

FREE FLIGHT

DOWN UNDER

NEWSLETTER OF THE AUSTRALIAN FREE FLIGHT SOCIETY INC

VOLUME 44 NUMBER 1

AUTUMN 2012

TOW LINE TIPS AND SCALEY BITS



MAJOR COMPETITION REPORTS INSIDE:

MAX MEN AT LOST HILLS CA
VICTORIAN STATE CHAMPS
KOTUKU AND OMARAMA CUPS NZ
SCC AND AFFS CHAMPS NARRANDERA
BRITISH SCALE NATIONALS 2011



RULE CHANGE?

YOUR LAST CHANCE FOR 3 YEARS!

FRONT COVER:

Scale at its best. Gary Odgers launches his Phönix D1 for yet another perfect flight. The model is fat, chunky, immensely strong and beautifully presented. It flies like a bird. Powered by an ED 246 Racer.

Free Flight Down Under

Autumn 2012

Volume 44, Number 1

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

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WITH SPECIAL REPORTS ON



PRESIDENT'S REPORT:

Ted prepared his report before Narrandera. My own competition involvement delayed the publishing of FFDU.

Welcome all to the first edition of FFDU for 2012. With Narrandera less than two weeks away as I write this, Malcolm is going to be busy to have the edition out before we all get to Narrandera, especially in light of his (and quite a number of enthusiastic free fliers) attendance at the Maxmen and/or Omarama World Cup events. I have no doubt Malcolm will have a vast collection of superb photos available to include in this and future editions. Thanks to Malcolm for his continuing excellence with FFDU.

For those concerned about the floods in and around Narrandera, Phil and Tahn have been in regular contact with Wayne Durnan with regards to the field condition, which I believe is positive. I have also spoken with management at the Country Road and they indicated that the top end of town motels are fine, however those towards the river may have had flooding, so please check if you are booked into those. Access in and out of Narrandera is open, with the area drying out. The long term weather forecast is also looking good to well beyond the Easter weekend.



As indicated in the last Prattle I am not standing for the executive this year so this is my last Prattle. I would like to thank all who have assisted me during the last three years, and especially recognise the work of other members of executive who shoulder virtually all the work organising the AFFS Championships each year. Phil Mitchell has also advised that he will not be seeking re-election to the executive. Phil has been the powerhouse of the AFFS for many years in the role of Secretary with regards to ensuring that the AFFS champs run smoothly, and deserves congratulations for a job well done. While Phil is leaving big shoes to fill, he has nominated Tahn Stowe to replace him. Tahn (and Liz) have been responsible for the organisation of the Southern Cross Cup for quite a few years and thus has an excellent understanding of the AFFS secretary's job description. I wish Tahn, and anyone else nominating for positions, best of luck at the AGM, and thanks for putting your hands up to help keep Free Flight alive. Without people prepared to be involved in the management and running of events, whether it be Narrandera, State or club events, the sport (or hobby) will disappear sooner rather than later.

In light of the above comments we are still looking for CDs for all days of the AFFS. Vin has been collating a spreadsheet with who is doing what when, and as has been the case in recent years there are very few people who are not flying on all days of the Champs. Hopefully we will be able to persuade enough people to CD, but if you do have a day, or even part of a day free please put your hand up and nominate as a CD.

Finally I would like to say I hope to see as many of you at Narrandera weather permitting, both for Free Flight's sake, and for Narrandera itself. The week leading up to Easter, and the Easter weekend plays a significant part for many people in the hospitality business in Narrandera, and with the lack of tourists/travellers passing through Narrandera in the last month, our presence will be appreciated. Drive safely and happy thermals,

Regards

Ted Burfein

FROM THE EDITOR:

Well, 2012 has started in a busy way for some Aussie competitors. Max Men in California started it for six of us, and soon after the Victorian State Champs attracted entrants for many states of Australia. Days later, six Queenslanders accompanied a sole New South Welshman to challenge the Kiwis at Omarama. The pace didn't let up with the Southern Cross Cup, the AFFS Champs and then the Nationals in WA in April coinciding with Queensland's F1A/B State Champs, and a Team selection event in WA the week after. So let's hope all flyers and their models stay together while we enjoy this smorgasbord of competition flying! Too many competition reports for you? You can fix that by contributing an article that may be your specific interest - vintage, scale, electronics, retrieval systems, rubber hints, what's the best tow line and towing techniques, construction tips, etc, etc. Over to you.



Malcolm Campbell

MAX MEN 2012, from my journal



by Malcolm Campbell

TUESDAY: Remembering the illness from my last trip to Lost Hills, I was wary of the plane trip over. Shouldn't have been – I felt great all week, and so did the others who were struck down last year. Roy however acquired a sore throat (possibly because he flew Premium Economy, behind a curtain) but, throughout the week, he did his best to kill the bug, with alcohol.

Paul Rossiter tracked east from Perth, after saying a cheerful farewell to Kathy at 4 am in the morning, to link up with Vin Morgan. They had a night in LA before heading north. Terry Bond and Karen were already busy refining their American accents because they went over a week earlier, and would stay a week longer than Maxmen. I met Roy Summersby, Di, Phil Mitchell and Noels at Sydney Airport, and the five of us flew VA1 to LAX. Phil, Noels and I went cattle class, and all scored 3 seats to stretch out in. Roy and Di, flying Premium, had just one seat each. Di lent me her Premium class noise cancelling earphones and I settled back to watch all the new release movies.

After the woes of 2011 RV hire, new RV companies were approached and excellent vehicles were supplied. Summersby and Bond had 30 foot monsters that were more like a small houses. Great for entertaining. I took the soft approach of Days Inn and a hire car and, of course, the Denny's experience.



Roy had a big one this year

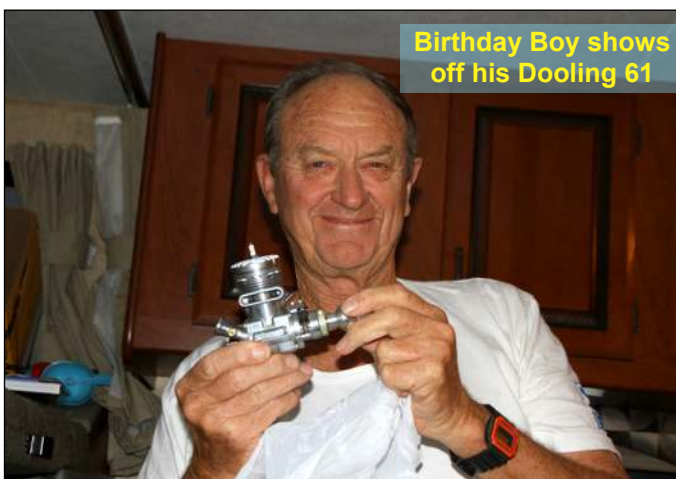
Roy picked the RV up from Hawthorne, about 6 klms from LAX, and did a wonderful job of keeping in one lane all the way to Bakersfield (the RV is 10'8" wide at the mirrors), where he dropped me off to pick up my Chrysler 200. We drove in convey to Wasco where we bought supplies. Roy headed for the field to set up and I unpacked in my cosy motel room.

WEDNESDAY: Maybe we were a day earlier than last year so Wednesday was a lazy day around the few RVs on the field, with Roy, Di, Phil, Noels and Brian Van Nest. Phil tested his LDA F1A and I put up some flights with the Buntbone.

It was Roy's 70th birthday and he started the celebrations out on the field with his Ukrainian boyfriends. I drove Di out where they were testing so she could check up on him. Roy was having such a good time out there that he fell off his little motor bike when he got back. Paul and Vin had set up their RV by then and plates of nibbles were assembled for Roy's official birthday party. Phil created a number of culinary delights and Janna V-N had given Brian a special cake she made up called "Better Than Sex". I think it was, so long as you had taken your insulin shots. We all had two pieces – it was delicious. We crammed 11 people into Roy's home, most of the Aussies plus Victor Stamov, Henning, Pym and Petra Rutyer and Brian V-N. I left their RV in pitch darkness at 8pm, hoping I'd take the correct dirt roads to join up with the bitumen back to my motel. I did.



The "Better Than Sex" birthday cake



Birthday Boy shows off his Dooling 61

THURSDAY: A lazy start to the day – a great day for practice – quite warm and over 70 deg F. Started with a cappuccino and an energy bar in the Mitchell RV, then Phil went to sort out a bent wing joiner and I watched the entertaining LDA practice – touchy but spectacular when they work. Instant RDT is a must with these new toys. I played with the AL Star F1A while Paul and Vin got serious with their F1Bs. Late afternoon and 007 was in full song in the RV, emptying his supply of Caromas. I became the rubbish collection boy for the Aussie RVs and also took the drink order, 3 cartons of beer. How long will that last? Back to the motel and Denny's, for a sizzling rib fillet. Yumm.

FRIDAY: Warmer still and blue skies. The RV park is filling up and lots were out early practising. LDAs still looked cantankerous. I tried to tame my new F1H where

but the numbers were still good and the competition was strong. Phil had his dramas, being spun to the ground in R1 for a re-fly and then a big tow line tangle up among the F1Cs in R2. Luckily he maxed in both re-flies. The air seemed variable all day with lots of circling for some. I achieved a PB today – my first ever 7 maxes, and I followed up with 4:04 in the 5 min fly-off, 24 secs ahead of Phil. Vin Morgan did the best of the Aussies in F1B getting through the 5 min fly-off and into the second fly-off, where he recorded 253 secs. Paul Rossiter was unfortunate to experience 4 dropped rounds, making the day one he'd rather forget. Terry Bond did very well but dropped 13 secs in R5.

Roy Summersby made the F1C 5 min fly-off but only recorded 3:32 in the 7 minute to finish well down. During the late afternoon, the CLG and HLG flyers were



Roy visits the F1B camp. The rubber boys took their home with them when testing.



