and the most recent issue, an article by Ken Bauer on his Brian Eggleston sectioned F1A model (the thicker section allows foam/composite structure, and can compete with the flappers for height off the bunt, though it marginally looses on glide – but is easy to home brew and is very much less complex) – Food for thought! For those who feel that they would like to build a simple model to fly in competition – why not think of Chris Parry's "Mini-V" A1. The plan and story was carried in the May FFN – Chris built the original decades years ago, recently dusted it off and has been winning local contests with it in the past year – remember, it could be entered in A1 without weight limit, and is quick to build. You can get the full size plan as a pdf file from David Brawn (ask.discovery@ntlworld.com). *Or you can find an A4 version of the plan in this edition of FFDU (EDITOR)*

Flypaper, the VFFS newsletter carries the plans of Art Lonergan's "Muscleman IV", Col Williamson's "'49er" Wake and the Hearne's Hobbies "Observer", and some history of the models – remember, these plans are fully scaleable – you can print full size copies from your home printer, as discussed in a previous FFDU. (Subs via Sean O'Connor sean-oc@netspace.net.au).

The **FreeFlyter**, newsletter of the NSWFFS carries a very interesting article on George Fuller, with photo of THAT motor (his Elfin 1.8 with which he so nearly won the world champs in '53) with details of what has become of it! For subs, contact Barry Lee (barrylee@internode.on.net).

‘Such a nice guy’ is how Jamie was described by a mutual friend, and so Jamie proved to be. George Car had a fascinating visit to cyclist, draughtsman, inventor, small model plane designer and superb model builder, Jamie Herder.

Familiar with some of the designs published in Airborne in the early 1990s together with his friend Ron Neve, I was interested to visit Jamie’s impeccably neat townhouse in a Perth suburb. As expected, it carries a plethora of finely made small sports and scale FF models. Most are in good flying order, while all can fly. Jamie however doesn’t get out and fly his models as much as he would like (sound familiar?). Apart from the models (about equally divided among his own designs and published plans), Jamie has a good collection of small engines (and some electrics, CO2 and also some unique compressed air motors....and a couple of the small flying models have RC gear fitted), but judging by the type of models present, his main interests would be in small rubber powered sports models and small (under 12” span) chuckies and CLGs – all very precisely built, all very finely finished – and all fly well (non-flyers are not tolerated in the house!).

Strictly a sports flyer now, Jamie did start off model flying by building (unsuccessfully for many attempts – sound familiar?) small rubber powered scale kit models, then as skills improved, larger sports then competition FF models – in the 50’s, in his native South Africa, where he grew up on a large fruit, crop and dairy farm on the northern edge of Johannesburg. He won A2 at the Nats around 1950 with a Lulu, and has recently built another Lulu (but I couldn’t get him to come out and put up flights for the Lulu postal this year.....). Jamie trained as a draftsman, then was employed by an engineering business. By then a confirmed vegetarian (due to witnessing some cruel animal husbandry practices of the day), Jamie found himself designing animal handling facilities- if he isn’t so happy about that, he takes comfort in producing a much more humane system of animal handling than available then, and is still the most used system in South Africa today. Later, Jamie moved to Cape Town, but it was the height of Apartheid paranoia in the country (the 60s), and Jamie came to the attention of the secret police. Receiving a tip-off, Jamie had a friend drive him down to the docks right after work and boarded the next ship leaving the country (giving his car to the friend as a present....). A few days later, the secret police came banging on his relatives doors – did they know where Jamie was.....The silly thing was that Jamie was not politically active, so it was probably a case of mistaken identity, but secret police are not people to argue with....

After work in various countries - Canada, Spain and others, Jamie worked for a business in Sydney, becoming an active flyer there, meeting and becoming life-long friends with Ivor F among others. Tiring of city traffic, Jamie moved to Perth where he doesn’t even own a motor car, rather getting around on bicycle or public transport. Cycling, indeed has been a life long involvement, both in serious competition and also as a designer of folding bicycles. Jamie has invented 2 in the past (one of which has been produced in quite some numbers in various Eastern countries) from which he has, alas, not received a penny in royalties....and is currently working on a 3rd design. (Having seen the prototype, your scribe has put his name down for one when in production – it has the advantage that the folded wheels are in line and can rotate, so allowing the bike to be folded then walked along as one would a wheel-equipped suitcase – great on a platform when catching a train - and it’s smaller than any other I’ve seen).



