

FREE FLIGHT

DOWN UNDER

NEWSLETTER OF THE AUSTRALIAN FREE FLIGHT SOCIETY INC

VOLUME 42 NUMBER 3

SPRING 2010



**STATE
CHAMPS**



SCALE



BIG POWER

ENDURANCE

*An innovating and exciting
concept in Aussie Free Flight*



FRONT COVER: Terry Bond exercises his right arm at Omarama before rushing back to wind his F1B. He did well in both events.

Free Flight Down Under

Spring 2010

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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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ENDURANCE!

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CALENDAR: Last major event for 2010

DATE	EVENT	LOCATION	CONTACT
Dec 29 - Jan 7 2011	64th Nationals	Dalby QLD	Dale Jones

PRESIDENT'S REPORT:

Greetings and welcome to the September edition of FFDU. This edition is again being compiled/edited by Malcolm Campbell, with contributions by a number of the regular, and some irregular writers. Many thanks to all who have provided input to this edition.

The September edition of FFDU tends to be normally a little different in content to the earlier editions due to the competition schedule winding down in the second part of the year. However this year we have three significant team selection competitions taking place in the latter half and a bit.

Firstly the NSW State championships for F1A, B and C took place over the Queen's birthday weekend on Lake George outside Canberra. Last year the competition was blown out each day, this year however, was a totally different situation. The dramas and outcomes of the weekend have been written up elsewhere so I'll leave that for you to read later.

The second event taking place is the additional team trial event for F1B held in WA on 24 July. Again results and details are described elsewhere in FFDU.

The third event /s is that of the Qld state champs for F1B and F1C. The F1C competition was called off earlier in the year due to inclement field conditions resulting from heavy rain during the lead-up to the state champs. The F1B state champs were initially run on the same weekend as the F1A competition however due to deteriorating field conditions and weather conditions that were becoming worse by the minute, the competition was postponed after the first round.

F1B and C, as well previously postponed F1H, J and Open Power are being re-run over the final weekend of October at Dalby. F1B and C retain their team trial status after approval by the MAAA. The rescheduled F1B is being flown as a continuing event, ie 6 rounds to be completed, existing scores to stand, rather than a new event. While there is still the opportunity to earn team points, the outcomes of the events will not impact on the top three positions in each of F1A, B and C.

(The President's Report continues on page 21)



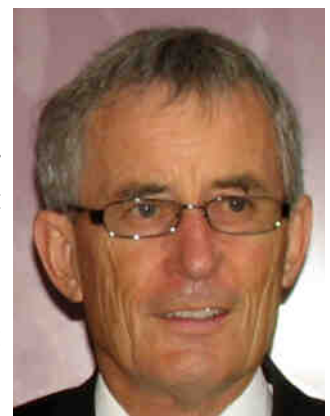
FROM THE EDITOR:

Well this is my third edition and the hard work begins. The calendar for the first half of the year was smothered with top line competitions including four that I attended. That made the magazine easy to fill up - still hard work, but plenty of copy. I sincerely thank Vin Morgan, George Car, Roy Summersby, Tahn Stowe and Jon Fletcher for their reliable and interesting journalistic support.

All magazines need contributors and anyone who knows me appreciates that I enjoy flying and get lucky sometimes, but I seem to get better results through the lens of a camera. Under my editorship, technical reports will be lacking, So what can I do about it? Probably nothing, as I am not all that technically minded. But you can do a lot!

Subscribers have great building techniques, flight knowledge, motor knowledge and many push leading edge products into the air. It doesn't take too much effort to turn your work into text and support it with relevant photos and your FFDU magazine will flourish. I haven't really heard if you like the new format for 2010, and whether you are missing the techo sections. So let me know, please!

Without your support, it may turn into a regular report on competitions. And that would be boring. So, I'll do my best with this one, and await a heap of contributions for the Summer edition!





2010 NSW STATE CHAMPS - F1A, B and C

held on 12 and 13 June

A STORY IN TWO PARTS

by Ted Burfein, and Tahn Stowe

Over the Queens Birthday weekend, the NSWFFS held the NSW State Championships for F1A, B and C on the Saturday and Sunday. Last year only Sonya and I attended the equivalent event held at Lake George, but somewhat later in the year (September). This year however the BFFS was also represented by Albert Fathers, and Bill and Dale Jones.

All parties hit the road early Thursday morning, with Bill and Dale forsaking their regular wagon, and rather joining Albert in the touring van for the trip south. Lake George is just east of Canberra, and none of us had plans of getting there in one day, although Albert and co stopped the evening at Goulburn, for a very cool evening at the local pub.

Last years NSW State Champs had been blown out literally after a couple of rounds on both days, which had been disappointing since the days were fine, and reasonably warm. The change in date this year was to some extent prompted by Vin's words proclaiming June as the best weather of the year for flying, albeit it was going to be cold. Unbeknown to the organisers it had also been wet earlier in the week, and Friday arrived with strong southwesters prevailing.

By the time everyone had arrived at lunchtime, reports were sounding grim for the organisers. Brian from Victoria had managed to drive part way onto the lake bed, and bury the hire car to the axles, the wind was strengthening, and several competitors who had spent Thursday night at the arranged accommodation, the Bungendore pub, were mutinying

due to lack of hot water, and noisy patronage for much of the night.

Terry and Roy set about righting the ship, Terry arranging new digs at the Quaker centre adjoining the flying site, and Richard Blackham, buying just about the entire Bungendore supply of rope, and pulling the Brian-mobile out of the mud. Sadly however nothing could be done about the wind, and so no flying happened Friday.

The accommodation proved to be spartan but quite amenable, with a large kitchen and wood fire, but no television or immediate communications with the outside world. Everyone went to bed early that night hoping for better things on Saturday.

Saturday did dawn with slightly lighter, but more importantly, consistent wind. The plan the night before had been for everyone's gear to be ferried out to the middle of the lake bed on the available 4WD's, however in the end everyone who dared to drive out managed to get to the flight line, although the Albert-mobile wasn't going to be moving once it got there! As it turned out several of us ended up in a similar situation by the end of the day, as we sank an inch or so into the soft mud underneath the crust.



Eventual F1B winner, Gary Pope, waits for a "hard" thermal

Rather than schedule 7 rounds on each day, with 2 disciplines on one day, and the remaining class on the second day, the plan was to run four extended rounds of an hour and a half each on Saturday for all classes, and the remaining three rounds on the Sunday. Thus for anyone flying more than one discipline it was going to be a busy day. Vin, Albert and myself started the day with the intention of flying F1A and F1B, however both Vin and I ditched the F1A after the first round, and Albert joined us at the end of the second round.

The wind seemed to be a little better away from the edge of the lake, and conditions improved during the day. As far as the BFFS representatives went, Bill and I dropped the first round, me flying in dead air, to be down 15 secs short, and Bill, uncharacteristically stalling down from a good climb to drop 20 sec. Albert maxed the first round and most others maxed, although Vin dropped one second (ouch)! Albert dropped the second round, while Bill and I made up for the jittery start with maxes. Bill had changed models after the first round and looked like he had solved the problems, but still dropped the third round again uncharacteristically, however after that he settled down to the job and rattled off four straight, for a strong finish. Albert dropped the fifth round unfortunately, but then also maxed the rest, while I was going well until the sixth round when I butchered what looked to be excellent air with a rushed launch to the left and flat. Still better than the results for both Terry Bond and Paul Rossiter, who along with Richard Blackham got suckered into launching together into the most diabolic air of the day, all three went up, then came down, and then staggered around before flopping back to earth for no more than 100 sec.

I should digress momentarily and note that since at the end of the fourth round the flying conditions were no worse than we started it was decided by all that we continue flying until the conditions got too bad. This was a wise choice since the wind started to steady down from the moment the decision was made, and by half way through the fifth round even the wind turbines on the far side of the lake had ceased to move. Despite the wind dropping picking the air became more demanding with the thermals becoming 'softer' (as Garry Pope observed), or smaller in diameter!



Albert started the day busily flying F1A and B, stopping early to focus on rubber



Paul Rossiter travelled a long way to experience a frustrating result

Never the less everyone kept persevering, and only two dropped in round 7, mind you these were two of the most experienced fliers there in Richard and Vin. By the time the last round was over conditions could well have been described as ideal for trimming and remained that way for the rest of the day, a glorious end to what had turned out to be a great days flying.

In the final washup, Phil maxed out in F1A to beat Tahn who was the only other glider flier to persevere, with Vin's first round flight netting him third. Gary Pope maxed out in F1B, ahead of Bill, and then myself, while Roy soldiered on by himself in F1C for the day, and still managed to drop the last round. Gary Pope's full house was an excellent result, his second for the year, and confirming his form shown at the AFFS and SC. As a final indication of the conditions that prevailed for the day. Vin, came last (11th) in F1B with a respectable score of 1103. Other notable results included Matt Hannaford flying his first F1B comp with ex Peter Sikora gear for five maxes and a strong finish.

The day was finished with the prize presentation in the dining hall of the Quaker centre, and a bit later a hearty

meal for all (lots of blokes cooking steak, sausages, tomatoes and eggs, or fish and chips from the local Bungen-dore takeaway).

Most of us headed to bed early, and made an even earlier start the next morning to head home. Bill, Dale and Albert started at about 4.00am, and Sonya and I left at about 7.00am, after sitting in the car with the heater running for about 15 minutes to soften the 1/8 inch of ice on the windscreen sufficiently to allow the wipers to work. Even the cattle beside the road as we drove out still had frost/ice on their backs - it had been cold that night!

Both BFFS parties made it home on the Sunday, Albert was back by 7.00pm, while we arrived home about 10.30pm. It was a long drive home, as it always is when you head south. However I think that we had all enjoyed a great day's flying. I'm sure that both Bill and Dale, and Albert will be future starters, as will Sonya and I, although we will be putting in a few more thermal layers next time.

None of the BFFS managed to take photos while we were there, (how Malcolm manages to do all he does, and take photos too is beyond me, I only think about them after the event). The photos here are thanks to Phil and Noels.



Lake George is an excellent field in good weather - not much fun in the wet



Team Queensland, Dale, William and Albert thoroughly enjoyed the trip south

PART TWO:

Tahn Stowe's Report on the NSW State Champs

After testing Lake George in November 2009 we decided to chance our luck and have the 2010 state champs for F1A, B, C, on the lake in June. Lake George has been almost dry for the last fifteen years. Before the Federal Highway was upgraded the waves from the lake used to lap the shore and there was enough water in it for sailing and water ski clubs to enjoy.