Vin missed a few but flew well in B and G

Vin, Paul and Terry were practising. Having the RV right there on the field was great, as we had instant coffee, hot biscuits and a shaded workshop if we needed it. I had lunch in the Summersby van and started to tick off the list of goodies I had to buy for BFFS flying buddies. Stan Buddenbohm lent me a CLG which flew really well in practice. Spent the afternoon launching and watching some LDA flyers. Di cooked a lovely mince pasta with broccoli and carrots. Home for an early night.

SATURDAY: IKE comps and Kiwi World Cup events start today. Cool, cloudy and a windy on arriving at the field under lights at 7 am, with the winds abating by round 1. This year there were more internationals than Americans



Paul seemed set for a great week, but that was not to be.



Phil was focussed all week, putting in some great performances in A and H.



Bondy had a great time, on and off the field

practising, and their models floated down along the flight line.

SUNDAY: IKE comps, F1H and CLG events. More aeromodelling heroes at breakfast today – Thomas Køster, John Clapp and Ian Kaynes. Weather was great –

Glider legend Lee Hines with his Hoosier Kitty CLG, standing alongside Bernard Guest with his Sweepette 36D2 TLG



light breeze and mostly sunny. I had high hopes for CLG with my loaner but tried too hard and retired to photograph the small glider and mini class flyers. The vintage line-up of power models for the IKE contests was fantastic and I really enjoyed my time watching and photographing them.

Vin did well in F1G until R5 when he dropped 23 seconds. Five flyers did 5 minutes and then 7 minutes, with the final result decided from the extended “last one down” R1. Tiffany O’Dell won.

Roy damaged his F1J model in R1 and retired, leaving five of the six remaining competitors to fly for 5 minutes. This fly-off was not without dramas, with Steve Spence falling off the edge of a thermal, Mike Roberts launching right for a low score. Veteran Brit Stafford Screen cleaned up, Faust Parker was second ahead of Sevak Malkhasyan, and his brother Taron unable to get started.

Phil didn’t make the fly-off in F1H as he dropped R2 badly. There were three in the F1H 7 min fly-off and it was magnificent to watch. John Cooper took 2.5 mins to land after DT, but still lost first place to Brian Van-Nest by 3 secs on the R1 supermax count back.

Kiwi Cup Results:

F1A (54 entrants)

1. Jim Farmer	USA	210	180	180	180	180	180	180	300	420	2010
2. Shlomi Rosenzweig	CAN	210	180	180	180	180	180	180	300	359	1949
3. Mike McKeever	USA	210	180	180	180	180	180	180	300	340	1930
17. Malcolm Campbell	AUS	210	180	180	180	180	180	180	244		1534
20. Phil Mitchell	AUS	210	180	180	180	180	180	180	220		1510

F1B (50 entrants)

1. Charlie Jones	USA	240	180	180	180	180	180	180	300	420	341	2381
2. Thorvald Christensen	SWE	240	180	180	180	180	180	180	300	420	236	2276
3. Jack Emery	USA	240	180	180	180	180	180	180	300	414		2034
17. Vin Morgan	AUS	240	180	180	180	180	180	180	300	253		1873
28. Terry Bond	AUS	240	180	180	162	167	180	180				1289
44. Paul Rossiter	AUS	148	178	180	178	121	180	180				1165

F1C (20 entrants)

1. Ed Carroll	USA	240	240	180	180	180	180	180	180	300	420	2040
2. Artem Babenko	UKR	272	240	180	180	180	180	180	180	300	406	2026
3. Reinhard Truppe	GER	712	240	180	180	180	180	180	180	300	364	1984
12. Roy Summersby	AUS	2153	240	180	180	180	180	180	180	212		1532

During the day, I then went back to the small glider "pen" to help Ken Bauer chase his 2 min maxes in HLG (he only missed the last one). US small glider flyers are awesome. So many achieved the big maxes easily. Another night at Denny's, and Roy's big battery to recharge.

IKE Mini Results:

F1G (20 entrants)

1	Tiffany O'Dell	USA	293	120	120	120	120	300	420	1493
2	Peter Brocks	USA	229	120	120	120	120	300	420	1429
3	Philipp Seifert	GER	209	120	120	120	120	300	420	1409
18	Vin Morgan	AUS	120	120	120	120	97			577

F1H (19 entrants)

1	Brian van Nest	USA	241	120	120	120	120	300	420	1441
2	John Cooper	GBR	238	120	120	120	120	300	420	1438
3	Aviv Balassiano	ISR	218	120	120	120	120	300	420	1418
9	Phil Mitchell	AUS	120	96	120	120	120			576

F1J (9 entrants)

1	Stafford Screen	GBR	120	120	120	120	120	300	900	
2	Sevak Malkhasyan	USA	120	120	120	120	120	219	819	

MONDAY: Great sleep and up at 7 am, as it was a spare day. Breakfast with Henning, Thomas Køster and Thorvald Christensen. Tow line making and coffee with Phil Mitchell. Showed Roy some tricks with his phone and then up to the big hill to watch the F1Es fly. Rain stopped play. Di, Noels and Petra Ruyter went with Janna Van Nest to Bakersfield, to do what girls do best – shopping, lunch and movies. I took the RV shopping list to Wasco, picking up Subway on the way through Lost Hills. Back to the field at 4.30 pm for drinks, strawberries and potato chips, then to Denny's for dinner with the Seiferts and George Batui. An early night after charging batteries, making lunch and organising things for tomorrow.

TUESDAY: Pan American Canadian World Cup (F1A, B and C). Cool, damp and 5 deg C, so a bleak outlook that improved by the start of R1. I decided to focus on my own flying so I missed most other classes. Big uppers and downers today. Per Findahl damaged his model when it



Youngest Kiwi Cup flyer



Little 9 year old Gina Barron flew in F1A, assisted by her Dad Andrew, recording 1175 secs, 4 maxes

flew through the flight line, with tow line attached, and struck a motor bike's rear view mirror. LDA performance was still patchy. Phil and I made the fly-off (my second ever full house) but I only did 2:16 to Phil's 2:42. Even though we didn't do too well, others made 7 minutes (fly-off next morning). Terry Bond had Australia's best performance, placing 4th in F1B. Organiser Peter Alnutt put on champagne and chips and this was hugely successful. Tuesday ended at Roy's RV for merlot and pistachios, then to the Mitchell RV for Phil's special veggie soup. I left the field at 7.30 pm, very tired and a little light headed (too much champagne?) after an enjoyable day. *(Results at the end of this report)*

WEDNESDAY: Spare day, cool, windy and a few clouds. Initial plan was more F1A and H testing but it was too windy. Only the F1Es were flying up on the hill. Plan B – drive to the west coast taking Roy and Di as nervous passengers. As we didn't leave until 11 am, it was to be a short visit. We stopped first at James Dean's



F1A winning glider team, Phil Mitchell, Anders Persson and Per Findahl

Di found a large doll at “James Dean’s Last Stop”. Roy wouldn’t let her bring it home.



Last Stop to stock up on more pistachios, then headed for Morrow Bay and then Cayucos, a tidy little beach town where we sampled excellent clam chowder and fries at Duckies, on the beach. Di then hit the second hand shops, so Roy and I tagged along. We headed back to the field for the F1A fly-off but that had been delayed to 7.15 am Thursday. Drinks with the Summersbys and then Di toasted my lunch time sandwiches for me (no waste with good cook Hanna). It was only 1 deg C when I headed home.



Roland Koglot prepares for another F1A fly off, and another win



Sergey Makarov was unlucky not to win the flyoff - foiled by a small hill

THURSDAY: At the field by 7 am for F1A and C fly-offs. Minus 1 deg C and cold! 8 in F1A and 7 in F1C for a “to the ground” fly-off. Roland Koglot put up a lengthy test flight 10 minutes before the start to rush back to the

flight line just in time. Per launched early and high, Roland ran further upwind for good height, then Sergey went, also high. Timekeepers lose sight of Sergey and clock him off at 7:00, whereas Roland flies for 7:15. Altimeters in both models show 7:15 flights for both! I felt sorry for the young Russian flyer who towed in and then couldn’t get back to the line in time to re-fly.

In the F1C fly-off, Mike Roberts had engine trouble (until he tightened the plug!) and then came down early. Retrieving the model, his second attempt has the model



The Babenko “Mean Machine” did not start for the fly off



A number and name that has been around F1C seemingly forever

stalling to the ground, caused by stab trouble from the earlier flight. Babenko has fuel line trouble and his substitute model runs rich. Verbitsky launches perfectly for a win. Good turn out for the presentation. After lunch with the Mitchells, I spend 3 hours practising with my two F1As. Afternoon drinks at Phil’s then some at Roy’s and then back to Phil’s for a wonderful roast

Most of the British “team”. They had a wonderful time harassing the Denny’s waitresses.



shoulder, cooked on the Weber, accompanied by mashed pots and salad, washed down with Airfield Syrah. Vin and Paul visited the Summersby RV for chicken and pasta. Home at 8.15 pm to charge batteries and prepare for F1A tomorrow.

FRIDAY: MAXMEN F1A, and 65 entries. Minus 2 deg C on the way to the field, light breeze and blue skies. I got taken out in R1 as my model decided to fly over the flight



Terry, the Aussie chief retriever, seen here retrieving Vin Morgan

line. My re fly was unsuccessful caused by a bad launch and a subsequent 80 second drop. Ouch. At least I maxed the remaining 6 rounds and got to fly both F1As. Large numbers in 5 and 7 minute fly-offs. Phil towed in during the 7 minute fly-off and got a bad launch in his re fly. However the model held in and completed only 2 circles in the 7 minutes to DT from 30 feet, directly under a waiting Terry Bond, who was the chief pilot of the Aussie retrieval bike. Phil's in a fly-off tomorrow. Leaving the field at 6 pm, it was back to Denny's for dinner with the full UK contingent of flyers – a lively and enjoyable evening.

SATURDAY

MAXMEN F1B and C, but first the F1A 9 minute fly-off in light winds and grey skies. It was fortunately warmer than the previous day. Phil had trouble assembling the flapper so he packed that and his new LDA model into my car for the long trip to the western flight line. On arrival,



Phil's day was about to get worse. Wing wiggler was not engaged.

he took up position at the end of the line, electing to fly the flapper. Roland launched early, capitalising on the early morning layers and Sergey and Per went soon after. They were all high. Phil towed and towed, having trouble circling and, after 3 launch attempts, wrapped the towline around the model and was down for a zero. Most unlike Phil. The answer was simple. The flapper was his last model to have a mechanical wing wiggler and he forgot to engage it. To quote Noels, "Derrr". Roland was the only one to do 9 minutes.