Jamie’s favourite engine? Despite an amazing collection of exquisite motors, with some real jewels such as the tiny Gasparin, “Just has to be my ball-raced Taipan 1.5. I got it new-in-the-box, in the 70s – but haven’t installed it in a model yet....”



Among the many motors in Jamie’s collection (mostly small English diesels, Cox glows and CO2 motors, but also some unique compressed air motors) are these three – the Webra 2.5cc Red Head (destined for his Dixielander now under construction) which is the most recent addition, and the Ronald Valentine diesel being the smallest IC engine, while the smallest production model airplane engine ever is this Gasparin G1, weighing just 1 gram and which could power a 7” span model....one day.



Jamie's smallest model has to be this ship-in-a-bottle, exquisite detail, one of several he has made and here with a wristwatch for size comparison.....



The retractable needle equipped syringe that Jamie invented over a decade ago, in response to the rash of needle-stick injuries in hospitals that resulted in a number of Hepatitis B virus infections. The syringe comes with the needle, cover and plunger in place. The physician draws up the injectable solution, injects it into the patient, withdraws the needle from the patient, then presses the plunger to a second "click" which locks the needle to the plunger. The plunger is withdrawn a second time, when the needle will also be drawn into the barrel (as in the photo). In the fully withdrawn position, the plunger stem is broken off (note weak spot adjacent to piston), retracting the needle securely in the barrel, ready for disposal. Conventional syringes need the needle to be forced off the tapered fitting of the syringe, the jerk from which often causing a needle stick injury.



Jamie (along with his friend Ron Neve) is best known to Australian FFers as the designer of many small models, aimed at beginners "from 8 to 80" as published in *Airborne* in the early 90s – and there is to be a new series in that publication in the near future, we hear. The ROGue is one such plan, and the model is a superb flyer, too, as Jamie demonstrated to FFDU one afternoon on a nearby car-park. The models are all designed to be easily built, good flyers, and to not need too much room. Some, however, have very good flying potential, as long-time friend, Ivor F said, watching one of Jamie's models with its rapid spiral climb, then settling into a gentle thermal "you should enter it in Open Rubber – that will shake some of the contestants up!"