As one can imagine it doesn't take much water for a lake bed to become very muddy. There had been

10mm of rain in the area a month prior to us going there but four weeks of sunshine had been good enough to dry it out. Our man on the spot, Dave

Bailey, made an inspection and reported all was good. The lake bed was driveable with a normal car. On the Wednesday night before our competition the section of the lake where we can fly received 32 mms of rain. It was too late to change the venue as flyers had left from WA and Qld. We were in semi

panic mode on Friday until we worked out that we could at the worst, ferry out the gear in Matt Hannaford's Hilux 4WD drive. As it turned out it was possible to drive out to the proposed flight line with a two wheel drive car if you were careful.

We were all booked in at the Lake George Hotel/Motel but after getting some bad reports about the accommodation from those that had arrived early, this was cancelled. Some of us moved into the Quakers retreat resort, which also has the lease on the section of the lake where we fly. The accommodation might not be 5 stars; you had to make your own bed, but it was very friendly and very close to the field. The only down side with this venue is that it is a dry resort (no grog)...

It was planned to fly four rounds on the Saturday and three on Sunday, but by agreement and if conditions were good we would press on. Saturday turned out to be great flying weather and all seven rounds were flown. Staggered rounds were in place to enable those who wished to fly two classes. A few tried flying both A and B but soon dropped one event to focus on their favourite class which in all cases was F1B. In hindsight it would have been better to have used the two days with A and C one day and B on the other.

F1B was certainly the premier event with eleven starters, 3 Qld's, 4 Vic's, and 1 WA, and 3 NSW.

These eleven flyers all flew the seven rounds and finished with an average of 1183 seconds. This, in itself must be some sort of a record. Special mention must go to Matt Hannaford, flying in his first F1B competition came 5th, with a score of 1193 sec. A magnificent effort for a newcomer. It was Gary Pope fresh from his win in the Victorian State Champs who finished with a perfect score beat the rest of the field. Round six was the killer round and brought down some of the big name flyers including our own Terry Bond. Some strange atmospheric conditions came through, causing models to do some crazy manoeuvres.

F1A saw five starters but only two flew the seven rounds. Phil made the seven maxes for a well deserved win ahead of Tahn with 1160sec.

F1C was very poorly represented with only Roy flying. There are a lot of F1C models out there and maybe on a separate day with F1A we would certainly have seen some interesting flying.

The NSWFFS will make a donation to the Quakers from the entry monies taken over the weekend.

RESULTS - NSW STATE CHAMPS

F1A

									Total
1	Phil Mitchell	180	180	180	180	180	180	180	1260
2	Tahn Stowe	180	180	145	115	180	180	180	1160
3	Vin Morgan	178							178
4	Ted Burfein	176							176
5	Albert Fathers	56	40						96

F1B

									Total
1	Gary Pope	180	180	180	180	180	180	180	1260
2	William Jones	160	180	168	180	180	180	180	1228
3	Ted Burfein	165	180	180	180	180	144	180	1209
4	Leigh Morgan	180	180	180	180	115	180	180	1195
5	Matt Hannaford	180	130	180	180	163	180	180	1193
6	Terry Bond	180	180	180	180	180	93	180	1173
7	Paul Rossiter	180	180	180	180	180	90	180	1170
8	Albert Fathers	180	145	180	180	119	180	180	1164
9	Richard Blackam	180	180	180	180	180	130	130	1160
10	Brian Oliver	152	180	180	129	157	180	180	1158
11	Vin Morgan	179	132	180	153	180	180	99	1103

F1C

									Total
1	Roy Summersby	180	180	180	180	180	129	180	1209



The Hope-Cross Trophy for the F4A free flight power class. New Zealand THREE, now Australia ONE, at last!

July 2010 arrived and so did the New Zealand F4A Squadron, consisting of Stan Mauger, Paul Evans, Ricky Bould and George Fay, ready to fight for the David Hope Cross Trophy. The Australian Free Flight scale devotees, Stan Hinds, Peter Jackson, Terry Bond and Robert Crane, were equally determined to put up some credible opposition. The weather forecast looked good and with wind anticipated to increase as the day went on, flying was the first priority.



Stan Hinds' immaculate FW Stosser

The NSWFFS Richmond site had seen temperatures well below freezing in the preceding few days, and although a little warmer on Saturday, many of the diminutive diesel engines proved difficult to start.

Andrew Heath and David Pagano had their hands full as flight judges, with a frenetic pace of multiple attempts, the odd crash and in between some superb flying. With a possible 130 points on offer for a perfect take-off, many tried but only a couple managed the feat. Stan Mauger's nicely turned out yellow and black Piper Tri Pacer was not able to manage an ROG and this hampered an otherwise good performance by a fine example of the marque. Stan Hinds could not get either the FW Stosser or the Gloucester Gladiator to ROG however both flew well from a hand launch and scored well in static.

Ricky Bould had to rely on his back up black CO2 powered Piper Cub to ROG and make the mandatory 30 seconds minimum flight after his usually trusty Auster side-slipped in on climb-out and sustained heavy damage. Robert Crane managed to get his Avro Baby to remain airborne despite a contra piston and comp screw that worked in tandem to reduce power after launch. The reduced RPM and subsequent slow flying speed looked and sounded very realistic, earning him the Peoples Choice award.

All the while Paul Evans was battling to get the beautifully finished DH Humming Bird to perform. George Fay was straffing the crowd with his Hellcat and Peter Jackson's SE 5 was circling away to great



Another of Stan's - his Gloster Gladiator. The finish on many of the models was excellent.

height overhead. Terry Bond managed an ROG with his refurbished English Electric Wren and after some initial incidence problems put in some long and stable flights.

With the wind speed increasing, Static judging commenced and hot soup was well received by all. David Pagano and Andrew Heath were joined by long time FF Scale aficionado Lloyd Willis to crunch the numbers and rank the models as per the FAI rules. The end result was a very close contest with Australia amassing an aggregate total of 4661.5 to New Zealand's total of 4653.5 to record an historic first win by a very slender 8 points.



Two shots of George Fay's Hellcat, this one sans bomb, and coming home

The Rubber category came down to a three way contest with Roy Summersby's resplendent FW 152 H prevailing over Phil Warren's Clipped Wing Cub and George Fay's Kawasaki "Tony" .

A dinner was held on the Saturday evening, with 18 people in attendance, where prizes of aircraft profiles, books and certificates were presented. The David Hope Cross Trophy was also handed over and will reside in Australia until the next TT Challenge.

The New Zealanders have vowed to be back next year and will host the event in NZ in 2012.

So if you missed out this year you should plan now to be at Richmond on the first Saturday in July 2011



The Hellcat again, off on another mission. No one on the ground was safe!

RESULTS - Scale Rally and Trans Tasman Challenge 2010

F4A

		Prototype	Static	Flight	Total
1 st	Stan Hinds	FW Stosser	801.0	433.0	1234
2 nd	Peter Jackson	SE5	769.5	452.5	1222
3 rd	Stan Mauger	Piper Tri Pacer	808.5	382.5	1191
4 th	Ricky Bould	Piper Cub	749.0	434.0	1183
5 th	Paul Evans	DH Humming Bird	766.0	411.5	1177.5
6 th	Terry Bond	English Electric Wren	661.0	468.0	1129
7 th	George Fay	Grumman Hellcat	685.0	417.0	1102
8 th	Robert Crane	Avro Baby	721.5	355.0	1076.5

Rubber Scale (The Reg Jude Trophy)

1 st	Roy Summersby	FW 152H	762.5	400.0	1162.5
2 nd	Phil Warren	Clipped wing Cub	644.0	513.5	1157.5
3 rd	George Fay	Kawasaki Tony	746.5	347.5	1094.0

TRANS TASMAN CHALLENGE (David Hope-Cross Trophy)

Australia	4661.5
New Zealand	4653.5



Two of the rubber competitors - George Fay's colourful Kawasaki Tony



And the absolutely beautiful FW 152H of Roy Summersby. Lovely lines and well finished.



Ricky Bould's CO2 powered Piper Cub



Phil Warren's clipped wing Piper Cub achieves a perfect ROG



Bob Crane's realistic Avro Baby, complete with uncooperative motor that altered revs at will



Paul Evan's DH Humming Bird struts its stuff for the judges

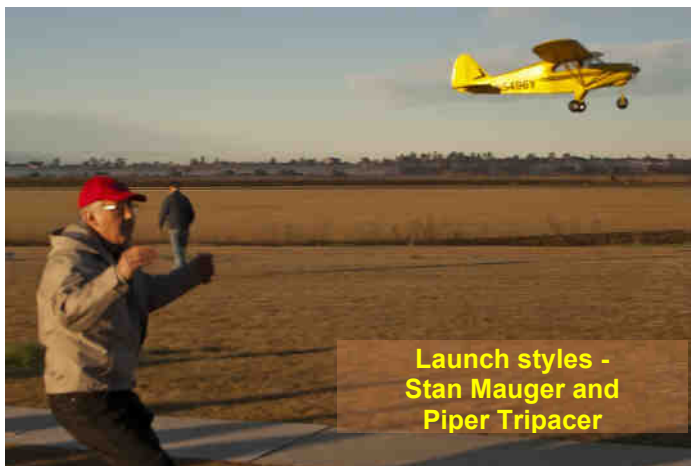
Special Awards

"Peoples Choice"
"Next Time"
"Best Prang"

Robert Crane Avro Baby
Paul Evans Humming Bird
Ricky Bould Auster

If you like the great photos, check out all of Glenn Crouch's aircraft photos on **Flickr**. You'll discover that his photographic skills go well beyond model aircraft. Thank you Glenn for attending the event and providing the excellent photos for our publication. <http://www.flickr.com/photos/crouchy69/>

Contact Glenn by email if you want high resolution copies: designbyronin@yahoo.com.au



**Launch styles -
Stan Mauger and
Piper Tripacer**



George Fay and Hellcat



**Stan Hinds gets some morning exercise
coaxing the Gladiator into the air**



**Bob Crane's Avro Baby was voted
"The Peoples Choice" and it's easy to see why**

QUEENSLAND F1A STATE CHAMPS

by Malcolm Campbell

All week, we watched "WeatherZone" on TV and saw the green bars (winds over 20 kph) steer crazily towards "our weekend". And by the time the weekend had arrived, so had the winds. F/F luck? The locals said the previous 3 weekends were glorious! In defence of Dalby, the weather across the whole of SE Queensland was pretty bad that weekend.