Paul Rossiter had another bad day in F1B. Vin dropped the extended max R1 and R6. Terry maxed out and made the 5 min fly-off. Roy went well in F1C until R5,



Stafford Screen didn't have a good day but there was a happy ending



Another of Roy's copybook launches

where he dropped a lousy 5 secs. It was privilege to see the flights of such greats as Koster, Verbitsky, Jack, Roberts, etc. Stafford Screen destroyed a model that came in on the glide setting from height. His day failed to improve when his second model didn't to DT after 40 mins in 10 mph winds. An initial search to 6 miles revealed nothing. All F1B and F1C flyers in the 5 min fly-off made it and will return on Sunday. I dined alone at Denny's and in bed by 9.30 pm.

SUNDAY: Terry Bond flew faultlessly in F1B and put in a good result in the early morning fly-off coming tenth.



Terry Bond was our best F1B flyer, recording consistent scores all week.

Maxmen Mini Classes on today(G, H and J). Cool, light breeze and high cloud. My F1H disaster continues. After closing the tailplane in the door a few days ago, I carelessly drop the model on its tail, snapping the stab pushrod and damaging the root rib of the stab. At least I'll be able to take photos now! Vin dropped a couple of rounds in G and Roy exited spectacularly with a R1 crash. Phil flew the Aussie flag and maxed out in H. Thermals dragged as many as a dozen models skyward at times and it was entertaining to see the various classes launching almost simultaneously, as the brave ones marked the good air. Mike Roberts totalled his pretty F1J in a big



Phil Mitchell sets up for a close fought F1H battle



Phil Mitchell enjoys his launch



Vin Morgan didn't have a good day in F1G, seems he was caught by an F1H

way. Seems the fin was OK! Only two electric models flew but they gained excellent height in their silent manner and attracted a good deal of attention. For G, H and J, most of those who didn't crash are in the first fly-off. As the CD wanted the event wrapped up today, the 5 minute fly-offs commenced from 1 pm. Naturally, very few dropped. The 7 minute fly-offs started at 3 pm, and most of the Gs go missing, with 3 still lost at the end of the day. I spent an hour in a fruitless search for Philip Seifert's model. 7 minute fly-offs commenced at 5 pm and Chris Edge wasted no time in towing up towards the motor homes. Israeli flyer Aviv launches early in good



This one's yours

air, Phil goes soon after. Aviv flies one second longer than Phil for 2nd and Chris Edge smashes their times with almost 4 minutes. The Gs go next with Tiffaney O'Dell, Blake Jensen and Peter Brocks sharing good air and Philip Seifert missing it. Good news of the day comes from Stafford Screen. He hires a vintage Aeronca C3

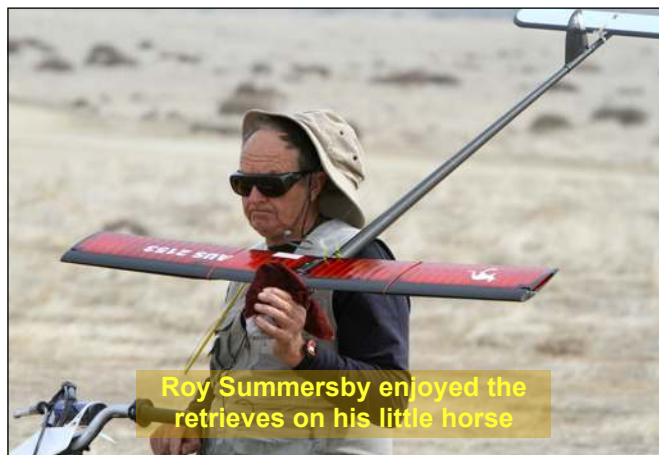


Stafford Screen's recovery vehicle

light aircraft to fly the line of his lost model and locates it in an orange grove, 6 miles away. The pilot then goes with them to assist in the ground location. His fee for the job \$50! Stafford pays \$100 - a bargain.

To wrap up the day, it's drinks by the fire outside Terry's RV and we say our goodbyes to the Aussie flyers. Another mince and pasta delight by master chef Di and I'm back at Day's Inn by 9 pm.

Max Men Results:



F1A (56 entrants)

1	Koglot, R	SLO	201	180	180	180	180	180	180	300	420	549	2559
2	Makarov, S	RUS	210	180	180	180	180	180	180	300	420	486	2496
3	Stamov, V	UKR	210	180	180	180	180	180	180	300	420	478	2488
19	Mitchell, P	AUS	210	180	180	180	180	180	180	300	420		2010
35	Campbell, M	AUS	130	180	180	180	180	180	180				1210

F1B (49 entrants)

1	Andriukov, A	USA	240	180	180	180	180	180	180	300	385	2005
2	Stefanchuk, S	UKR	240	180	180	180	180	180	180	300	339	1959
3	Piserchio, B	USA	240	180	180	180	180	180	180	300	326	1946
10	Bond, Terry	AUS	240	180	180	180	180	180	180	300	259	1879
28	Morgan, Vin	AUS	186	180	180	180	180	162	180			1248
41	Rossiter	AUS	240	119	166	180	180	92	180			1157

F1C (23 entrants)

1	Babenko, A	UKR	240	180	180	180	180	180	180	300	600	2220
2	Chesson, D	USA	240	180	180	180	180	180	180	300	586	2206
3	McBurnett, R	USA	240	180	180	180	180	180	180	300	520	2140
17	Summersby, R	AUS	240	180	180	180	175	180	180			1315

F1G (20 entrants)

1	Sirkis, O		120	120	120	120	120	300	420	336	1656
2	Brocks, P		120	120	120	120	120	300	420	190	1510
3	O'Dell, T		120	120	120	120	120	300	420	178	1493
13	Morgan, V		117	120	120	120	120				597

F1H (12 entrants)

1	Edge, C		120	120	120	120	120	300	420	232	1552
2	Balassiano, A		120	120	120	120	120	300	420	145	1465
3	Mitchell, P		120	120	120	120	120	300	420	144	1464

F1J (5 entrants)

1	Malkhasyan, T		120	120	120	120	120	198	798		
2	Shvedenkov, Y		120	120	120	120	120	167	767		
3	Parker, F		120	120	120	120	120	136	736		

MONDAY: A lazy day packing, shopping at Wasco with Di and Roy, and then Di washed the RV bed linen at the motel to store away for next year. I wash the hire car. Phil put in some huge launches with his LDA model at the now deserted LH field. An early tea at Denny's for me and, as I sit around the motel room at 7.30 pm not knowing what to do, I think it's time to go home. Not so for Terry and Karen. They have another week of travel planned.

TUESDAY: Car packed by 10 and off to Bakersfield with Roy's RV in tow, to drop off the hire car by noon.

I transferred my gear to Roy's RV which was dropped off at Hawthorne close, to LAX by 3.30 pm. An hour later, I was enjoying the security ritual of a full body X-ray scan and began conditioning myself for the 14 hour flight to Sydney, and an unexpected 3 hour delay in Sydney before making the Brisbane connection. After what seemed like 35 hours awake, I was curled up in my own bed again.

Would I do it again? You bet. February 2013 is already marked in my diary.

Pan American Cup (Canadian World Cup) partial results

F1A (48 flew)

1	R Koglot	SLO	1290	300	420	435
2	S Makarov	RUS	1290	300	420	420
3	P Findahl	SWE	1290	300	420	396
19	P Mitchell	AUS	1290	162		
21	M Campbell	AUS	1290	136		

F1B (35 flew)

1	S Stefanchuk	UKR	1320	300	351
2	T Mathews	CAN	1320	300	344
3	Y Blazhevych	UKR	1320	300	328
5	T Bond	AUS	1320	300	325

F1C (17 flew)

1	E Verbitsky	UKR	1320	300	420	584
2	R Pechersky	CAN	1320	300	420	492
3	R Mcburnett	USA	1320	300	420	403

For Sale F1C Models and Parts

I am over stocked, wife says to thin it out, so some goods, but not all, must go.

Models

Strukov straight drive folder, old style, twin rubbers, same system as world champion Lenonid Fuzeyev uses V.E. motor.
Will sell without engine. Model only \$ 650

Babenko Long wing folder, Fora gear engine 4 blade prop, Ex con 4th at Maxmen, 2010. 7 Straight maxes at last competition in Narrandera 2012 \$1,650

Babenko Long wing folder. V.E. gear engine recently serviced by Verbitsky who installed a new 3 blade prop as he thinks they are better (and he should know) Excellent condition This model hasn't done much work and is trimmed. \$1,700

Babenko Long Wing folder. V.E gear engine 4 blade prop, under fin & vee tail. Top model with tubulator on the wing. I keep this model for fly off's, super glide. Fuselage was damaged after D Ting on a car this has been repaired and flown since. \$1,850

Note:

All the gear engines above turn between 31000 to 32000 rpm
Last three models are equipped with R/C D/T servo

Parts

Babenko Fuselage complete (new) mount suits gear engine \$1,050
Set of new Pysanniy wings, these are the very best, uncovered. \$400
Babenko Stab, new, tapered leading edge, covered. \$ 80
Babenko, Folding long wings, new, covered. \$ 600
Babenko, Folding short wings, new, covered. \$ 600
Babenko, Stab, new, vee type \$ 80
V.E Stab used, good con \$50
2 Sets of 4 blade prop units, suit V.E & Fora engines \$250 each

Roy Summersby. 0243410072 or roydi132@optusnet.com.au
Happy to send photos, and more details as required.
All goods plus postage.



Peter Greenhill looked promising, until Jim brought out his reserve model



Gary Odgers chasing Peter in the still morning air. Both put in good performances, but they were not good enough.