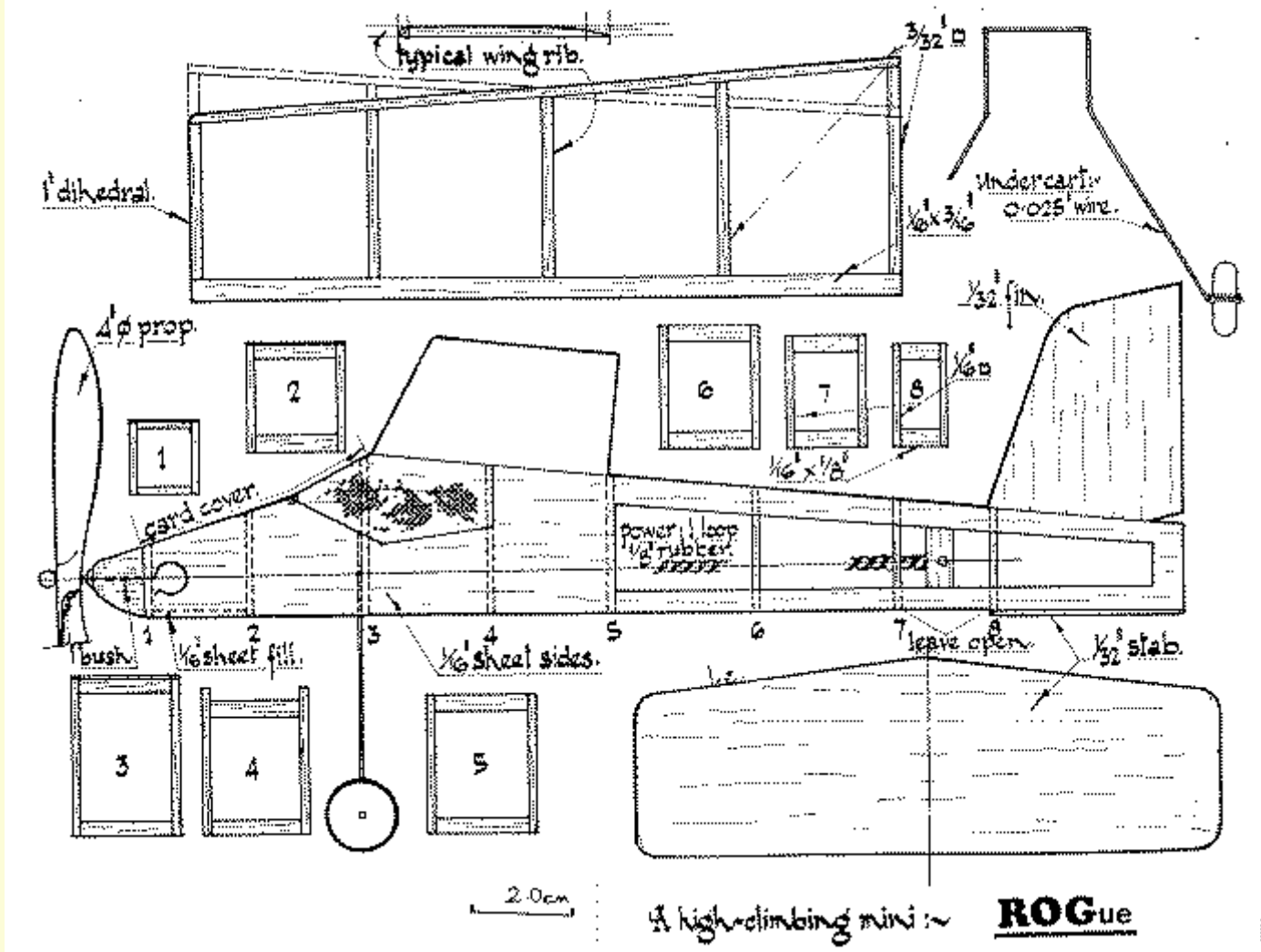
"Rubber has to be 'my thing', even though I have many planes with engines, and this rubber scale BF109 has to be my best. I decorated it Spanish colours, exactly as per the photo....."



Welcome to the Herder Residence, in Osborne Park, WA – to be greeted by a superbly finished bungee launched model of the Sukhoi SU 27B...Does It fly? - "The detail turned out so well, I haven't had the courage to fly it".

So, after a pleasant morning chat, a very tasty vegan (both Jamie and Deina his wife are vegans) lunch, and a lovely afternoon flying small models on a local field (also my Golliwock), I departed after having furnished Jamie with a Golliwock plan, and extracting the commitment to build one – but not before Jamie insisted I have a kit of the Ikara Junior indoor model. Damn, now I will have to start indoor flying....anyone know of a suitable venue in Darwin?

Jamie Herder's ROGue



Rossi 15 Mk2

Very little use, good compression and bearings.
External appearance near perfect with the exception of the spinner. Fitted with flood off nipple.
Comes with box, instructions and 3 venturis. **\$150**

K&B Torpedo 23

Used but near new. This 1951 engine is ready for a Vintage free flight or control line model. **\$65**

Contact Roy Summersby 0243410072

roydi132@optusnet.com.au

can email photos

Our Oldest Flyer

by Roy Summersby

I recently visited our oldest modeller to see for myself just how a man in his 89th year can design, build, and fly a free flight model. I must confess that my real reason was to discover his secret. I want to be just like him when I grow up. I don't care if it is F1C, Open Rubber or a Vic Smeed Tomboy; the big thing is getting out there in the paddock and doing it. The man I am writing about is our very own **Brian Alcock**. Brian was born in Sydney in 1921 and has lived in the Sydney area most of his life. Brian started aero modelling in 1932, and would you believe it, he showed me a rubber stick model that he built in 1935!!! Yes it has had a new set of wings, but that's all. The model is an Edwin Hamilton design from Model Airplane News.