So we arrived to flyable weather on Friday afternoon, and slept to the sound of rain on the motel roof. It was cool at the field on Saturday morning, and quite calm. With eight entries and some good flyers amongst them, it looked like an open contest with many possible winners. I doubt if anyone would have predicted the first 3 places.

Des Slattery was first up with his Pink Elephant, recording 100 seconds in the damp air. Van did somewhat better (161 secs) with his Sija, with Albert's W-Hobby long model bunting high off the launch to be only 7 seconds behind. John Lewis



**Ben Lewis enthusiastically
launches for his dad, John**

decided to fly an older (proven model) in the conditions and suffered the inconvenient unlatch while circling so down in 83 seconds. Ben Lewis, flying glider for the first time in quite a while, headed the pack with an impressive 161, off a well executed circle and bunt. Unfortunately, his fin was knocked off on landing. While I managed to circle, I was surprised by the wind strength over 40 metres and recorded a 144 from a launch off centre. Where was Ted? The round was nearly over when he arrived and launched in the last ten minutes to max. Bill was not so lucky, flying his first glider comp, he misjudged the strength of the upper air. His model pulled to the right landing fast and hard in the crops, removing both wingtips.

Upper winds caught us all out, making for long retrieves. And these retrieves tested us, being through mature sorghum crops and wet black soil. It wasn't long before we all had wet trousers, shoes and socks. Trackers were essential.

Round 2 and the winds for launching were still reasonable, although I copped a real blast during circling and zoomed off low to save the model, for a dreadful score. Albert maxed and Des and John improved from R1. Ted and Van went backwards and Ben had an awful flight, flying an out of trim bunter after his good model lost its fin.

Round 3 was the upset. Those away early were very lucky and these included Des, Van, and Albert, with Des topping the scores. John never made it back in time, and Ted also had a shocker in more ways than one. He spent the next round looking for it! I went out later in the round and that's when the

real wind came in - 9 m/sec. Ben and I elected to retire. Many came in looking the worse for wear after long and difficult retrieves, but the scores were starting to look intriguing.

Albert was leading by 7 secs from Van, with Ted in 3rd one second ahead of Des as the survivors went into Round 4. Van then jumped ahead of Albert with a 132 sec flight. But Ted and Des hadn't flown R4 - Des had retired and Ted was looking for a lost model! It was around then that John sniffed a chance of a podium finish, so he put up a score significantly better than the rest to be just 2 seconds off 3rd place.

Only 4 flyers attempted Round 5 and they finished looking like drowned rats. Ted's model did something on launch that none of us could fathom, seeming to bunt while still on the line, causing a 33 second flight that played right into John's plan for a podium finish! After such a difficult round, it was decided to break for lunch to see if the winds would moderate. The warm fire near the club house, the hot soup and the BBQ foods revived many but the winds still blew. At 1.30pm the CD asked the remaining 4 flyers (John, Van, Ted and Albert) whether they wanted to continue. The decision was unanimous as the wind was accompanied by more rain.

The final results were unpredictable. A very happy Van Richards-Smith took home his first 1st place in a BFFS competition, ahead of Albert and John. An hour later, blue skies broke through and another 2 hours later perfect flying weather returned. Isn't that so often the case?



Albert Fathers had some long retrieves, but he always had a smile on his face



Dalby Model Aero Club catering is always well received - even more so on a cold windy day

QUEENSLAND STATE CHAMPIONSHIPS F1A - 2010

F1A RESULTS

			R1	R2	R3	R4	R5	R6/7
1	Van Richards-Smith	161	104	148	132	116	-	661
2	A Fathers	154	180	86	108	69	-	597
3	J Lewis	83	136	0	171	136	-	526
4	T Burfein	180	133	79	DNF	33	-	425
5	D Slattery	100	135	156	DNF	DNF	-	391
6	B Lewis 163	90	DNF	DNF	DNF		-	253
7	M Campbell	144	38	DNF	DNF	DNF	-	182
8	W Jones	Crash	DNF	DNF	DNF	DNF	-	0

Dianne gets Van away on his winning flight



QUEENSLAND F1G STATE CHAMPS

report by John Lewis



With all the confusion leading up to this event I would rate both the decision to hold the event on Sunday at Coominya and the event itself a major success. Originally the State Champs were set down for Saturday at Dalby followed by the Big Bird on the Sunday. After some confusion with changes to the Big Bird date and finally the decision to discontinue this event Sunday became available and as the week progressed it became apparent the better location in terms of wind was Coominya on Sunday.

Twelve competitors as well as Brian Taylor who also tested his coupe on the day took advantage of almost perfect conditions. Had Van, Dianne, Ted, Sonya and Pieter attended we could have had numbers similar to our best years. Flying continued after the event till late in the day as flyers took advantage of the great conditions.

Round 1 began in cool overcast conditions with neutral air and little drift. George, Mark, Dale, John, Ben and Malcolm all maxed this round. William Jones was a surprise omission to the max club while Adrian suffered from a premature DT on a certain max. Round 2 seemed to produce more down air than up with only 3 maxes recorded.

George was the only one left on a perfect score while Adrian and Graham joined the max club. After a low first round score Albert retired to help Adrian. Mark with his highly developed homemade design was unlucky to fall 1 second short of his max. Similarly John dropped by 2 seconds with



Eventual winner George Baynes gets away for another max



Ben Lewis had his troubles and Graham Maynard had his bubbles. The bubbles worked well - 3rd place!

Malcolm close behind only missing out by 3 seconds. Round 3 produced 8 maxes ensuring a close result. With 5 maxes in round 4 George was still leading with a pack including Mark, Graham, Dale and Adrian hot on his heels after only dropping one flight each. Malcolm dropped out of contention with a 7 second 2nd attempt following an ill chosen trim change. With round five open the pressure was on the first five not to falter and drop out of podium contention and none of them did with the final results revealing the first 5 places separated by 19 seconds. George Baynes maxed out to win, Mark was second just 1 second in arrears, and Graham following up from his superb P30 win was third after dropping 7 seconds. Adrian Bryant's 5th place result was amazing, considering his premature R1 DT. He almost certainly would have been in a fly off with George!

Interesting to note perhaps was the first 4 places were achieved without the use of VIT, AR etc. Often flyers are phased by the use of bought sophisticated models but as is nearly always the case careful air selection is the most important factor.



F1G victors - Mark Armour (2), George Baynes (1) and Graham Maynard (3)

Regardless of the results I feel it is fair to say everyone had an enjoyable day. Common opinion on the day was we should have more coupe events and this has been provided for in the 2011 draft calendar. All we need is good weather to go with these events.

Queensland F1G State Champs Results

NAME	R1	R2	R3	R4	R5	TOTAL	PLACE
George Baynes		120	120	120	120	600	1
Mark Armour	120	119	120	120	120	599	2
Graham Maynard	113	120	120	120	120	593	3
Dale Jones	120	104	120	120	120	584	4
Adrian Bryant	101	120	120	120	120	581	5
John Lewis	120	118	120	75	120	553	6
Ben Lewis	120	72	120	76	120	508	7
Malcolm Campbell	120	117	107	7	120	471	8
William Jones	88	80	120	76	96	460	9
Des Slattery	51	64	79	93	82	369	10
Ron Munden	72	65	58	87	71	353	11
Albert Fathers	20	0	0	0	0	20	12

ESCARGOT TROPHY - Sunday 25 April 2010

This was the first WA free flight event actually flown for 2010. Two previous events, Combined Open at Meckering and the WAFFS Free Flight Cup at Byford both scheduled to to be flown in March, had to be abandoned due to high winds. There was some concern that this event would suffer the same fate and for most of the morning we stood around waiting for the wind to drop which it finally did around 11 o'clock, allowing the competition to start. The weather was excellent for the rest of the day.

The Escargot trophy is flown to the UK Slow Open Power rules ie models with fixed incidence flying surfaces powered by plain bearing engines of 3.5cc maximum capacity.

Eight competitors turned up of whom six actually flew, with Colin Crowley and welcome new arrival, George Carr deciding not to fly in the comp.

As might be expected the event turned out to be a Dixielander benefit with four out of the six flying one. Competitors flying early encountered strong sink, resulting in low flight times (at least that's my story), lift improved as the day progressed and is reflected in the scores. Winner was Phil Letchford flying an OS 10 powered Dixielander, possibly the lowest powered model but very well trimmed and flown. The next two places also went to Dixielanders with Stuart Sherlock coming in only 8 seconds behind Phil.

RESULTS:

						Totals
Phil Letchford	180	179	100	180	180	819
Stuart Sherlock	123	180	180	148	180	811
Chris Behr	141	97	163	159	125	685
Rod McDonald	89	134	87	180	160	650
Adrian Dyson	100	49	99	102	89	479
Mark Sherburn	180	96				276

F1A State Championships - Sunday 16 May 2010

As well as the State Championship this event also contributes to selection for the Australian team for the World F1A Championships to be held next year in Argentina.

The outcome of the competition was never really in doubt, Neil Murray won as expected, the only real surprise was his failure to max in one of the seven rounds.

Weather conditions were perfect for a change and virtually all flights terminated in the field, although Neil did require the use of his R/C dt system to

extricate his model from booming thermals on a couple of occasions. Attrition rate was unusually high considering the conditions and three flyers had to withdraw after damaging their models.

Paul Rossiter broke a wingtip when retrieving his model from the Kaolin mine, Colin Crowley broke his tailboom yet again and Phil Letchford destroyed his tailplane in a rough landing.

RESULTS:

								Totals
N Murray	180	133	180	180	180	180	180	1213
C Behr	102	131	34	124	46	180	180	797
R McDonald	115	180	75	180	27	62	49	688
P Rossiter	132	180	180	96				588
P Letchford	180							180
C Crowley	180							180

Team Murray F1A



Combined FAI - Monday 7 June 2010

Participants in this event can fly any one of the free flight World Championship classes ie: F1A Glider, F1B Rubber or F1C Power. Results also count towards selection for the Australian World Championship team. The three serious contenders, Neil Murray, Paul Rossiter and Colin Crowley were all members of last years team and should be highly competitive again for next year. Weather conditions were again perfect.