Open Rubber deserves a full page in Victoria. But look who took the Shaw Cup, Gentleman Jim Christie. "Mr Rubber", and he's from NSW!



Malcolm Campbell contemplates what could have been, with another 22 seconds



The F1B boys returning after R7. It was a good day for them.



Harry Sokol needs to build his Y-Bars just a tad stronger



Richard Blackam was so pleased to pick up the F1B trophy, after a monster fly off



Des Slattery puts another Oz Diesel flight away, but no one could catch Roy Summersby



Roy was happy with his new electric bike. It's identical to Terry's, so that could be fun.



Malcolm Campbell seems to be hard on hire cars. The farmer's sons came in handy.



Bondy just keeps getting better. It's hard to say whether he likes F1B or F1C best.



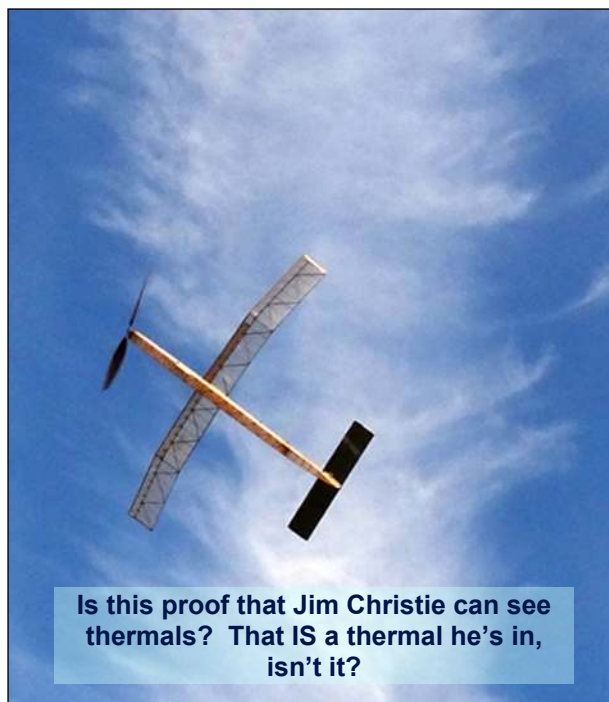
Kathy Burford is new to free flight, but she's making a mark in CLG.



The Corowa Happy Hour was eagerly awaited each afternoon.



And we all ate too much!



F1A

	Name	1	2	3	4	5	6	7	Total
1	Nikolay Nikolov	180	80	180	120	180	180	180	1100
2	Malcolm Campbell	180	180	75	180	104	180	180	1079
3	Vin Morgan	180	180	180	83	180	0	180	983
4	Albert Fathers	86	164	130	173	180	180		913
5	Tahn Stowe	180	180	123	180				663

F1B

	Name	1	2	3	4	5	6	7	FO	Total
1	Richard Blackam	180	180	180	180	180	180	180	600	1860
2	Bryan Oliver	180	180	180	180	180	180	180	325	1585
3	William Jones	180	180	180	180	180	180	180	287	1547
4	Leigh Morgan	180	180	180	180	180	180	180	269	1529
5	Terry Bond	180	180	180	180	119	167	180		1186
6	Albert Fathers	180	146	180	180	133	180	180		1179
7	Vin Morgan	180	180	180	142	105	180	180		1147
8	Gary Pope	180	180	180	180	105	180	120		1125
9	Craig Hemsworth	180	180	173	180	45	180	145		1083

F1C

	Name	1	2	3	4	5	6	7	Total
1	Terry Bond	180	180	180	180	180	180	180	1260
2	Roy Summersby	180	180	180	180	114	180	180	1194
3	Gary Pope	94	92					186	

Open Rubber

The Shaw Cup

	Name	1	2	3	Total	FO
1	Jim Christie	180	180	180	540	429
2	Gary Odgers	180	180	180	540	359
3	Peter Greenhill	180	180	180	540	341
4	Sean O'Connor	169	180	180	529	
5	Craig Hemsworth	180	180	137	497	
6	Albert Fathers	180	180		360	
7	Des Slattery	124	110	125	359	

Combined Vintage

	Name	Model	Flight 1 Bonus		Flight 2 Bonus		Flight 3 Bonus		Total
1	Malcolm Campbell	Seraph	180	4	180	4	180	4	540
2	Roy Summersby	Swiss Miss	180	4	136	4	180	4	500
3	Harry Sokol	Y-Bar	180	2	180	2	127	2	489
4	Sean O'Connor	Mick Farthing Lightweight	155	26	99	26	168	26	485
5	Michael Glaister	XL-56-B	180	0	95	0	180	0	455
6	Jim Christie	Bilgri Rubber 1956 and Gollywock 1940	180	0	136	0	118	0	434
7	Albert Fathers		180	0	179	0		0	359
8	Des Slattery	Stomper (Power)	83		91		180		354
9	Des Slattery	Lim Joon (Rubber)	109	0		0		0	109

Open Power

	Name	1	2	3	Total
1	Harry Sokol	82	180	180	442
2	Gary Odgers	180	180	180	540
3	Roy Summersby	180	180	33	393
4	Peter Greenhill	180	89	98	367

P-30

	Name	1	2	3	Total
1	Jim Christie	120	120	120	360
1	Vin Morgan	120	120	120	360
1	Leigh Morgan	120	120	120	360
1	Terry Bond	120	120	120	360

Oz Diesel

	Name	1	2	3	4	5	Total
1	Roy Summersby	120	120	120	120	120	600
2	Gary Odgers	120	120	94	103	120	557
3	Des Slattery	103	120	84	81	87	475
4	Malcolm Campbell	76	81	111	66	28	362

HLG/CLG

	Name	1	2	3	4	5	6	Best 3
1	Kathy Burford	41	20	24	35	60	60	161
2	Dale Jones	31	60	27	60	25	31	151
3	William Jones	35	44	30	24	60	30	139
4	Des Slattery	31	60	15	12	28	12	119
5	Tahn Stowe	29	16	19	60	21	21	110
6	Albert Fathers	21	15	12	29	60	4	110
7	Malcolm Campbell	0	32	24	35	22	dnf	91

Victorian State Champs
report appears on page 41



RULES, RULES RULES. We must have them,
and we can change them. But not often.

YOUR CHANCE TO GET THAT BEE OUT OF YOUR BONNET



The MAAA third yearly rules conference takes place next year, 2013. If you have suggestions for rule amendments, this is your one chance for the next three year cycle. Please forward proposed changes, with reasons, to your FFTC member in the next three months for there to be consultation and if necessary voting on the proposal.



Kotuku Cup and Omarama Cup, Omarama, New Zealand March 2012



With such an early start to the event there was some concern that the weather could be ordinary. In fact the weather was excellent, with some rain conveniently falling at night to dampen the road in, and a few strong breezes on some days that didn't stay long.

Kathy and I had flown in the Victorian State Champs a few days before so thought going to New Zealand would be good fun. It was.

A few of us did some practice on Friday and Saturday, although a big high stationed over the Omarama area kept wind strength down around zero. We checked important things, like Happy Hour times and companion flyers that offered drinks and nibbles. Brian and Albert's little house was the first port of call, although most days the local pub had a handful of flyers in it. Twizel salmon and veggies for tea.

SUNDAY

As usual, the week started with the Kotuku Cup and the 2 minutes classes, although no F1Js flew. In **F1G**, George Batuik felt the full onslaught of the Jones Team with Bill, Dale and Darren all flying. Dale got the better of Bill, who uncharacteristically dropped a few rounds, although she dropped 20 seconds in R2. The fly-off was between George and Darren and, as the winds got up, George launched early and Darren waited. George won with a 90 second flight as Darren elected to save his model and not fly.



F1H had half a dozen flyers but only 4 completed all rounds. Lee Hines defied his age to put in some big launches and max out. Malcolm Campbell and Michaela Groenewegen flew identical Andy Crisp designed models and both were not flying so well. David Ackery flying his own design model was the surprise package as he picked great lift and booked a place in the fly-off. He also rewrote a long standing New Zealand record. Brian Van Nest skipped around the paddock seeking air and dodging the rabbit holes. In the 3 minute fly-off Brian encountered some squirrely air (his words) that also held a giant thermal. He pushed the button at 2:02 and easily maxed. Lee Hines flew the full 3 mins before DT'ing so, also with good height, he was late home for tea. The 10 minute (I think) fly-off was held the next day and Lee convincingly claimed it with a 9 minute plus flight, well clear of David Ackery with 5.5 mins and Brian wisely down early with 4 minutes. Lee had a very long retrieve.



A notable plane in the **Combined Percentage** event was Phil Corfield's elegant and elderly AL 29. The model hooked a lazy thermal that held on until the other side of the road. Phil was missing for the rest of the day (no tracker), so the whereabouts of the AL 29 are not known. I think he found it.

HLG was a battle between Lee Hines and Paul Lagan, with Lee taking advantage of flying late. Antony Groenewegen and Dave Jackson were locked in their own battle.

CLG was fiercely fought with Paul Lagan establishing a New Zealand record (albeit a short held one). Lee Hines was not far behind. If you couldn't pick air you were punished although decent lift came through later. The (dead) grass was much longer this year so HLG and CLG models were hard to find.

Salmon and veggies (again) for tea. Then the gas went out. No hot showers tonight.



Kiwi Katapult King Paul Lagan shows how it's done

MONDAY

The day was cool, cloudy and devoid of wind. Frequent rain overnight caused concern for access but the road in was good. **F1A** was flown from F/Line 3. Only Brian and Lee got the 210 seconds, a deciding factor on



F1A was a race between the two Americans, Lee Hines (L) and Brian Van Nest (R)

who would win. I bunted late robbing myself of valuable seconds and Paul and Nikolay recorded similar scores. Rob Wallace had a few shockers and 13 year-old Michaela Groenewegen did well with her new model, recording 3 maxes. The first 5 flyers maxed the



A young girl to watch. 13 year old Michaela Groenewegen mixed it with the big boys, and she performed even better at Narrandera.