Brian's profession was dentistry, which he started in 1938. War years saw Brian in the RAAF as a dentist. The RAAF let Brian come back to Civvy Street in 1946. Brian's first engine was a Frog 100 which he bought in 1948 and still has it. He loves the old Frogs, he must do, as he has five of them. Two are in models and ready to fly. Brian has a variety of other engines including a couple of Super Tigres but his favourites are the old Frogs and the Cox 049. In 1983 Brian had a fire in his garage and 20 years of modelling went up in smoke, this put a stop to his building for quite sometime. He is certainly back at it now.

Last August he designed a one meter biplane, built it in September and in October was on the field at Richmond flying it. In the late 1950s and early 60s Brian was in the winning circles with open power and what was then class 2 power, (up to 2.5cc) taking trophies at National and State competitions. Brian's models might not make the fly offs in open power any more, but they are a delight to watch taking off and landing on the turf at Richmond. Brian is also keen on electric free flight of which he has quite a number and flies regularly. Going back to the 1948 Frog 100s which he has in two models, these models were built in the 1960s, they are still in perfect flying condition, they just need a little diesel fuel, flick of the prop on the old Frog and they are airborne.

Maybe as the years roll on and time takes its toll on me , I will have to give up my Verbitsky, Fora and Cyclon engines, save up for a 1948 Frog 100 with the venturi on the wrong side of the crankcase and build a biplane. It's my ambition to be like Brian, design, build and fly models at 89. Good on you Brian.

Brian's membership card for the Ashfield Model Flying Club is dated 25 May 1932.

Roy Summersby

PS: *I was also inspired some years back by Kurt Kuhl. He was flying alongside me in a F1C competition in East Germany. This man, in his eighties, was very frail but he was still flying a Rossi powered sheeted F1C model. No motor bikes here for retrieval but he did get a lot of help from his wife Hildegard. It was fantastic to see them on the field having a go and enjoying themselves.*





I recently received this email from Joseph Lane of Canada:

Subject: Harry Barr **Date:** Wed, 12 May 2010 11:57:33 +0000

"I am looking for any stick n tissue indoor flying clubs who would have built and flown the famous "Hangar Rat" designed by a Mr. Harry Barr... Canada.... Harry was a long time friend of mine and a good flying buddy. I regret to inform the fellows of Harry's passing, May 9th, 2010. He will be missed by all. If you could pass this information on to those involved, I would appreciate it very much."

Art Lane, MAAC 18441L, Canada.

art2lane@bell.net

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!

Wednesday 29 Dec 10 Registration
Thursday 30 Dec 10 F1C
P30

Friday 31 Dec 10 Flyoffs
F1A

Saturday 1 Jan 11 Flyoffs
F1G
Oz Diesel

Sunday 2 Jan 11 Flyoffs
F1B

Monday 3 Jan 11 Flyoffs
F1H
HLG and CLG
Scale static judging

Tuesday 4 Jan 11 Flyoffs
Day Scramble
F1J

Wednesday 5 Jan 11 Flyoffs
Open Rubber
Open Power
Scale

Thursday 6 Jan 11 Flyoffs
Vin Power
Vin Rubber
Vin Glider

Friday 7 Jan 11 Reserve day

64th Nationals

29 December 2010 – 7 January 2011
FREE FLIGHT PROGRAMME

www.maaq.org or www.maaa.asn.au for new information

The President's Report continues from page 3

After a long drive home on the Monday it was a mad rush to catchup with matters at home, do the washing, pack the model box, and early Friday morning front-up to the airline counter for the flight to NZ and Omarama 2010.