Paul Rossiter's F1B performed flawlessly and he was the clear winner with seven easy maxes. Neil

Murray flying an F1A was unfortunate to miss a max on his sixth flight when his model flew out of sight behind the Kaolin pit. Maxes on the remaining flights gave him second place.

Col Crowley started well but had to withdraw after the electronic timer on his F1C started to malfunction resulting in early dethermalising on his fifth and sixth flights. Chris Behr and Rod McDonald made up the numbers but the least said about our performances the better.

RESULTS:

									Totals
Paul Rossiter	F1B	180	180	180	180	180	180	180	1260
N Murray	F1A	180	180	180	180	180	148	180	1228
C Crowley	F1C	180	180	164	23	36			583
R McDonald	F1B	82	89	91					262
C Behr	F1C	162							162



Paul Rossiter waits for good air

WAMAC Cup - Sunday 27 June 2010

This event was for Open Rubber models and although we were again blessed with perfect weather, only attracted three entries. Paul Rossiter and Chris Behr both flew three maxes flying F1B models.

I started with two easy maxes flying an open rubber model which I then proceeded to damage when removing the rubber motor. My final flight with an F1B dethermalised early after only 71 seconds.

Paul decided not to contest a flyoff so Chris was declared the winner.

RESULTS:

					Totals
Chris Behr	180	180	180		540
Paul Rossiter	180	180	180		540
Rod McDonald	180	180	71		431

F1B State Championships Saturday 24 July

Such is the competition for places in the Australian team for next year's world championship that people are finding it necessary to travel to interstate trials in an effort to accumulate enough points to earn a place. The WA state champs qualifies as a team trial and we were fortunate to have three interstate competitors this year, Richard Blackam and Brian Oliver from Victoria and Garry Pope from NSW. As a result this was the best attended F1B event in recent memory with eight competitors actually flying.

Unfortunately our recent good luck with the weather deserted us for this weekend and we were faced with winds gusting around 6-7 m/s, still short of the FAI limit of 9.5 m/s but resulting in unpleasant flying conditions and long recoveries. Conditions did



F1B winner, Gary Pope of NSW



**Richard Blackam
made the long trip
from Victoria**



Brian Oliver reloads

improve late in the afternoon and by the end of the day to the extent that Brian was almost able to catch his model on D/T.

Garry Pope won the competition narrowly from Paul Rossiter. Garry only dropped short of a max in one of the seven rounds, a very good performance considering the conditions. Unluckiest competitor was Brian Oliver who also maxed in six rounds but missed the second round when he was unable to get back in time for the second round after a long search for his model after his first flight.

RESULTS:

									Totals
Garry Pope	132	180	180	180	180	180	180	1212	
Paul Rossiter	180	111	179	180	180	180	180	1190	
Brian Oliver	180	-	180	180	180	180	180	1080	
Richard Blackam	94	-	180	180	180	180	180	980	
Colin Crowley	-	157	155	54	80	180	77	703	
Neil Murray	180	125	180	180	-	-	-	665	
Rod McDonald	48	167	82	180	106	53	-	636	
Chris Behr	75	-	-	-	-	-	-	75	



**Gary Pope receives the
winner's trophy from the
great Mike Bielby**

F1C State Championships Sunday July 24, 2010



**That man again! G Pope puts
his blessing on F1C**

The weather was if anything slightly worse for the power fliers on Sunday and in the end the competition was declared after the second round.

Three competitors flew in the first round with only Colin Crowley scoring a max. Garry Pope also recorded a time but Chris Behr had an overrun and although he eventually found his model was not able to participate further. Although the wind speed remained fairly steady for the rest of the day the direction had veered around to be directly towards a major stand of trees. The second round was delayed for several hours in the hope of conditions improving. When it became

apparent that this was not going to happen and following a move of the flight line the second round was started.

Only Garry felt brave enough to risk his model and following a 2.8 second motor run and a launch severely effected by the wind was able to record a time of 44 secs, sufficient for him to be declared the winner in the absence of anyone else willing to fly.

All in all it was a very successful weekend for Gary. *The results follow on the next page.*

WA Champs F1C RESULTS:

Totals

Garry Pope	145	44	189
Colin Crowley	180	-	180
Chris Behr	-	-	-

Kotuku Cup CLG 13 April 2010

	Name	RD 1	RD2	RD3	RD4	RD5	RD6	TOTAL
1	Paul Lagan	60	52	50	52	60	51	325
2	Julian Lagan	58	57	34	44	45	57	295
3	Antony Koerbin	30	40	41	48	34	57	250
4	David Ackery	41	42	40	40	43	42	248
5	Phil Mitchel	39	31	36	28	39	36	209
6	Antony Groenewegen	35	35	43	26	28	33	200
7	Chris Murphy	29	30	32	30	37	28	186
8	Rob Wallace	28	25	30	30	29	30	172
9	Tahn Stowe	17	29	23	23	34	29	155
10	Noeline Mitchell	13	5	4	39	34	45	140
11	Noa Epstein	16	18	20	22	25	23	124
12	Stewart Cox	22	29					51



Why was this reprinted? Well, the last three names were omitted in the previous FFDU, and that means our gallant "flight controller" of Team Mitchell was lopped off. Noeline "mucked up" with her early flights but, with coaching from Phil, the now attentive Noeline really performed. Just look at her last three scores. Double those scores and she would have been up with the Big Boys, and ahead of her hubby! Enough said.

2011 AFFS/SCC

In 2011 the World free Flight Championships will be held in Argentina in late April. The dates overlap Easter which means it is likely that some of the usual organizers of the AFFS/SCC will not be available to run the competitions if they are held at the usual time. There are obviously two options. The first is to have another group run the event; the second is to change the time. There are plusses and minuses for both options. It could be good opportunity to have a change from the usual suspects in the organization however taking 10 or more flyers away would certainly make a hole in AFFS/SCC entry.

Holding the competitions later in the year has advantages in weather. It would be cooler and long-term met records indicate a big drop in wind through the first part of the year. Average wind speeds for Narrandera airport are:

Site	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Narrandera 9am	13.2	12.5	11.7	9.2	7.1	6.3	7.1	9.3	11.5	12.3	13.8	13.5
Narrandera 3pm	13.7	12.2	12.5	10.5	9.4	9.1	10.3	13.6	13.8	13.9	15.2	14.9

As you can see, June average 9am wind of 6.3 m/s is not much more than half the 11.7 m/s of March.

UPDATE:

At the AFFS 2010 general meeting it was decided to hold the event at a later date; **30 May 2011 to 5 June 2011**. The program will be the same as 2010.

Vin Morgan

PROGRESSIVE TEAM TRIALS SCORES

as at 22 August 2010. Compiled by Vin Morgan

Name	Aus Nats 28/12/09 - 4/1/10	Max Men 12- 14/2/10	SCC 29- 31/3/10	AFFS 2- 4/04/10	Kotuku Cup 11- 13/4/10	Omarama Cup 15- 17/4/10	Vic St Ch 7 - 9/5/10	Qld St Ch F1A - 29/5/10	NSW St Ch 12 - 13/6/10	WA St Ch 16/5/10 24- 25/7/10	WA Trial	Sum Best of Three
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F1A

Phil Mitchell	1254	x1218	1260	1239	x958	1260			1260			3780
Vin Morgan	1080	1193	1232	1156	x936		1260		178			3685
Neil Murray			1175	1182	x994	1163				1213	1228	3623
Tahn Stowe	1093		1152	1007	x967	1173	1186		1160			3519
Ted Burfein	1018		1023	1172	903			425	176			3213
Malcolm Campbell	987		854	1187	x913	1003		182				3177
Albert Fathers	924		1050		917	x623		597	96			2891
Des Slattery			1058					391				1449
Martin Williams				1120								1120
Chris Behr										797		797
Rod McDonald										688		688
Van Richards-Smith								661				661
Paul Rossiter										588		588
John Lewis								526				526
Ben Lewis								253				253
Phil Letchford										180		180
Colin Crowley										180		180

F1B

Terry Bond	1115		1260	1260	x1225	1260			1173			3780
Gary Pope			1256	1161			1260		1260	1212		3776
Paul Rossiter	1129		1221	1247	x1219	1260			1170	1190	1260	3767
Richard Blackam	1231	1260	1222	1166			1259		1160	980		3750
Ted Burfein	1050		1227	1260	414	x172			1209			3696
Vin Morgan	299	x1174	1223	1194	x1260	1260	1193		1103			3677
Leigh Morgan	180	1259	1159	1142	x160	x1214	1194		1195			3648
Albert Fathers			1217	864	1077	x452			1164			3458
Neil Murray			1140	1202	232					665		3007
William Jones					x1260	1260			1228			2488
Brian Oliver									1158	1080		2238
Graham Maynard	360		409	1133								1902
Matt Hanaford									1193			1193
Colin Crowley										703		703
Rod McDonald										636		636
Adrian Bryant	432											432
Chris Behr										75		75

F1C

Roy Summersby	1079	1260	1257	208	x1260		1260		1209			3777
Terry Bond	795		1260	183	1243		1257					3760
Bill East	1053		1208	497								2758
Colin Crowley		1260			x1080	x1060				180	583	2023
Percy Wright							613					613
Gary Pope										189		189
Chris Behr											162	162
Stuart Sherlock	67											67

x Under the trials rules only one overseas event can be counted so an x is placed before overseas scores not used



Is this the ideal companion for a free flighter? Or is it one of Peter Greenhill's slope soaring buddies?

*I almost had a psychic girlfriend,.....
but she left me before we met*

QUEENSLAND 1/2A POWER - club rules for a simple club event

The BFFS have been pondering a simple power class for all those glo motors in the bottom drawers of modelling benches. So they came up with a very simple set of rules for a new club event:

- ✓ Any plain bearing motor up to 1cc
- ✓ 7 sec motor run
- ✓ 2min max
- ✓ VIT and AutoRudder allowed
- ✓ Pressure and any fuel allowed



Pretty simple, eh? Designed to encourage the flying of all those older 1/2A, class 1 power, Cox powered F1J models that have been superseded by the Cyclon, AD and Rex high performance models usually bought from the Eastern bloc. These rules will allow heaps of nitro fuel, fixed surfaces, gadgets, balsa or carbon etc but the performance will be kept within the reach of the average modeller who wants to fly an older style home built aeroplane with a relatively cheap motor. By limiting the performance and cost this event is well suited to the club field and those with limited financial means.