Nikolay Nikolov flew many gliders all week, this was his colourful one.

remaining 6 rounds and Albert Fathers flew only R7, to test the recovery of his strained leg muscle. The 5 min fly-off for Brian and Lee took place at 3.30pm. Lee circled once and launched in the 7 minute fly-off and Brian barrelled over the get the same air launching high up under Lee but falling heavily as he did so. His model eventually flew higher and they both maxed. The third fly-off was also 7 mins, set later in the day. Lee launched early, thinking he was in good air, only to be down in 2:04. Brian searched longer for adequate air, flying long enough to secure first place before pushing the button. Egg and bacon for tea and then off to the pub for drinks



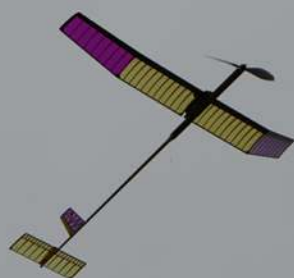
It seems Lee Hines was destined to follow in Brian Van Nest's footsteps all week, at least in F1A. He got his turn to lead in F1H

with Lindy Morrell, Gary, Brian and Albert. During the day our water heater was fixed so we enjoyed long hot showers and an early night.

TUESDAY

The air was icy under a clear sky with just a light breeze. Not feeling the best, I stayed indoors until the end of R2. The Combined % fly-off was held first and Brian got no assistance from the air, falling down in 100 secs. David Jackson's P-30 crashed on launch but recovered to record 103 seconds, a long way short of Darren Jones' creditable 162 secs.

Darren Jones was the winner of Combined Percentage



George Batiuk flew beautifully in all F1B comps.

R1 of **F1B** saw a few miss the 210 secs target and, from then on, the elimination continued (as it does). Gary Pope had the wrong lines hooked up to drop badly in R5. Albert Fathers dropped R1 and R2 but maxed the remainder. David Ackery also dropped two rounds and Bill Jones uncharacteristically took his eye off the ball in



William Jones racked up full houses but couldn't quite manage the fly off.

R6, dropping 33 seconds. Even Roger Morrell and Paul Lagan had days they'd rather forget. The 5 min fly-off between George Batiuk, Wu Yunsheng and Bill McGarvey saw Bill eliminated (when he pressed his RDT button too early!). George won the next fly-off by 14 seconds.



What a wonderful place to visit. The South Island of New Zealand is so special.

WEDNESDAY

This was the rest day so most did some touring. We went to Twizel and beyond and made a quick trip to the field mid afternoon for CLG practice. Kathy used the camp kitchen to cook roast beef and vegetables (yumm).

THURSDAY

First day of the **Omarama Cup** saw misty rain and 11 degrees – quite nice actually for **F1A**. R1 saw gliders moving slowly in big circles but only four made the 210 secs. Nikolay towed for the whole hour to produce a 177 sec R2 flight. Ouch! Only Brian, Lee and Malcolm remained clean after R4. As the sun came up, lift picking became a little tricky, with many wind changes. Paul Lagan found some monster thermals and enjoyed some big flights. Malcolm retired after R4, making a few silly mistakes attempting R5 and, feeling quite washed out and mentally thick from the bug that was ailing him, sat out the final rounds. Rob Wallace flew very well, only dropping R1. Brian Van Nest's R7 flight was a highlight for those that were on to it. He attempted release about



Bill McGarvey gets one away for Lee Hines. His own F1B performance was spectacular.



Brian Van Nest saw most parts of the field while towing. And managed to stay out of the bushes.



Rex Bain didn't fly but helped out where he could on the days he dropped in. Here he's waiting to launch for Paul Iagan.



Lee Hines, the "Old Man" of F1A showed that he still has all the skills to stay at the front.



David Ackery shows off his powerhouse launch in F1B.



US Kiwi Roger Morrell had some good flights in F1B



One on glide, the other powering up. There were many mass launches.



Mr F1B, George Batiuk, made it all look too easy.

four times, with the model looping and failing to unlatch. Albert was timing him and almost needed his binoculars to keep track of all this. So he towed in, grabbed a second model and made no mistake in maxing the round. Lee Hines didn't quite make it in R7, allowing Brian to win by just 10 seconds.

FRIDAY

8 degrees, sunny and a light breeze – a perfect **F1B** day. So the weather was good and 7 maxed the extended R1. George Batiuk attracted a following by launching early, usually in very good air. David Ackery also launched early, so these two usually triggered a mass launch with models circling in close company before some peeled off to other corners of the field and

often in not so good air. Bill Jones and Paul Lagan always waited till after the “followers” had flown, picking their own air with excellent results.

David Ackery and Albert Fathers dropped a few rounds, with David sitting out R7 (long retrieve). Wu Yunsheng also dropped 2 rounds and Gary Pope was plagued with some trim changes. By the end of the rounds, three were clean – George Batiuk, Bill McGarvey and Bill Jones. So it was a “double Bill” event. Bill McGarvey had his winning model irreparably damaged when the model box blew shut on it during his R7 retrieval.

As the winds got up, the fly-off was put off to 7.30am Saturday and those that timed needed keen eyes to keep the models in sight. I fact no one did, and it was Bill McGarvey that was seen the longest, although George Batiuk was much higher when his model disappeared into the background. Bill Jones took third place. fly-off times were uncharacteristically low.

SATURDAY

This was the day for the combined minis, TLG, CLG and HLG and it was warm (11 degrees) with clouds and some breeze that was destined to get much stronger. Flyers elected to launch in the lulls and early, assuming the day was only going to get worse. After all, we were blessed with extraordinary weather up until now.

Combined Minis was solely an F1H event, with only three flying. David Ackery maxed a flight and then put his model away. Malcolm Campbell and Michaela Groenewegen attempted flights in the gusty winds, flying identical Andy Crisp designed F1Hs, only to see them behave in an identical way and be down very quickly.

Dave Jackson had the stronger arm in **HLG**, beating Antony Groenewegen by 40 secs. Neither maxed.

TLG was to have featured Lee Hines but the winds were up and only two Kiwis battled it out – Antony Groenewegen and Paul Lagan. Paul appeared to have the better arm/model but only recorded one max in the 3 flights that were flown, and he beat Antony by 5 seconds.



Paul Lagan flew well in many events.



Lee Hines flew well in CLG, but Paul and Kathy were his match.

CLG had 8 entrants. Paul Lagan was the one to beat, following his record breaking flights in the Kotuku Cup. Paul and Lee started early, thinking the strengthening winds were here to stay. Lee put in two good maxes and a high score overall. Malcolm also flew early but only managed one max. Dave Jackson finished 10 secs behind Lee, and David Ackery was challenging until his last flight when it all went wrong. Antony Groenewegen was too busy with HLG and TLG, so he could only manage 3 flights in CLG. The dark horse was Kathy Burford. Kathy practised a lot before the event but managed to “dismantle” her Papanui Cat in the first launch. Paul Lagan gallantly stepped in to offer her a Spayed Cat, from his vast array of small gliders. So Kathy proceeded to launch perfectly in good air, six times, and retrieved all but the 5th flight. Paul grabs another model for her and she maxes again – 4 maxes in all, to create an unofficial New Zealand record! 352 out of a possible 360. Not bad for a newcomer.



Newcomer and “Catapult Queen” Kathy Burford amazed the flyers with her staggering CLG score.



It got windy on Saturday, but Rob Wallace managed to stay on the bonnet.

The official dinner at the Country Time hotel near the airfield was well patronised with plenty of food and good cheer. Rob Wallace should be congratulated for tackling the task and putting it all together in a very professional way. David Jackson and Antony Groenewegen were always available when called upon and the events all ran very smoothly.

New Zealand – it's a great place to visit!



Yu Zou Jiong put on a fault-less power-house display.



The Chinese team was small but flew with enthusiasm



The Dinner was held in a local hotel, and there was plenty off food to go around.



The trophies were nice too



The same group won the Kotuku and the Omarama Cups! Brian Van Nest (1) Lee Hines (2) and Paul Lagan (3). Michaela Groenewegen won Junior.



Kotuku F1B winners George Batiuk (1) Bill McGarvey (2) and Mr Whu (3)



F1H winners Lee Hines (1) Brian Van Nest (2) and David Ackery(3)



Omarama F1B winners Bill McGarvey (1) William Jones (2) and George Batiuk (3)



Sunset over the field. Dave Jackson photo

KOTUKU CUP

F1A

	Name	RD 1	RD2	RD3	RD4	RD5	RD6	RD7	FO1	FO2	FO3	TOTAL
1	Brian Van Nest	210	180	180	180	180	180	180	300	420	191	2201
2	Lee Hines	210	180	180	180	180	180	180	300	420	125	2135
3	Paul Lagan	186	180	180	180	180	180	180				1266
4	Malcolm Campbell	179	180	180	180	180	180	180				1259
5	Nikolai Nikolov	161	180	180	180	180	180	180				1241
6	Mich.Groenewegen	77	132	66	180	180	180	69				884
7	Rob Wallace	210	19	180	180	126	39					754
8	Albert Fathers							180				180

F1B

	Name	RD 1	RD2	RD3	RD4	RD5	RD6	RD7	FO1	FO2	TOTAL
1	George Batiuk	210	180	180	180	180	180	180	300	318	1908
2	Wu Yunsheng	210	180	180	180	180	180	180	300	304	1894
3	Bill McGarvey	210	180	180	180	180	180	180	293		1583
4	William Jones	210	180	180	180	180	147	180			1257
5	David Ackery	210	180	180	180	147	151	180			1228
6	Albert Fathers	169	152	180	180	180	180	180			1221
7	Paul Lagan	210	113	180	180	169	180	117			1149
8	Gary Pope	210	180	180	180	38	180	180			1148
9	Roger Morell	197	180	180	80	128	180	180			1125
10	Lincoln Vincent	95	180	180	0	96					551

F1C

	Name	RD 1	RD2	RD3	RD4	RD5	RD6	RD7	TOTAL
	Zou Jiong Yu	210	180	180	180	180	180	180	1290
	Gary Pope	0							0