Omarama is, I am told, almost always dry due to the local topography, and so it was this year. The field was as dry and dusty as ever Narrandera can be, even after an evening shower the dust was only settled for the early part of the day. The weather was maybe not quite as good as Narrandera, although there was only one day (F1A of the Omarama Cup) which was truly unflyable. Even this was not a complete loss as the hard working organisers (Rob, Chris and Paul et al) put together a series of seminars by Phil Mitchell, Roger Morrell and Roy Summersby, each discussing the current state of the art for F1A, B and C. Many thanks to these three for providing completely ad lib, a very entertaining afternoon's information and discussion on the mechanics and "mentals" of modern model flying.



Again a strong field of local and international visitors ensured that the Kotuku and Omarama Cup events were fought out impressively. The variation in weather during many of the days probably made for more challenging conditions, although there were still a lot of red dots on the score boards, and fly-offs were the order of the day for many of the events to decide a winner.

Special mention should be made of the work put in by all the New Zealand organisers as despite a couple of difficult situations arising, managed to complete all events by the end of Saturday, in time for the prize giving dinner.

The issue of the future of the Omarama site was spoken about a number of times, and interestingly it is not only FFers who are fighting the push to establish irrigated dairy farm pasture on the site. As to whether the proponents get their way is still very much to be decided, but the view by the Kiwis is that whatever happens, the New Zealand legs of the WC will continue in the future. If you do get the opportunity to attend next time, I would recommend it to everyone.

Besides the WC events being held at Narrandera and Omarama there were also the 2010 Southern Skies series, and the Trans Tasman events being fought out.

The Southern Skyemen for 2010 are Brian Van Ness (F1A), Terry Bond (F1B), and Alan Jack (F1C). Well done to these three who all flew consistently across the four events. I think from memory both Brian and Terry dropped only one max each across the four comps, and Alan wasn't far behind them.

The Trans Tasman trophy was won by Australia, although by only a small margin. Much of success can be attributed to our F1B team members (Terry Bond, Bill Jones, and Paul Rossiter) who all maxed out in the Omarama Cup to setup a strong basis to the winning score.

For sheer team work and discipline, the efforts of the Chinese at Narrandera should be a lesson to us all, however I was impressed by how well the New Zealand team co-ordinated on the day of the TT. From the corralling of their cars in a circle at the beginning of the day, to the constant radio chatter, and multi-discipline co-ordination throughout the day, they were there to play the game HARD! Well done to all TT competitors, and all those who attended Narrandera and/or Omarama, a great three weeks of flying.

After all that I would like to also mention a couple of other points.

Firstly the AFS AGM was held at Narrandera with myself, Phil Mitchell and Vin Morgan being re-elected to the committee. Kathy Rossiter has accepted the position of Facility Manager as Leigh Morgan stepped down from the role she has done un-officially for many years. Many thanks to Leigh for her tireless effort over the years, and thank you to Kathy for taking up the baton.

.... *and concludes on the next page*

Malcolm Campbell has accepted to take on the editorship of FFDU for the year. As noted in my introduction Malcolm did an excellent job with the first edition for the year, as he does with the BFFS Digest. However with all this, his club secretary position in the BFFS, and his enthusiasm for flying F1A, I am sure he would appreciate any input you can provide to either FFDU or the BFFS Digest.

Secondly due to the 2011 World Champs in Argentina being held close to or over Easter, it was decided at the AGM that the committee would look at alternative dates for the AFFS/SC comps later in 2011. A preferred date of Monday 30 May to Sat 5 June has now been settled on, and the committee will be proceeding to organise next year's events on this basis. The program will be most likely as per this years.

Finally, Tahn and Liz Stowe have decided that ten years of organising the Southern Cross cup events is enough and have officially retired from the position. As to who takes over the running of the SC Cup is still to be decided within the NSWFFS, however we will make sure that the event continues on. A hearty well done and thank you to Tahn and Liz for their efforts over the years. Besides losing two dedicated organisers, are we going to get all that lovely chocolate again, and damn, Tahn might get to fly his own event (SC F1A) even more competitively!