Jon Fletcher also contributed to the discussion, and adds these interesting thoughts:

I have been test running an AD 06 that I acquired recently and after viewing the GlideTEK web site where complete F1J models complete with folding carbon prop and Cyclon 06 engine can be bought for \$815 USD – plus post, it got me to thinking about the death of ½ A power.

As the onset of “mini” F1C models have killed ½ A or Class 1 Power, I think it is now time to have a set of separate rules. For Modellers what makes the manufacture of their own F1J all but impossible, is the complete non availability of the materials and components to construct their own. Maybe I am wrong but I have absolutely no idea where you would buy the “taco” shells, foil/carbon/foil boom, moulded carbon front end, fuselage joiners, radial engine mount and tank assy., tank, timer and thumb start, bunt mechanism, tailplane “T” mount, auto rudder mechanism and bunt posts from. GlideTEK sell folding carbon props, if they are still available.

Conversely I CAN tell you where you can buy TD 049’s, spare glow heads, KSB and Tatone engine and DT timers from. That is eBay and they are available in abundance. \$60 or so for a TD 049 and \$30 or so for an engine timer, \$50 or so for a DT timer. True the TD demands 30% plus nitro fuel but the model car fraternity is using this a lot so high nitro fuels and all the fuel components appear to be available from the bigger model shops. The TD runs best on a Tornado 5½ x 3 and you can buy that either on eBay or direct from Grish Bros. in the USA. There are many excellent plans also available from numerous sources – “Mini Weaver”, “½ A Train” etc, so unlike constructing a modern F1J, a ½ A is easy.

Many years ago Ian Kaynes asked me to help formulate the first F1J rules. Fearing that the FAI fraternity would then turn this into a “mini” F1C event I argued strongly for no minimum weight limit and no fuel restrictions. I won the fuel argument and lost the weight one. Despite this the Government funded Eastern Bloc interests prevailed and for the general competition modeller turning up with their TD 049 powered

Mini Weaver and ½ A Trains to be confronted with a full carbon “mini” F1C was enough to give up and give up they did.

The only change I would suggest to your rules is to allow VIT and A/R and for the following good reasons. Back in the UK in the 1970's a number of people were struggling to get consistent flights with non VIT and A/R models. It takes great skill and understanding to get a relatively high powered model to climb consistently without these aids. So when Modellers starting using them the flight reliability factor increased many fold. The reason of course was that you could now have the two distinct flight phases of climb and glide adjusted separately and independently. The dreaded trimming phase then became easy. Also at that time 5 min. epoxy and Zap became widely available so if a break occurred it could be fixed on the field quickly and reliably. Unlike modern F1J systems most ½ A VIT and AR systems were simply constructed with conventional modelling materials. Mike Bull's "Zeus" which he converted to VIT and AR had the VIT arm cut from 1/16" ply and mounted on a wire pivot attached to the fuselage side. All adjustments were done with packing, not a screw adjustment in sight. The auto rudder spring was a piece of 1/8" rubber band zapped to the rudder, pulled to tension, zapped to the fin and the excess cut off. Nothing is going to be simpler and lighter than that. The timer was a KSB with a little ply disc cut and sanded to fit under the existing operating arm. The engine ran suction and had conventional squeeze off. Mike won the UK Nats ½ A contest in splendid style in 1981. I think it was with a fly off flight of over 17 mins.

Should there be a resurgence of interest in ½ A, I offer my support in the following ways. I can write up a comprehensive piece for Modellers to understand and overcome the common problems that can beset the unwary with the TD 049. For example the cracks in the plastic carb body that lets in air and makes starting and tuning difficult and eventually impossible. I can make the simple little alloy disc that is used to fit under the KSB timer arm to release the VIT and AR. I can get together a list of plans and where copies can be obtained from.

President's Report

(continued from Page 3)

As a result of the need to re-schedule a number of events this year, and for a while uncertainty to the status of the re-scheduled F1B champs in Queensland, the AFFS, with input from the various state FF bodies is investigating means of simplifying or streamlining the approach to such issues in the future. While this process is in at an early stage it is hoped to have achieved a solution acceptable to the MAAA prior to the commencement of next year's trial period.

I guess by now everyone here in Oz will have heard the news that Nikolay Nikolov won F1A at the European Championships held in Turkey recently. The result confirms Nik as one of the best F1A fliers in the world, and is testament to his enthusiasm and dedication to the sport. Certainly on the day Nik out flew all the big name players, and won the competition using what would be considered to be only mid level technology these days (a non flapper, electronic timed short model). Congratulations to Nik on his win, according to his Bulgarian team mates, the first 'Aussie' to win a Euro Champs!

The other congratulations I would like to include are not to free fliers, but to Rob Fitzgerald, Mark Ellins and Tom Linwood, who all gained places on the winners dais at the recent Control line World Championships in Gulya in Hungary. Rob and Mark won F2C (team race), and Tom came third in junior F2D. Mark and Rob have been competing at Wc's for around 15 and 30 years respectively, and the result is recognition of the effort they have put in over the years.

Tom's results have come a little quicker, having first attended the WCs two years ago, assisted by the support of many keen aeromodellers (of all disciplines) in Australia, organised to a major part by Roy Summersby. While Tom did not win two years ago, the letter he sent out to those who had sponsored him showed clearly that he had learnt plenty from that experience, and his results over the last two years have confirmed that. Congratulations to Tom, and all those who contributed to the sponsorship process.

Continued on next page

Finally I would like to remind everyone that the Nats are now less than four months away, so hopefully everyone has made their plans for being at Dalby. Accommodation will be at a premium so if you haven't already please start booking. For anyone wanting to check out the flying site, the QLD state champ events at the end of October will offer a perfect opportunity to feel of what the Nats will bring condition wise. I know the organisers have been putting plenty of effort to make the Nats a success, and many clubs, businesses and individuals (including the AFFS) are sponsoring events. With Narrandera being held later next year (late May to early June), the Nats will be even more the starter to the flying/social season than in previous years, see you at Dalby.

Regards Ted Burfein



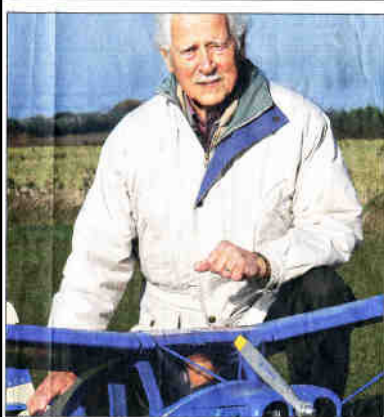
The Master's Apprentices

Terry Bond and Gary Pope were at Richmond recently, absorbing wise words from the "Old Man Of F1C". Judging by the way they have quickly picked up this black art, Roy may have to up the ante somewhat.

As was once said to him by a prominent Ukrainian flyer, "Is not necessary to beat the Teacher".

Watch your back, Roy! Although it is great to see more entering this class and Roy needs the competition.

Vale: Phil Smith (1936 - 2010)



Phil Smith ... with an Aeromodel Sedan model. Photo: Radio Control Model World

There won't be a British, Ozzie, or Kiwi aeromodeller active in period 1950 to 1980 who has not built at least one Veron kit. The man behind all those designs—perhaps about 100, all up— was Mr Phil Smith and I'm sad to report that Phil passed away in the early hours of May 23, 2010. The photo here comes from Aeromodeller of August 1948 and shows a young Phil being presented with the Queen's Cup by the Queen herself at the 1948 Northern Heights Gala Day for his performance under the then new "12 oz formula" rules. Phil had begun model making in 1933 and become designer for Veron in 1946, remaining in that post until retirement in 1981. During this thirty-five year tenure, he produced every conceivable type of model, both aircraft and boats, from the very simple "Quickie" series to sophisticated scale designs for radio control, with four amazing ducted fan free flight designs for good measure! And who hasn't built at least one Veron Cardinal?

PHIL SMITH 1916-2010

The Sydney Morning Herald

WEDNESDAY, JUNE 9, 2010

Master modeller inspired career choices

Phil Smith was a highly influential figure in the world of aeromodelling, designing a wide range of model aircraft that inspired many boys of the postwar generations to become engineers.

In 1946 Smith took a designer's job with Model Aircraft Stores in Bournemouth, England, which sold model kit planes under the Veron trademark. There he began a prolific period of design work, producing the drawings, tracings and instruction manuals for all the company's kits, as well as the artwork and photographs for the packaging.

In 34 years he produced 300 designs, including the Cardinal, which sold 170,000 kits, and the Impala, which sold 140,000.

His early designs were free-flight models, but he later made radio-controlled systems.

Always an innovator, Smith was the first to produce a commercial ducted fan system for the jet propulsion of model aircraft.

Such was his skill that he was sometimes referred to as "Sir Veron", at which he would modestly concede "I made an honest buck from my hobby".

Phillip Leslie Smith was born on October 5, 1916, at Stockport, Cheshire, the son of a travelling salesman for Johnson & Johnson. From Hume Grammar School he went to Buxton College where, aged 18, he built his first model aircraft from bamboo, balsa wood, tissue and dope (a kind of hardening glue). He gained a bachelor of arts in design and graphics.

He had begun his modelling career with cork boats which had rubber motors fitted under the hull, driving a propeller at the

He began designing his own models in the 1930s and was reputed to have flown the first petrol-engined model off Southport.

stern. When he took up aeromodelling, he joined the Lancashire Model Aircraft Society, flying at Woodford aerodrome and all over the north of England, which he toured in his father's Clegg Darracq, a French car with English bodywork, wooden wheels and acetylene lamps.

He began designing his own models in the early 1930s and was reputed to have flown the first petrol-engined model off Southport beach. At the age of 20 his enthusiasm and natural talent for modelling led him to a serious career change. On leaving

school he had become a clerk for Lord Derby at Manchester Chamber of Commerce but then the opportunity arose to purchase, with a partner, NORMAC (the Northern Model Aircraft Company).