F1G

	Name	RD 1	RD2	RD3	RD4	RD5	FLYOFF1(180s)	TOTAL
1	George Batiuk	120	120	120	120	120	90	690
2	Darren Jones	120	120	120	120	120	0	600
3	Dale Jones	120	100	120	120	120		580
4	William Jones	120	120	113	98	98		549

F1H

	Name	RD 1	RD2	RD3	RD4	RD5	FLYOFF1	FLYOFF2	TOTAL
1	Lee Hines	120	120	120	120	120	180	550	1330
2	David Ackery	120	120	120	120	120	180	331	1111
3	Brian Van Nest	120	120	120	120	120	180	236	1016
4	Malcolm Campbell	120	102	114	53	97			486
5	Michaela Groenewegen	47	120	57	0	64			288
6	Dave Jackson	120	98	0	0	0			218

HLG

	Name	RD 1	RD2	RD3	RD4	RD5	RD6	TOTAL
1	Dave Jackson	25	33	26	43	37	37	201
2	Antony Groenewegen	38	34	26	29	29	35	191
3	Micheala Groenewegen	11	13	10	11	10	16	71

TLG

	Name	RD 1	RD2	RD3	RD4	RD5	RD6	TOTAL
1	Paul Lagan	54	60	60	60	47	60	341
2	Lee Hines	60	55	35	51	50	41	292
3	Antony Groenewegen	46	27	38	12	27	21	171

CLG

	Name	RD 1	RD2	RD3	RD4	RD5	RD6	TOTAL
1	Paul Lagan	60	52	59	54	59	59	343
2	Lee Hines	60	45	57	60	50	54	326
3	Dave Ackery	42	38	60	41	57	45	283
4	Malcolm Campbell	41	38	40	28	52	60	259
5	Dave Jackson	34	48	42	28	40	60	252
6	Kathy Burford	34	29	39	50	40	33	225
7	Antony Groenewegen	34	35	32	31	49	40	221
8	Rob Wallace	47	28	28	27	30	37	197

Combined Percentage

	Name	RD 1	RD2	RD3	Percentage	FLYOFF	Max
1	Darren Jones	120	120	120	100.00	162.00	120
2	Dave Jackson	120	120	120	100.00	103.00	120
3	Brian Van Nest	120	120	120	100.00	100.00	120
4	Dale Jones	90	120	112	89.44		120
5	Phil Corfield	138	156	180	87.78		180
6	Bill Jones	120	0	0	33.33		120

OMARAMA CUP

F1A

	Name	RD 1	RD2	RD3	RD4	RD5	RD6	RD7	Total
1	Brian Van Nest	210	180	180	180	180	180	180	1290
2	Lee Hines	210	180	180	180	170	180	180	1280
3	Paul Lagan	180	180	180	180	180	180	180	1260
4	Nikolai Nikolov	210	177	143	180	180	180	180	1250
5	Rob Wallace	168	180	180	180	180	180	180	1248
6	Michaela Groenewegen	180	106	180	163	55	101	88	873
7	Malcolm Campbell	210	180	180	180	0	0	0	750
8	Albert Fathers	0							0

F1B

	Name	RD 1	RD2	RD3	RD4	RD5	RD6	RD7	Flyoff	TOTAL
1	Bill McGarvey	210	180	180	180	180	180	180	180	1470
2	George Batiuk	210	180	180	180	180	180	180	174	1464
3	William Jones	210	180	180	180	180	180	180	165	1455
4	Roger Morell	210	180	180	158	180	180	180		1268
5	Wu Yunsheng	210	180	180	180	156	174	180		1260
6	Albert Fathers	199	180	180	180	165	180	145		1229
7	Paul Lagan	210	180	180	180	180	180	75		1185
8	Gary Pope	162	180	180	75	180	180	180		1137
9	David Ackery	210	180	180	159	180	141	0		1050
10	Lincoln Vincent	123	180	134	180	180	0	0		797

F1C

	Name	RD 1	RD2	RD3	RD4	RD5	RD6	RD7	TOTAL
1	Zou Jiong Yu	210	180	180	180	180	180	180	1290
2	Gary Pope	0							0

Combined Mini

	Name	RD 1	RD2	RD3	TOTAL
1	David Ackery	120			120
2	Malcolm Campbell	16			16
3	Michaela Groenewegen	14			14

HLG

	Name	RD 1	RD2	RD3	RD4	RD5	RD6	TOTAL
1	Dave Jackson	34	43	44	47	31	48	247
2	Antony Groenewegen	27	39	39	32	32	38	207
3	Michaela Groenewegen							0

TLG

	Name	RD 1	RD2	RD3	RD4	RD5	RD6	TOTAL
1	Paul Lagan	60	37	36				133
2	Antony Groenewegen	36	43	49				128
3	Lee Hines	0						0

CLG

	Name	RD 1	RD2	RD3	RD4	RD5	RD6	TOTAL
1	Kathy Burford	53	59	60	60	60	60	352
2	Lee Hines	60	46	11	60	38	54	269
3	Dave Jackson	37	50	38	42	34	58	259
4	David Ackery	39	47	37	35	51	16	225
5	Paul Lagan	30	26	41	34	50	21	202
6	Malcolm Campbell	20	18	24	34	29	60	185
7	Antony Groenewegen	18	28	60				106
8	Rob Wallace	0						0



Have you paid your AFFS subscription yet? It's only \$30 pa. If not this will be your last FFDU newsletter.



66th NATIONALS BULLETIN 1



The 66th MAAA National Championships are being hosted by MAS, CLAS and NSWFFS, with a demonstration event by the ARA, from the 27th December 2012 - 8th Jan 2013*.

The Control Line events are being held in Albury from 27th Dec-3rd Jan.

The Free Flight events and SAMS events are being held at Narrandera from 3rd Jan - 8th Jan 2013, with a Space Modeling demonstration by the Australian Rocketry Association.

The following Free Flight events will be held if there are sufficient subscribers for each event. A complete programme will appear in a future bulletin.

F1A, B, C, J, H, G, Open Rubber, Open Power, Combined Vintage, P30, Hlg/Clg, Scale, Day and Night Scramble and OZ diesel. A limited number of Indoor events may also be offered subject to the availability of a suitable site.

Contact: NEW SOUTH WALES FREE FLIGHT SOCIETY Inc.
Secretary: Roy Summersby
roydi132@optusnet.com.au

**Or check the bulletins
on the MAAA website**

SOUTHERN CROSS CUP

Driving towards Narrandera, we were aware of the large pools of standing water, evidence of a large wet spell experienced by most of New South Wales. At least we could drive to Narrandera – a few weeks before the roads were blocked by slow moving rivers channelling water down from Queensland and northern New South Wales. Good for the farmers, not so good for the flyers. Moisture and warmth created the right conditions for healthy grass, flies and mosquitoes.



Col Collyer seemed prepared for the worst

MONDAY – F1B (16 entrants) and OP (5 entrants)

Day 1 looked perfect - blue skies, light breezes and warm. The early rounds of **F1B** caught a few out and then the big lift came through, for as many as eight flyers at a time. A pattern developed early. George Batiuk always launched early, whereas Richard Blackam and William Jones always waited to pick their own air. Roger Morrell exited the fly-off party, when he fell out of a good thermal, dropping R5. Turbulent air tossed models around as they rode some big thermals. The drift from R7 flights took some high flyers to the second paddock, where the ground was not yet dry. Worse areas were to be found by the glider flyers the next day. Team Morgan and four others were in the fly-off set for Tuesday morning.



Richard Blackam at the start of a very good day

Open Power ran concurrently and Roy Summersby entertained the crowd with his giant model, "Dianna". One magnificent flight then disaster. "Dianna's" bladder burst 4 secs into her flight and, still on power trim, the model turned through 180° and met mother earth with a resounding thud. It was not a pretty sight but Roy believes it will not be long before she'll be flying again. Col Collyer and Gary Odgers put up some great flights with their distinctive models and then Roy rejoined the party with an F1C folder, along with Tahn Stowe and his



Worthy of 2 photos, "Dianna" flew majestically, until the plumbing failed

off tune F1J. Des Slattery entertained the crowd with his Cox 049 powered Limey, executing a perfect power pattern for 3.5 mins, the last 30 secs under DT and very high. Landing some 7 mins later, a 2 hour 6 klm retrieve made for a happy ending.

TUESDAY F1A World Cup (10 entrants) Open Rubber (9 entrants) and F1C (5 entrants)

The F1B fly-off for 6 flyers was run first, with George Batiuk away early and Richard Blackam waiting until all the others had launched. 77 secs spanned the 6 flyers with Richard 37 secs ahead of George. The Open Power fly-off between Col and Gary was won by Gary.

Being warm, with some clouds and a breeze developing, **F1A** looked like being a tough event, and it was. Many found the two swamps on longer retrieves; the one near the road that was knee deep and the other in

the second paddock that was “only” ankle deep. Both served up some nice blisters.

So some elected to straight tow in R1 and 4 surprisingly dropped this round. 6 dropped in R2 and Albert Fathers unfortunately missed that round due to a difficult R1 wet retrieve. R2 and R4 awarded Phil Mitchell uncharacteristically low scores and R4, while providing more maxes, had more breeze and difficult conditions for picking lift.

Neil Murray blended a shocker in R5 with some stellar flights in other rounds. Rob Wallace, Vin Morgan and Nikolay Nikolov were also plagued by a few low scores. Kiwi junior, Michaela Groenewegen surprised most with her mature approach and a few good maxes.

In the end, American Brian Van Nest led the way, just 3 secs short of a perfect score from a very surprised Malcolm Campbell who finished second, 66 secs ahead of Phil Mitchell. All who competed commented on the gruelling nature of the event due to long and difficult retrieves. American F1A “icon” Lee Hines started well but the long grass defeated him by the end of R4. It was sad to see him retire from an event that he loves so much.



Leigh Morgan launches for Vin.
Note the massive turbulator.

David Ackery photo

Open Rubber was all about Jim Christie who racked up three easy maxes. Des Slattery revelled in the competition with his newly acquired “no frills” F1B. Gary Odgers and Paul Rossiter gave chase but were not in the race and Albert Fathers put up a great max in his first flight but F1A retrieval problems saw him leave the OR model on the field until the next morning.