Anyway I have probably written about twice as much as Malcolm is budgeting for! With all the great events of the last two months, point scoring for the 2011 Australian FF WC team is seriously hotting up, and with a number of State Champs still to go, plenty could still happen. Good luck to all on and off the field, and till the next edition of FFDU,

Regards, Ted Burfein

½A POWER – a simple power class for club days?

At a recent BFFS club meeting, Graham Maynard was asked what were the specifications for ½ A power? Confusion reigned with the only common agreement being a .8cc engine. Some thought it should be a 1.0 cc engine, some thought a plain bearing engine, some wanted specifications to be free and some wanted locked down surfaces. This was shaping up to be a difficult task to build a suitable model as there is only about six months to go before our club competition.

What are the rules for ½ A power? The MAAA rulebook going back as far as the early 90s was of no help, as it is not listed. What do they do in New Zealand? Clearly listed in F/F power rules is a ½ A Power. The rules are for a 1.0cc engine limit, seven-second engine run, a two-minute maximum, hand launch or ROG or ROW and Three Flights.

Off to the British Model Flying Association to see if they address ½ A Power. The Class is called BMFA ½ A Power. The model specifications place limitation on the engine only, which is up to 0.85 cc and must be plain bearing. Weight or function restrictions and fuel is not mentioned. The events are flown with an 8 second engine run over five rounds.

Discussion on the Internet between three key players highlighted a few anomalies. Some want functions, others don't, all want PB engines, some to 051 others 061 and some just want Cox engines. So, to get the ball rolling, here's a set of provisional "prototype" rules. Where are they? Turn the page!



Contact Roy Summersby
on 02 4341 0072
or email
roydi132@optusnet.com.au

Geared F1C model

Yes another one from my stable this model has a Verbitsky engine, wing and stab. Babenko 4 blade prop, carbon boom and fin.



A very competitive model \$1400



½A POWER - proposed rules by the BFFS Inc

- ➔ *PB engine up to 061 (Cox, AME, Barbini, McCoy, OK, etc)*
- ➔ *No restrictions on airframe size and weight*
- ➔ *Functions limited to DT and engine cut off only*
- ➔ *Pressure feed allowed*
- ➔ *8 sec engine run for 051, 7sec engine run for 061*
- ➔ *2 min max.*
- ➔ *Five flights, may be specified in rounds*

These “rules” will be reviewed after our contest, to see if modifications are necessary. Of course if no one flies because the rules are not to their liking, we start again. Perhaps individual States, if interested, can come up with variations on these “rules” in the hope that a Australian standard for 1/2 A Power may be drafted? Forward your ideas to Graham Maynard’s email address of maynag@optusnet.com.au

Australian Free Flight Society Inc. Annual General Meeting

31 March 2010 Narrandera

Meeting opened at 7.51pm

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

Apologies: Nil.

Guests: Noelene Lyon, David Brawn, Lorraine Esquilant, Peter Stone.

1. Minutes of Previous Meeting

The minutes as published in FFDU were accepted.

Moved: Tahn Stowe Seconded: Paul Rossiter

2. Business Arising From Minutes

None.

3. Treasurer’s Report

The Treasurer tabled the AFFS Accounts for the past financial year for the member’s consideration:

Total Income	\$5215.00
Value of Assets	\$4371.27
Expenditure	\$5098.56

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

4. Election of Returning Officer

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

5. Election of Office Bearers

As no formal nominations were received in writing, nominations were received from the floor:

President: Ted Burfein was nominated by Les Esquilant and seconded by Roy Summersby.
Ted Burfein was congratulated as the returned President.

Secretary: As no formal nominations were received in writing, nominations were received from the floor:
Phil Mitchell was nominated by Roy Summersby and seconded by Terry Bond.

Treasurer: As no formal nominations were received in writing, nominations were received from the floor:
Vin Morgan was nominated by Terry Bond and seconded by Paul Rossiter.