Smith spent the war at Lytham St Annes coastal command as an RAF technical instructor, training flight engineers on Lancasters and Halifaxes. When hostilities ceased, NORMAC was sold and Smith moved to Aeromodeller magazine.

In 1948 he won the Queen's Cup for aeromodelling, which

was presented to him by Queen Elizabeth, accompanied by a young Princess Margaret.

In 1964 Smith was invited to demonstrate model aircraft to the Shah of Iran. He displayed five models, all his own designs, spending a day flying them on the Shah's personal section of the airfield at Isfahan, which was closed for the occasion.

Running down the tarmac to demonstrate his Veron model Concord, he snapped an Achilles tendon. While recovering in hospital, he built a rubber-powered model which he then flew in front of the Shah, who presented him with a Turkman red prayer mat.

Phil Smith married four times, and is survived by his fourth wife, Joyce, and by three children from his earlier marriages.

Telegraph, London

Narrandera 2011

Australian Free Flight Society and Southern Cross Cup PROGRAM

Southern Cross Cup

Monday, May 30	F1B	7 x 1 hour rounds	0800 - 1500
	O/Power	5 flights	0800 - 1500
Tuesday, May 31	Fly-offs from Monday		0730 - 0800
	F1A	7 x 1 hour rounds	0800 - 1500
	F1C	7 x 1 hour rounds	0800 - 1500
	O/Rubber	5 flights	0800 - 1500
Wednesday, June 1	Fly-offs from Tuesday	0700 – 0800	

AFFS Championships

Wednesday, June 1	Scale		0730 - 0800
	Combined % open	3 flights	0800 - 1500
	F1G	5 x 1 hour rounds	0800 - 1300
	F1H	5 x 1 hour rounds	0800 - 1300
	F1J	5 x 1 hour rounds	0800 - 1300
	*****AFFS AGM		1930-----

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



64th Nationals – Dalby Queensland - provisional programme

29th December 2010 - 7th January 2011

Date	Free Flight at Frith's Field	Social events	Dalby Showgrounds
Wed 29 Dec 2010	Registration processing at the Showgrounds		CD Briefing 7.30 pm
Thur 30	F1C P30		
Fri 31	Flyoffs F1A	New Year's Eve BBQ at the R/C field	
Sat 1 Jan 2011	Flyoffs F1G Oz Diesel	Swap Meet Dalby R/C field. Night Scramble	
Sun 2	Flyoffs F1B	Get together dinner	
Mon 3	Flyoffs F1H HLG CLG Scale static judging	Expo	
Tue 4	Flyoffs Day Scramble F1J		
Wed 5	Fly offs Scale		
Thur 6	Flyoffs Vintage Power Vintage rubber Vintage glider		
Fri 7	Reserve day		

[Further information?](#)

www.maaq.org or

www.maaa.asn.au for info

State Champs Dates for F1A, B and C in 2011

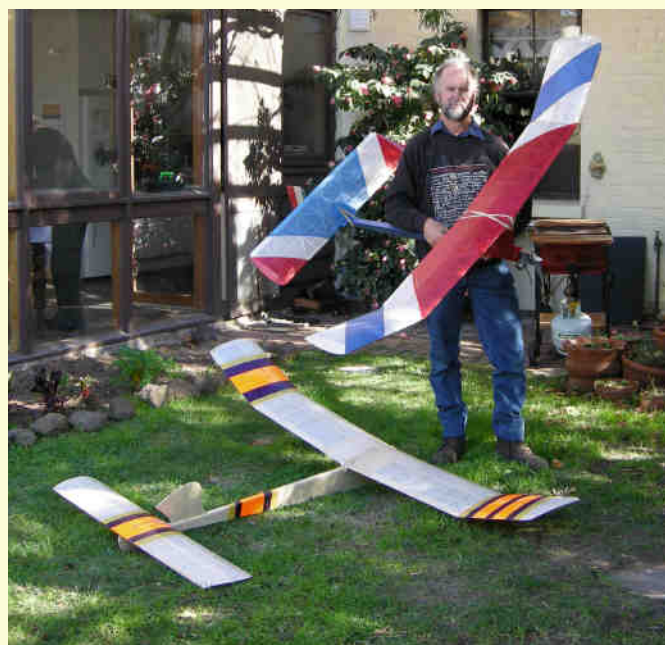
To the best of my knowledge, these are the dates set by the States for the 2011 F1 events.

<u>Month</u>	<u>Date</u>	<u>Event</u>	<u>Location</u>
MARCH	12.03.2011	F1C State Champs QLD	DALBY, Queensland
	26-28.03.2011	F1A, B and C State Champs VIC plus other classes TBA	SPRINGHURST, Victoria or Narrandera, NSW (TBA)
APRIL	2-3 April 2011	Combined FAI Team Trials WA	Western Australia
	9.04.2011	F1A State Champs QLD	DALBY, Queensland
	10.04.2011	F1B State Champs QLD	DALBY, Queensland
MAY	15.05.2011	F1A State Champs WA	Western Australia
JULY	23.07.2011	F1C State Champs WA	Western Australia
	24.07.2011	F1B State Champs WA	Western Australia
OCTOBER	29-30.10.2011	F1A, B and C State Champs NSW	Lake George or Narrandera

BIG Vintage Power



Col and Gary have got big ones, and noisy too. Col's (left) is a 150% Stomper with OS 35 Max III power. Gary's is a 150% Dixielander with Fox 35 power. NICE!



Some Words from Vin Morgan

Col Collyer and Gary Odgers brought their "Bigs" to the Werribee Wanderers Annual General Meeting and BBQ last week. Col's is a 150% Stomper with an OS 35 Max III and Gary's is a 150% Dixielander with a Fox 35.

The Bigs are pretty cool. You really need to hold them....

We were going to fly them on Sunday and then come back for the AGM and BBQ, but the weather was terrible, so as yet the models are unflown. Of course big models fly better than small ones but first flights should still be exciting.

The models will be appearing at Springhurst on the George Fuller weekend, October 2 & 3, 2010.

Fun for everyone! *Fuller's Merry Merlot*

Grapes for this fine wine were grown in the fields of Middle Wallop. They were stomped on in 1952 before being Zoot Suited in 1953. The grapes were then given time to age in squeeze bottles ready for the Dixielander mass production, which first took place in 1959. Variations have been in production since then.

Connoisseurs will not just a hint of amyl nitrate mixed with ether giving this full bodied red maximum performance for all those who love this vintage.



Prizes and giveaways on the field

Silver Medal 1953 World Champs
Gold Medal 1968 Australian Nats
Bronze Medal 1975 Australian Nats
Gold Medal 1981 Australian Nats

The AFFS winemaker, Roy Summersby, has been at it again creating a new delectable red (see *George on the left*). It will almost be fit for consumption I am told. Now, it will only be available at Springhurst and only in the month of October, on a special weekend.

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



George's 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. **START BUILDING!**

All attendees with a Fuller model get a bottle



Nikolay Nikolov - EU World Champ F1A

Nik did extremely well to win through all three fly offs; the 5 min (against 6), the 7 min (against 6) and the 10 minute (against 2), and this was against flappers. Photo on the right seen on the Internet



Hello Malcolm

We are preparing for the junior season heavily with the German Champs and the World Junior Champs to come soon. Phil and Daniel fly in F1B and F1P. This is a lot of work for me.

And I am flying pretty good myself this year, in fact I am leading the World Cup right now. I had a superb win in Czeck Republic however my best plane was completely destroyed when we tried to get it from a 90 feet tall tree. We had to cut the whole tree with a chain saw. I will send you some pictures of it.



Michael emailed again this month, saying:

Sorry for my late reply. We just came back from 4 weeks model flying. We have been to the Junior WC in Salonta / Romania. Great flying field with superb weather.

I was the first time the Junior Team Manager. We won F1B with Philipp, Daniel and Christian Fux in the Team. 21 clean flights. The only team with a clean score. Christian placed 3rd, Daniel 4th and Philipp 8th. Philipp was a bit unfortunate. 20 minutes before fly off his electronic died in the fly off plane. What a pity. So his second plane did not do so well (I guess this is my fault). The WC from Poland followed Phil and won in the same air. However we were super happy and I am so proud of my boys.



Same team flew F1P next day. Philipp just joined the F1P team recently since we had nobody else. In fact he started an engine for the first time in his live 5 days before the contest and made his maiden flight 4 days before the WC's. Even here the boys did extremely well. I have a lot of hope for next year in F1P.

After that we went to the German Championship. I lost stupid 9 seconds in the 6th round however still have some chances to go to Argentina.

Next week we are all off to the Eifelpokal in Germany, another WC contest. We hope for good weather, maybe a little less warm than in Malta right now. It is around 35C and very, very humid.

Michael Seifert (Malta)

Dear Malcolm

Thank you so much for your kind comments on my behalf in FFDU. It is a spectacular issue and so nice to have the memories refreshed in words and pictures of a wonderful experience. Freeflyters that I have had the pleasure to meet have all been a great group of fun seekers and I really enjoy both the flying and the talking about flying. Trust all is well with everyone as it looks like you have some more busy flying times coming up.

Mike Roberts (USA)



Classic Swiss vintage glider - the G41



Many readers loved the photo taken in the Swiss Alps of the original G41 (*see left*), none more than Peter Michel.

A copy of the plan was obtained via Peter Renggli and after a ten week build, this all spruce and ply model flew yesterday, 24 May 2010, for the first time at Epsom Downs. Here are Ted Horne's photos of the occasion, all flights were from a hand launch.

Peter says he was going to tow it up after the Derby was run! I think he said it weighs 5 kgs!

from Stick and Tissue editor, James Parry



I'm sure you'll agree that this is one beautiful vintage glider, flying in the Swiss mountains. Sadly there is not one piece of balsa in it, but it's all wood construction would test our best builders, if you could get the wood. Peter Renggli supplied these details to James Parry who passed them on to me.

SPECIFICATIONS:

Designer: Emil Glünkin Zürich, passed away at the age of 95 years

Model: G41 first flight 1941 and winner of the Swiss alps free flight competition in the mountains of Arosa (one of the most famous Winter Sport Stations here in Switzerland)

Remarks: In 1943, Mr. Haslach realised with this glider a new duration world record of 2 h 41 min during the regional championship near Zurich. Towing with 200metre rope, released at the height of approximately 50 metres.