Roy Summersby may not have won F1C, but his launches were winners

AFFS CHAMPS

F1C fielded a larger than normal entry, with surprising results. Roy broke a prop when starting the motor and retired, Ted Burfein swooped down to damage a tip and tailplane after a surging motor cut early and Jiong Yu Zou dropped 3 rounds (his performance at Omarama was perfect). So the win went to Terry Bond, with Jiong Yu Zou 6 secs behind and experienced “once a year flyer” Percy Wright not far in arrears in third place.

WEDNESDAY F1B (16 entrants) F1H (4 entrants) and Oz Diesel (4 entrants)

It looked like a perfect day for **F1B** with warmth, blue sky and no breeze. For those who picked it, lift was in abundance and there were to be many mass launches from a bunched and crowded flight line. Many watched George Batiuk’s weather station while others preferred Paul Rossiter’s weather plotter.

OzD commenced early with Roy racking up 5 quick maxes before putting his toy away and grabbing his Swiss Miss for the **Combined Vintage** event. Jim Christie also put in his Vintage Rubber flights. Gary Odgers pretty elliptical tipped OzD model flew well and he and Roy placed well ahead of Malcolm Campbell and Des Slattery, both wishing for better air and/or better trim.



Gary Odgers pretty Oz Diesel chased Roy all day but settled for second place

F1H was a “two horse race” between Phil Mitchell and Brian Van Nest with Phil losing first place when he dropped 9 secs in R3. Little Kiwi Michaela secured 3rd



George Batiuk launches for Brian Van Nest who finished 9 secs ahead of Phil Mitchell

place and set off a flurry of F1B launches when she sailed high over the flight line marking a monster thermal.

F.F. SCORE SHEET 720 EVENT:											
NAME	ROUND 1	ROUND 2	ROUND 3	ROUND 4	ROUND 5	ROUND 6	ROUND 7	ROUND 8	ROUND 9	TOTAL	PLA
TERRY BOND										1240	
LEIGH MORGAN										1240	
RICHARD BLACKAM										1250	
VIN MORGAN										1260	
PAUL ROSSITER										1275	
GARY POPE										1240	
BRYAN OLIVER										1163	
PERCY WRIGHT										1192	
ALBERT FATHERS										1182	
GRAHAM MAYNARD										1179	
DAVID ACKERY										1160	
GEORGE BATIUK										1200	
TED BOURFEN										1260	
WILLIAM JONES										1260	
NEIL MURRAY										1260	
YUSUFHIC WU										1260	

The CD almost ran out of red dots in F1B

The F1B scoreboard was “ablaze” with red dots; only Paul Rossiter dropped R1, by one second! Percy Wright, David Ackery and Graham Maynard had bigger drops in R2. And Bryan Oliver dropped in R3. By the end of R4, ten had maxed out! And it stayed this way for rounds 5 and 6, before Richard Blackam dropped 10 secs in R7, leaving 9 in the fly-off.



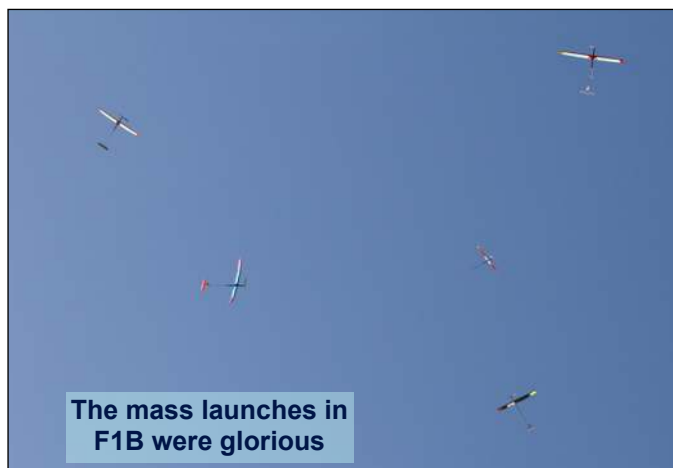
Hi ho, hi ho, it's off to work we go. Many used Paul's weather station but George's seemed to be working better.

A highlight of the day was the willy willy (dust devil) that targeted the CDs tent at end of play, scattering the score cards high into the sky, like a staged fireworks explosion. The associated thermal put paid to any chance of recovery. Only Albert Fathers' card remained, but fortunately all scores had been transferred to the score board.

THURSDAY Spare Day and Combined Vintage (12 entrants)

9 out of 16 in an F1B fly-off must be something of an Australian record? Once again warm with blue sky and a very light breeze. George Batiuk (as usual) got away early and was at good height and this started a series of launches. Leigh Morgan's timer failed to start, causing wing damage and retirement.

After 28 maxes and 4 fly-offs, George had finally won an F1B event in Australia/NZ. Gary Pope was a creditable 5 secs behind, with Mr Whu from China in third place.



The mass launches in F1B were glorious



George launches early, others all watch



Gary Pope launches Tahn Stowe's pretty Jader 60

The older flyer had the oldest model. Adrian Bryant attracted attention with his 1915 design.



The 9 fly-off times varied between 5m 28s and 3m 15s, a wonderfully close set of results from a perfect morning fly-off. And Dave Ackery won't forget his 14 min flight the day before.

The **Combined Vintage** flyers were soon hard at it, with Albert Fathers' Korda trying to fly well but suffering some trim issues. Adrian Bryant's 1915 design attracted a lot of interest before it retired damaged after striking a tent. Des Slattery's Stomper put up three great flights, falling from fly-off contention after an early DT in his first flight. Des also flew a Lim Joon rubber model although it also had the early DT bug. Des!!! Tahn Stowe's Jader 60 looked great in the air but only one flight was managed. One launch of Albert's pretty Kane glider was enough to re-inflame the thigh muscle upset in New Zealand so he didn't fly again. Malcolm Campbell's Seraph put in two high maxes, marred by a zero caused by tow ins through unread sudden wind changes right on launch. Just like in Victoria, Roy dropped a flight of his Swiss Miss. Col and Gary entertained the spectators with their OP models and Gary's Frog 500 powered Flamingo kept many on their toes. After the comps, as we left to go back to the motel it looked as if Roy was starting his F1C "school".

Gary Odgers Frog 500 powered Flamingo looked and sounded magnificent



FRIDAY F1A (10 entrants) F1C (4 entrants) and OR (6 entrants)

High cloud, blue sky, warm and winds increasing – it must be **F1A** day! This was going to be a day to try most F1A and F1C flyers. The breeze gradually increased to 4 m/sec and then to 6 m/sec, causing the CD to extend R4

to 75 minutes and then each of the last three rounds to 90 minutes. We needed all of that to make it back in time – and some had push bikes. The walkers resigned themselves to sore feet and blisters. Retrieves were between 3 & 4 klms return. 4 of 10 dropped R1, some significantly. Albert Fathers sure didn't need the early DT that saw him down in 82 secs. R2 was a turning point for Malcolm Campbell when an over zealous launch put him on the ground in 20.26 secs (ouch!). Vin Morgan and Tahn Stowe were more fortunate with attempts under 20 secs. Michaela, the 13 year old Kiwi, was the surprise package, picking her own lift and recording 5 maxes to claim the New Zealand junior record.

Phil Mitchell was patient finding lift, travelling to many parts of the field, in no hurry to launch. It was to pay off for him. Others succumbed to the wind, preferring an "up and off" approach. And yet others went after 1 or 2 circles.

Kiwi Rob Wallace enjoyed Narrandera but I'm sure he wanted to do better



Everyone but Phil dropped one or more rounds and experienced flyers commented on how gruelling the day was. R4 was the really tough one, with only 3 of the 10 maxing. Two retired in R5 – Albert Fathers with sore feet and Rob Wallace with model damage. Maxes were prevalent in the final three rounds. Some gloriously long and high flights were made in R7.

Phil Mitchell maxed out, winning by 80 secs from Brian Van Nest with Neil Murray third.

Gary and Col flew a lot but they also took time to relax. Perhaps the Werribee Wanderers were looking for a Plains Wanderer?



I didn't see **F1C** (too busy) but it all appeared safe. Only Roy maxed out with Terry Bond dropping one round and Gary Pope securing third place by stringing together a series of consistent flights. Chinese dynamo Yu Zou Jiong (he ran to retrieve each flight) dropped a couple of rounds badly to take 4th place. Yet he flew "on rails" at Omarama.



Gary Odgers prepares to win OR and lose his model

Open Rubber saw both Gary Odgers and Peter Greenhill misplace models, with Gary losing two and finding only one. Des Slattery had William Jones as his helper and he picked up some good tips from Queensland's foremost F1B flyer. Gary and Col Collyer made it to the fly-off, with Jim Christie wiped out by a horrid third flight.

SATURDAY F1G (2 entrants) F1J (3 entrants)

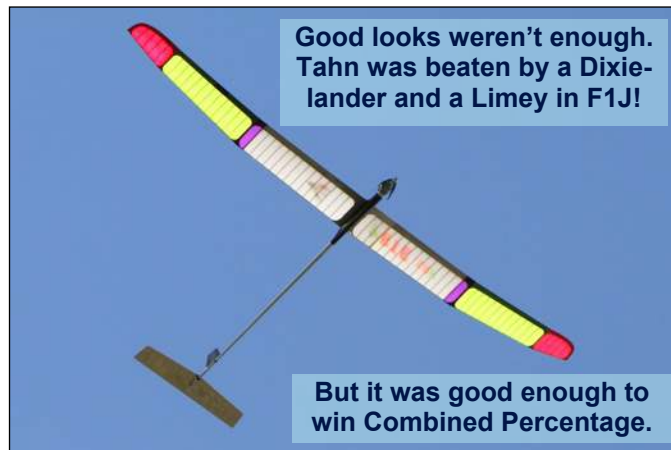
Saturday was cool with a southerly well established when we arrived. Many elected not to fly. The OR fly-off between Gary and Col saw Gary launch first with a beautiful flight. Both were flying fall back models, having lost their good ones the day before. Gary looked like he had a long walk with 4m 39 secs. Col crashed on launch, grabbed another model and recorded a lowly 120 secs. Both models were lost, Gary's permanently across or in a newly formed lake and Col's was found sometime later by Albert and William. Gary is going to invest in a tracking system!