Both positions were accepted by the nominees and carried unanimously. Newly elected President Ted Burfein thanked all Executive Committee Members for their efforts during the previous year, and Gary Pope for being the Returning Officer.

6. Field Status

AFFS Championships 2011

The Secretary tabled & read Vin Morgan’s submission on retrieval and extension of round times.

Continued next page

The Secretary outlined the current conditions for continued use of the field under our approved Environmental Impact Statement and that Wayne Durnan has indicated permission for AFFS to use the field next year. Following discussion, the resolve of the meeting was to continue in Narrandera 2011 under our current approval conditions.

On the item of extension of round times this will be left to the CD's discretion.

Action: Secretary

7. Team Trial System

The Secretary outlined the current system is operating well and understood by most competitive Free Flyers. Des Slattery raised the issue that Free Flyers from Queensland felt somewhat disadvantaged by the distances they must travel to other states.

8. Sponsorship

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

9. Rules

The meeting discussed issues surrounding the need to review F4A Scale Rules as they are not suitable for rubber powered scale models. It was suggested that the FFTC should review this. With regard to 1/2 A Power Rules, the recent article published in BFFS News should be printed in the next FFDU issue. AFFS will continue its current practice of three (3) flights in open events.

Action: Editor to include rules in FFDU

10. Memorial Trophies

Next year memorial trophies will be presented for:

Don Blackam – winner in F1B,

Gordon Burford – winner in Oz Diesel.

Secretary: to organize appropriate trophies

11. AFFS Program for 2011

The Secretary tabled and read Col Collyer's submission on the AFFS Program of Events. Due to conflict with 2011 World Championships in Argentina the Executive will determine alternative dates, suggested late May-early June 2011.

Note: the Executive has now determined the dates to be

Monday 30 May 2010 to Sunday 5 June 2010. (Same program as this year)

12. General Business

- Paul Rossiter advised the meeting on the timing of the proposed WA Nationals.
- Leigh Morgan advised on her retirement as Facilities/Banquet Coordinator. The Secretary thanked Leigh for her efforts over the years. All members showed their appreciation. Kathy Rossiter kindly offered to take this role.
- Terry Bond thanked Liz and Tahn Stowe for their efforts in running the Southern Cross Cup over the previous ten years. All members showed their appreciation. NSWFFS to advise of new organisers.
- FFDU Editor Malcolm Campbell kindly offered to act as Chief Editor for FFDU.

Action: all members to assist by supplying the Editor with suitable material.

With no further business the meeting closed at 9.15pm.

Ted Burfein
President

Phil Mitchell
Secretary

The Editor FFDU

With reference to Peter Lloyd's Vintage Views in FFDU Summer 2009, page 14.

The current rule for proof of age:

3.6.3 Proof of Age must be provided by the contestant for example, date on a published plan, construction article, three view or advertisement in the case of a model kit.....

'date on' is not underlined as appears on 14 but 'for example' was underlined in the minutes of the 2009 MAAA Competition Rules Conference as 'for example' replaced 'that is'.

This amendment allows additional means of proof of age. I believe Zaic's Yearbook three views post 1956 would be one acceptable means for proof of age when the model year is included in the title e.g. J. Blow's 1955 Wakefield.

continued on Page 48

1st Triple Maxout

A remarkable thing happened at the 21st Trans Tasman in New Zealand. The entire Australian F1B team maxed out. No Australian World Champs or Trans Tasman Team has ever done this before. It is quite an outstanding result. To put it in context, a triple maxout in almost any World Championship would give a team place – and in many cases 1st. The previous best Australian F1B result was a double maxout by Richard Blackam and Terry Bond at Lost Hills in the 2001 W/Chs at Lost Hills.

The 2010 Trans Tasman F1B team comprised Terry Bond, William Jones and Paul Rossiter - the same flyers as for the 2009 W/Chs in Croatia. Perhaps the match-practice at Narrandera and Omarama before the TT helped. Conditions in Omarama were good, calm and warm, however the site is always a tricky and lift-picking is difficult. The weather in Croatia was also fine but a peculiar condition of almost continuous sink in the first round lead to both Terry and Paul dropping and the team never seemed to get going again.