Pilot:  The Pilot of this extraordinary model was present on our Antikflugtag. Its our most admirable Pioneer Rudolf Schenker, 82 year old an still every day at 7. 30 busy in his professionally equiped mechanical workshop. 4 - 5 new diesel engines per year leave his workbench. Most of them his own design.

Span: 137 inch / 3.5 Meters / No Balsa. All formers and ribs: 1 -1.5 mm Ply, Stringers: Spruce, Nose Block: lime-tree.

Wellington Wonders

I met Stewart Cox at Omarama and he suggested we catch up for a meal at his place in Wellington. I did that and had a wonderful time, meeting his family and also John Henson and his wife, who live across the road. John was a very good F1B flyer and now devotes his time to free flight rubber scale. His models were amazing! Enjoy them.

Spitfire Mk 21 Griffon Contra



Messerschmitt ME 109



**John Henson with his
Blohm & Voss BU138**

Schneider trophy Macchi MC72



Acado 240 twin

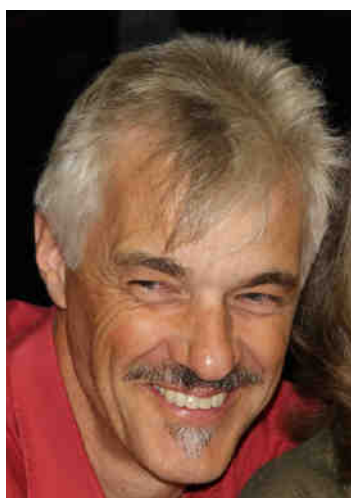


**Contra rotating
prop assembly**



**Modified egg beater
to wind the twins**





Hi Vin,

I am a little sore after our State Champs Scramble event though not in the usual knee calf or thigh areas. The event was going well with 5 starters , no runners , near dead calm and Terry timing 2 models.

With about 8 minutes left of the half hour I launched the Carpet, then launched Phil Mitchell's F1A (he was practicing on the same piece of turf) jumped the ditch, made the catch and was sprinting (well for my age , running as fast as I can) back to the flight line when I made a near fatal mistake. I crossed the bridge over the ditch and cut inside a large concrete block on my right and a large watering device some 4-5 metres on my left and was stretching out for the flight line but had failed to notice the 8mm steel cable 300mm above ground that connected the two aforementioned objects. Both feet stopped instantly and without any noticeable bending I hit the ground very hard.

All air was expelled from my chest cavity and I lay there winded and wondering if I had broken some ribs. The most important thing though was that the model had been propelled forward and was resting

But first, a **Preamble**. The consummate and youthful Tahn Stowe started the ball rolling with one of his spectacularly colourful emails, describing his latest attempt at turning himself into a premature invalid. He said to Vin:

peacefully on the grass. I regained my feet and managed a trot to the flight line and continued the Scramble.

The eventual winner Warren Leadbeater was the only person on the field to have seen my performance and only managed to best me by 71 seconds. My ribs are still sore and my right shin is minus some bark. Terry of course suggested that I have my eyes checked and was most upset that he had been too busy timing to have seen my stack first hand.

Regards Tahn

[So that started our resident academic Vin thinking about the rules](#)

THE RULES as proposed by Vin Morgan

Endurance is a new free flight event that involves model aeroplane flying in a physically challenging environment. The event is expected to attract persons who enjoy a challenge but who also like a technical aspect such as flying models. It brings to mind the popular television shows; Gladiator, Survivor etc.....



The rules of Endurance are essentially those of "Scramble" i.e. the aim is to achieve as much flight time as possible within a given time period by a series of individual flights with a maximum flight time.

Motors (IC only) have to be hand started by the flyer and models have to be launched from the nominated flight line.

The principal difference between a traditional scramble and endurance is that instead of using a field that would be appropriate for other free flight events, Endurance will be flown on a "course" that involves obstacles that have to be negotiated during retrieval. The idea arose during discussion of the retrieval conditions of F1C at the Odessa World Championships. The downwind area included barbed wire, anti-tank ditches and buildings as well as the familiar trees and fences.

Endurance might involve fences, small ravines and hills, creeks and dams, ploughed land, buildings, and vegetation; blackberries come to mind. It is envisaged that Endurance will be flown in a rather less frenzied style than Scramble since it will be necessary to conserve energy and avoid injury. This will be especially necessary for the ultimate event – 24 Hour Endurance. This event which combines night and day scramble, will normally be timed to start at noon and finish at noon the next day. Models will obviously have to be fitted with lights as for a night scramble and it will probably be advisable if competitors wear head torches.

Most competitors will need to have several timekeepers working in shifts.

DISCUSSION PAPERS

From: Vin Morgan
Tuesday, June 08, 2010 9:21 PM

Yes Tahn, I think the rules are developing quite nicely. The first tryout should be at a Nationals because Nats have sufficient time for such an event. I can't see it at AFFS although it might be worthwhile trying to set aside some time. I have also been thinking of the 'provide a model' option. I reckon we might have been able to get the Chinese to play in this case – and possibly the Seifert family. As far as the provided models are concerned AFFS could afford a few motors of the PAW 80 ilk and we could cobble up some simple models.

From: Malcolm Campbell
Wednesday, 9 June 2010 9:17 AM

As it's hard to get a couple of people to fly scramble these days, this new event will probably end up with less entrants as they get killed off in the early hours of retrieval.

The brief did not mention paramedics. Phil and Tahn are fit, but they too are getting older. Maybe the Campbell Scramble on mopeds could work for 12 hours?

Although the terrain would be challenging.

Cheers Malcolm



From: tahn stowe
Friday, 11 June 2010 9:19 AM

Given that the current trend is away from 5 day test Cricket to the 20/20 format perhaps another "watchable / saleable" version (aimed at TV/ Cable) would be "Endurance Knockout" which is run the same way as C/L Combat. A series of 10 or 15 minute "man on man" bouts would take place via a draw leading to a couple of semis and a final. This format would of course encourage sponsorship and the all important aspect of betting, which should make an attractive package for TV. Brand names could be placed on various types of apparel and on the models themselves, plus a plethora of opportunities for energy drinks and foods. I almost forgot that each timekeeper would have a scantily clad woman of "platinum" quality to hold up the flight time of each contestant, thus ensuring an even bigger male audience and adding that all important touch of glamour. Once the event has achieved 2 million viewers in Australia it could be franchised around the globe. The "course" could be varied in each country and could lead every 2-4 years to a *World Record Endurance Championship Knockout*, or its more popular acronym **WRECK**.

As you say Vin the ideas are developing and the future of Free Flight looks much brighter once we move away from the traditional approach and embrace the current world.

From: Vin Morgan
Friday, 11 June 2010 9:269 AM

Good thinking Tahn. I particularly like the gambling aspect. Very Australian. I assume you have not run the women part past Lizzie?? Yet!!! V

From: Malcolm Campbell
Friday, 11 June 2010 5.40pm

This is now starting to show merit. Sex and gambling are wonderful drawcards! Perhaps the stipulation of blindfolds for all competitors would introduce a third factor enjoyed by the viewing public – blood! But you should also increase power to about 3.5cc and banissy nylon props and glo motors. Allow only wood and cranky diesels and you'd be getting somewhere. Another option would be to allow each team to have a sniper? Use of bullets banned but paint balls would be OK. They would still have enough propulsion at short range to shear a wing off. So you would see lots of crashes. Remember, the viewing public of international motor racing primarily watch for the crashes.

Cheers Malcolm

ENDURANCE - an event for the new Decade

So there you have it - a new truly Australian event, in embryo stage. Vin is actually quite excited over it and Tahn, well Tahn will try anything, at least once.

I'm sure there are many of our readers who will warm to this energetic event and submit their ideas to enhance the basic rules proposed.

The next issue hopefully will have an exchange of letters about Endurance models and equipment – what sort of climbing gear is best for hilly courses with precipices (sites should be chosen so you start at the top, to abseil down and prussic up). Careful model handling in such conditions is critical - all will be revealed in the next exciting edition of FFDU.

VALE Harry Barr, M.A.A.C. # 9703

by Art Lane, Canada

My recollection of first meeting Harry was at the formation of the new Giant Scale club, EMSAC, (Experimental Mammoth Scale Aircraft of Canada) 1986, at their new field in the Belmont, Ontario area.. Harry had been involved with the formation of this new club and I often saw him flying many larger aircraft, of which time has made me forget what they were. He was a constant participant and a very knowledgeable chap when it came to building scale aircraft. I learned a lot from him.



Harry passed away, May 9, 2010.

We will miss him greatly; he always had a nice thing to say.

A few years later, I met Harry again, at a SAM flying event, Centralia air base in 1993. His favourite aircraft of the time was the old Trenton Terror and a Buzzard Bombshell on an ignition engine, of which, time has made me forget the make, but his competitiveness has never left my memory.

Harry was very particular with his building and over the years of our gatherings, his craftsmanship always showed up the rest of us scratch builders. His favourite aircraft was the Loutrel and over the next few flying seasons, he showed up one day at our airstrip with the beautifully built Loutrel on another ignition engine.

While Harry was a fantastic builder of these larger model airplanes, his main happiness was his rendition of the now famous, "Hangar Rat", a stick and tissue model, designed by Harry in 1978 and flown in the hangars where he worked, during noon hours, with a buddy, Ross Campbell..

A 1979 issue of Model Builder, now defunct, carried an article on the "How to build an enjoyable model airplane". Harry's Hangar Rat caught on with the stick n tissue flying fraternity and soon was flying with our indoor group on a regular basis... A contest was set up, world wide, and competitors from Japan, England, Australia, Netherlands, United States as well as our own Canadian flyers, competed for the "World Wide Hangar Rat Postal".

A special trophy was built, thanks to Don Arthur, for our "Hangar Rat" competitors and each year, the overall winner was sent a picture of it with his/her name on it. The event is still running each year although, we have lost some older competitors, but it is still fought for.

The “Papanui Cat” by Paul Lagan



Over the past couple of years I have built more than 20 Catapult gliders ranging from the ubiquitous little 12” span Vartanian vintage model right up to a 24” span Zingara variant. My most successful model prior to the Papanui Cat was a design of Stan Buddenbohm’s (a Copper Cat) which, at around 18” span, seemed to be about the right size for the catapults I was using. Models much small than this size are really hard to launch consistently and those much bigger simply don’t reach the altitude of the 18” models.