The Omarama triple leads us nicely to the Team Trials situation. The next World Championships in 2011 will be in Argentina in the first half of the year. A W/Chs in the Southern Hemisphere, in our flying season is rather nice for us because it takes away the considerable handicap that we normally fly under. For Argentina, The Northerners have to travel by air to the competition so their support equipment weight will have the same limitation we always face and the event comes at the end of our flying season rather than theirs. Maybe this has something to do with it but competition for team places in F1B is hot. Currently there are six people vying for the three team places.

Terry Bond is in first place with a perfect score of 3780, three maxouts in the AFFS, the SCC and the Omarama Cup. Terry is on a roll at the moment having dropped just 35 seconds in his last four events. Terry is going to fly F1C in the NSW St Chs because he can't improve his F1B score. Currently in second place, 30 seconds behind, is Richard Blackam, possibly Australia's most experienced F1B flyer. Richard has a maxout from Max Men and a 1259 from the Vic St Chs however his AFFS and SCC scores are not so good and his third score is a 1231 from the Nationals. His total could be improved at the NSW St Chs in June. In third place is Paul Rossiter from WA. Paul has got serious about F1B flyer fairly recently. He was in the Croatia W/Ch team and the 2010 TT Team. Paul has reasonable scores in the AFFS and SCC to add to his Omarama maxout. In equal fourth place are Vin Morgan And Gary Pope. Vin is using a current bit of lameness as a lame excuse for changing from F1A to F1B and only started in F1B a few years ago. Vin had two maxouts in NZ but only one is allowed under the selection rules so his other two are reasonable AFFS and SCC results. Vin will be at Lake George in June. Gary has one maxout from his win in the Vic St Chs, a 1256 from the AFFS and an 1161 from the SCC. Gary will also be at Lake George (everyone is going to be at Lake George – it's like a centralized trial!). Currently in 11th place in team trials is William Jones but this is because at the present time Bill has only one score. Bill didn't get to Narrandera or the Nationals but he did go to New Zealand where he maxed out in both the Kotuku and Omarama cups. Two good scores in the NSW St Chs and the Qld St Chs could easily move him up into contention.



The "Dream team" - William Jones, Paul Rossiter and Terry Bond



ATTENTION ALL FREE FLIGHTERS SPECIAL EVENT AT 64TH NATIONALS

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

**Run over 3 rounds 5mins max Flown over 4 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.**

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

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 squared/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 **33%** of the wing area.

ENTRANTS should advise Dale Jones via email weldwell@ezinternet.net.au or phone 0412 877 063
See last FFDU for full details

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3.6.3 'Proof of Construction must also be provided by the contestant, that is published plan, three view or kit plan showing construction details'. Zaic's Yearbook three views are acceptable for proof of construction for stick and tissue models of that era. There is no requirement for date on Proof of Construction plan or three view.

It is of interest to note that for the Gollywock, a popular and accepted model of 1939 vintage the earliest plan available for proof of construction is from Air Trails Annual of 1944 titled 'Wally Simmers Original Gollywock 1940. The date then for the models Proof of Age and Proof of Construction may differ. There is in fact no date required for Proof of Construction.

I argue that with the current 3.6.3 a three view by an authoritative source published post 1956 would be an acceptable 'Proof of Age' when it specifies the year of the model as prior to 1957.

Yours faithfully, *Jim Christie* 23/3/2010

In response to Jim Christie's letter 23/3/10

The way I see it is that if the date is on the plan, which has been drawn by a well known vintage expert i.e. Frank Zaic, Ben Buckle, John Pond , etc we should be able to accept this as being correct with all the proof that we need. The fact that the plan is not full size does not matter, in the case of the Frank Zaic year books Frank gives all dimensions as well as wood sizes and wing sections. Example 1954 Sr Nat Record Wakefield by Jim Bowers which is on page 118 in the 1956 book I would take this as a 1954 design.

Roy Summersby.