Most NZ FFers will recognise the genesis of Papanui Cat – it is essentially a slightly scaled up Papanui Tavern – a model that has had a lot of success as a Chuckie. The wing is from 3/16” q-grain stock and tips are well tapered. The model weights about 25grams. The fuselage on this Cat is based on that used by Ralph Prey and Stan recently incorporating the front hook. The hook in this position requires that the boom be kept “high” and the tail mounted on top of the boom to prevent damage to the rear end at launch. The DT system is a hinging boom and, with the launch grip just under the wing, there is no load placed on the boom at launch so it can be from very light tapered carbon tube stock. Tips of carbon fishing pole blanks are good – go to a shop that repairs rods and see if you can fossick through their scrap bins! One real

advantage of the front hook is that the force of the rubber acts along the line of the model CG, not below the line of the CG as on “normal” models. This results in the model being propelled straight out from the catapult instead of a nose-up pitch which is very draggy. A secondary benefit is that the rubber can be stretched a little further when using a forward grip.

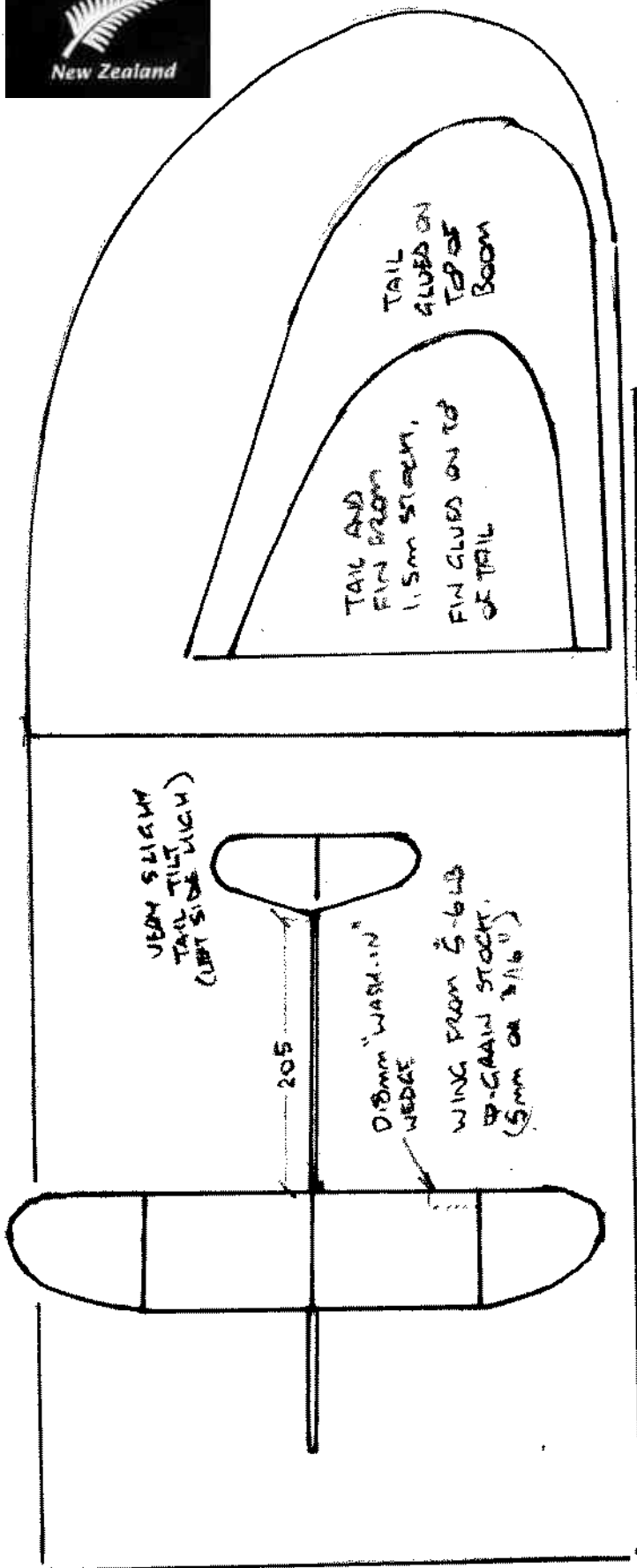
A bit about catapults and rubber might be in order here... Our rules allow for a 9” (22.5cm) loop of ¼” flat rubber. I’m a fairly long person and on the Papanui Cat hook placement I can potentially stretch this rubber to about 1.6 metres at launch. This is a stretch of about seven times the unstretched loop. If I used the very best available FAI Tan rubber then I can potentially release 4200 ft-lb/lb of this stock at full stretch. The rubber in a catapult weighs about 0.11oz or .007lb so a Tan catapult can release 28 ft-lb of energy. However, Tan will only release such energy at full stretch which is usually over 10 times it’s unstretched length. If it is only stretched to 7 times then it will release only about half its potential energy (about 14 ft-lb). One solution to this is to use a shorter loop of rubber – about 6 ½ inches for example and then if that is stretched fully it will release roughly 19 ft-lb. A similar solution is to use some “vintage” rubber that has a maximum stretch of 7 times and some of the old FAI “black” or the 1970’s “Filati” (Pirelli) will do that. In these cases if one has a stock of old rubber that could release 3000 ft-lb/lb then a 9” loop of this will release 21 ft-lb. The moral of this story is that whatever rubber you use, make sure it is fully stretched at the instant of release. Most people I have watched launching in Oz and NZ don’t stretch fully.

Back to Papanui Cat... Trim is a balance of very slight left rudder and a smidgen of left down “aileron” to get the right yaw/roll in the climb. Too much rudder can turn into a spiral on glide so balance it carefully. Pitch on climb is a balance of decelage and CG so it is very handy to have a small screw adjuster at the front of the boom to make fine adjustments. With good rubber and proper stretch this model will do over 60secs in “dead” air. To date it has won the AFFS Champs with a perfect score (six 60 sec maxes) in my hands and Grandson Julian used the model at the recent Kotuku Cup contest to score just under 300 secs (and a NZ Junior record). Unfortunately for Julian, Grandpa beat him by a few seconds !

[Want to build one? Quick, turn the page.....](#)

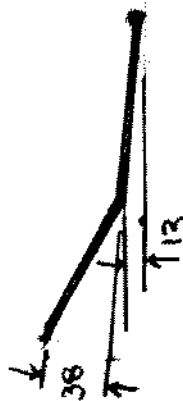
**So is the Papanui Cat any good? Well, here are the results of its last 3 outings.
Of course, acquiring the services of Paul Lagan will cost considerably more!**

1	Paul Lagan	60	60	60	60	60	60	180	(best of 3)	AFFS Champs
2	Julian Lagan	42	49	34	60	54	60	299	(all count)	Kotuku Cup
1	Paul Lagan	60	52	50	52	60	51	325	(all count)	Omarama Cup



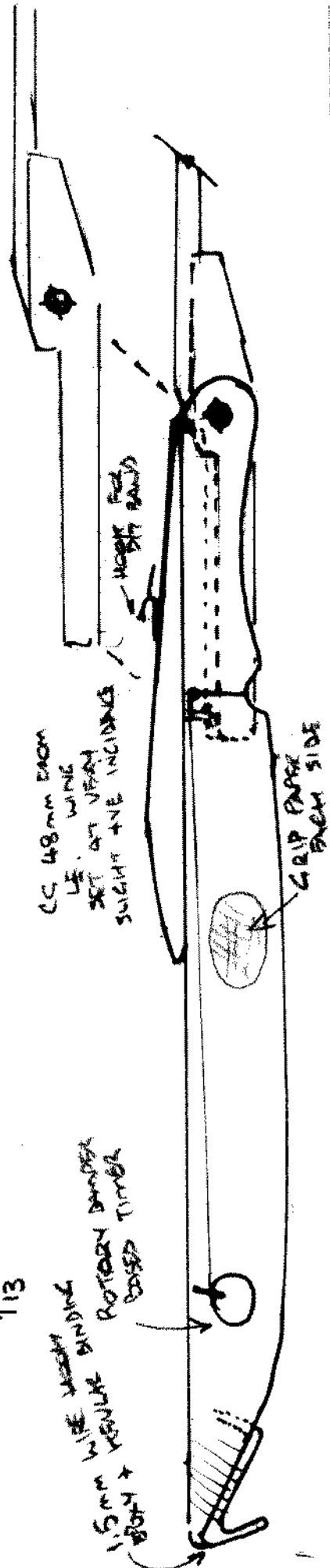
PAPANUI CAT
2010 CLG.
PAUL LAGAN

FUSELAGE POD 3.5mm
HARD Balsa WITH
0.8mm PLY SIDING



1.5mm WIRE WASHING
BOTH + VENTURE BINDING
ROTARY DRESSER
POISED TIMBER

CARBON TUBE BOOM
3 Ø/40 2.5 AT TAIL





ATTENTION ALL COMPETITORS - SPECIAL EVENT AT 64TH NATIONALS

**THIS WILL BE AUSTRALIA'S RICHEST FREE
FLIGHT EVENT OF THE DECADE,
WITH CASH PRIZES OF \$700**

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

Run over 3 rounds 5mins max Flown over 4 mornings at 5.30 am.

On 1st, 4th and 5th January, these flights will be ROG ("rise off ground") from a flat horizontal table.

On 6th January, a mass hand launch will take place.

The last one down wins \$100 prize. Planes will be scrutinized for eligibility. No entry fee.

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

MODEL TYPE Rubber powered, free-flight duration model.

FLYING The models must take - off (ROG) from a flat horizontal surface nominated by the contest director. Pushing at release can result in disqualification. On day 4, the mass launch will be a hand launch.

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

SPECIFICATION The model must weigh not less than 8 ounces (227 gm). Weight of the rubber motor is not limited. The fuselage, at some point, must have a cross-sectional area not less than "L squared/100", where "L" is the overall length of the model. ("L" can be in inches measured from the tip of the prop winding loop to the D/T hooks at the rear, 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.

PLEASE NOTE Only one model per entrant (no spare allowed). No multiple entries. Proxy flyers allowed. Entrants are not restricted to flying designs that existed in 1949 but, if you want to design your own, go ahead. GOOD LUCK !

ENTRANTS should advise Dale Jones via email weldwell@ezinternet.net.au or phone 0412 877 063