Percy Wright kick started **F1G** with an early launch. Vin Morgan cautiously joined the game but others stayed away. Percy maxed his first flight and Vin maxed his second. Vin led by 19 secs. Percy walked out to record another 120 and a long walk. Vin thought second place was nice enough.



Percy Wright launched early to kick start the F1G comp. Only Vin came out to play.

Harry Sokol started early in **F1J** with a Cox powered mini Dixie-lander that handled the wind very well. He strung together two 120s and a 115, a very good score under the conditions. Des, Roy and Tahn accepted the challenge. Two Cyclon models versus a couple of old time models. Tahn's third flight got



Good looks weren't enough. Tahn was beaten by a Dixie-lander and a Limey in F1J!

But it was good enough to win Combined Percentage.

taken by the wind, diving down to nearly take out Roy's wagon (it's "For Sale" you know). Roy's "fun" in the 5 – 7 m/sec wind ended abruptly when the first flight was hauled off course, damaging the wing. Des "I fly everything" Slattery used his little Cox powered Limey to challenge Harry. His first flight sounded like the model was about to vibrate into tiny pieces. It could of – all engine nuts had unwound about one centimetre. Perhaps the 3.5 minute engine run earlier in the week had loosened things up? Anyway he managed a max on his third flight to head Tahn into second place.

So Saturday finished early and those with tents attended to any damage from the overnight winds and removed shelter covers in case of more winds. The Chinese tent looked like it had seen better days. The field was left to Gary and Col who continued their game of "Find The Missing Open Rubber Model/s".

SUNDAY Scramble (5 entrants) SCALE (3 entrants) P-30 (8 entrants) OPEN POWER (5 entrants) HLG (3 entrants) CLG (7 entrants)

A cool day with blue sky and a very light breeze set the stage for a very entertaining Scramble with the biggest AFFS entry for some years. The Combined Percentage had three contestants, two "Goliath" models of Col Collyer and Gary Odgers against Tahn Stowe's "David", a 2 minute F1J (wise choice). Col and Gary put in longer flights but the weather was perfect for a long flight by Tahn and he easily clinched first place.



Leigh Morgan gets away in the "time to ground" first flight of P-30

The first flight for **P-30** was a time to the ground affair, to remove the need for a fly-off and to accommodate the carry over fly-off from the Victorian State Champs. Mr Rubber Jim Christie took the fly-off laurels and then conveniently won P-30 on the day from a batch of very good flyers. Four maxed the remaining two flights and Vin and William dropped their 3rd flights. Mrs Morgan picked up 3rd with Terry Bond 2nd. It was a very good P-30 event, and the weather couldn't have been better.

The one hour **Power Scramble** was most entertaining with traditional models flown by the top protagonists,

Phil Mitchell, Terry Bond and Percy Wright. Terry had a loaner for Antony Groenewegen who flies a similar event called "Aggregate" in New Zealand. Tahn Stowe had two carpets, a striking green and gold one for Chinese F1C flyer Yu Zou Jiong who absolutely loved the experience. A bilingual exchange of how to start die-

"Mr Scramble" Phil Mitchell had some real opposition this time



F1C flyer, Yu Zou Jiong, following some enthusiastic coaching from Carpet Master Tahn Stowe soon had Kanga flying high.

sels and trim carpets was highly entertaining but I have never seen the normally unflappable Tahn so visibly stressed. So stressed that he soon retired Kanga Karpet to act as a consultant to Yu. Antony Groenewegen put in a great performance with the loaner although his little blonde runner retired early, leaving Dad to keep the Kiwi flag flying.

In the still air, models circled low and close to the flight line, amplifying the spectacle and keeping timers and photographers on full alert.



Tahn started well but soon defected to the Chinese Team



Clown Prince of Scramble, Terry Bond, picked up second place in Scramble

Open Power was also run but I missed it all except for Harry Sokol's thrilling flight to terra firma and total destruction. OP Masters Col Collyer, Roy Summersby and Gary Odgers claimed the trophies with full houses, resolved by a time to ground first flight, with Col recording a wonderful 6m 22 secs.

While all this was going on, Graham Maynard was judging the small band of three beautifully presented **Scale** models. Roy was first away with his Focke Wulf 152H, although the power burst from the rubber motor robbed some of the realism. Fred Roberts well prepared Avro 504K flew exceptionally well and looked a winner – and then Gary Odgers brought out his secret weapon, his Phönix D.I. Extremely well built and finished, this model looked tough and heavy, and I was anxious to see it fly.



Grahama Maynard judges Gary Odgers magnificent model



Only three Scale entries but they flew so well. Fred Rodgers Avro 504K looked great.



Roy Summersby's Focke Wulf looked great and flew well, but it was about to meet its match



Gary Odgers delivered in spades. Beautifully prepared and faultless in flight. A wonderful spectacle.

Powered by a throttled back ED 246 Racer it flew magnificently, taking the scale event to a totally new level. This model could fly in any weather and he only needed to record the initial 21 second flight to win the event. Gary being Gary then went on to put in another half dozen trimming flights!

Final events for the AFFS Champs of 2012 were the HLG and CLG. **HLG** was won by the strong arm of Antony Groenewegen with Tahn Stowe just 4 secs in arrears. A late arriving Albert Fathers picked up third place. **CLG** was hotly contested with many long flights and it looked like it would be between Rob Wallace and Antony Groenewegen as their models provided some long retrieves. Even the multi-talented Roy Summersby put up

some good flights although Albert Fathers and Tahn Stowe were both hindered by a few low score flights. Albert did produce a couple of good ones, more time would have helped his cause. Dale Jones and Malcolm Campbell put up an early max apiece but Malcolm was to continue through with a number of good flights including three maxes to clinch the event from Rob and Antony.

With the dinner to follow that night, most quickly vacated the field and, as usual, Malcolm and Des finished with a quiet lunch on the field and shut the gates until next year. Another great SCC/AFFS event marred only by an abundance of grass, a view not shared by local farmers who have been waiting for such a good wet season.

Seen at Narrandera



A must have for ageing free fliers - hybrid push bikes



Something you don't often see at a F/F event - a replica Ford GT 40



The Saturday night street parade was good too

Trophy Presentation at the Dinner

I've only included photos where all 3 recipients were present.



1. **SCC F1A** ... Brian Van Nest, Mal Campbell, Phil Mitchell
3. **SCC F1C** ... Terry Bond, Jiong Yu Zou, Percy Wright
5. **AFFS F1A** Phil Mitchell, Brian Van Nest, Neil Murray
Jnr: Michaela Groenewegen (NZ)
7. **AFFS P-30** . Jim Christie, Terry Bond, Leigh Morgan

2. **AFFS F1H** Brian Van Nest, Phil Mitchell and Michaela Groenewegen
4. **AFFS F1J** Harry Sokol, Des Slattery, Tahn Stowe
6. **AFFS Scramble** Phil Mitchell, Terry Bond, Percy Wright
8. **AFFS CLG** Mal Campbell, Rob Wallace, and Antony Groenewegen



Terry was a hit with the girls



Dave Anderson flew up from Adelaide for a few days. He kept the other "old timers" Adrian Bryant and Des Slattery amused.

SOUTHERN CROSS CUP

F1A

Name	R1	R2	R3	R4	R5	R6	R7	FO	Total
1 Brian Van Nest	180	180	180	180	180	177	180		1257
2 Malcolm Campbell	180	158	180	118	180	180	180		1176
3 Phil Mitchell	180	106	180	104	180	180	180		1110
4 Neil Murray	128	180	180	180	67	180	178		1093
5 Rob Wallace	118	144	180	180	180	180	104		1086
6 Vin Morgan	164	180	180	93	180	180	107		1084
7 Nikolai Nikolov	180	119	132	180	180	180	90		1061
8 Albert Fathers	180	DNF	180	69	118	180	180		907
9 Michaela Groenewegen	125	175	71	180	180	34	81		846
10 Lee Hines	180	138	180	81	DNF	DNF	DNF		579

F1B

Name	R1	R2	R3	R4	R5	R6	R7	FO	Total
1 Richard Blackam	180	180	180	180	180	180	180	325	1585
2 George Batiuk)	180	180	180	180	180	180	180	288	1548
3 Vin Morgan	180	180	180	180	180	180	180	274	1534
4 David Ackery	180	180	180	180	180	180	180	262	1522
5 Leigh Morgan	180	180	180	180	180	180	180	254	1514
6 William Jones	180	180	180	180	180	180	180	248	1508
7 Wu Yun Sheng	180	180	180	180	180	180	153		1233
8 Bryan Oliver	180	180	180	180	180	150	180		1230
9 Roger Morrell	180	180	180	180	154	180	170		1224
10 Terry Bond	180	180	180	180	180	180	135		1215
11 Paul Rossiter	180	180	180	122	180	180	180		1202
12 Gary Pope	180	180	180	180	134	180	146		1180
13 Albert Fathers	128	180	180	180	150	180	180		1178
14 Percy Wright	180	180	180	108	180	133	180		1141
15 Ted Burfein	165	180	180	137	110	87	180		1039
16 Graham Maynard	91	180	180	119	DNF	DNF	DNF		570

F1C

Name	R1	R2	R3	R4	R5	R6	R7	FO	Total
1 Terry Bond	180	147	180	89	180	180	130		1086
2 Jiong Yu Zou	180	123	180	180	128	109	180		1080
3 Percy Wright	169	129	180	180	99	180	102		1039
Ted Burfein	180	15	DNF	DNF	DNF	DNF	DNF		195
Roy Summersby	180	DNF	DNF	DNF	DNF	DNF	DNF		180

Open Power

Name	F1	F2	R3	FO	Total
1 Gary Odgers	180	180	180	282	822
2 Col Collyer	180	180	180	246	786
3 Roy Summersby	180	60	180		420
4 Tahn Stowe	66	43	154		263
5 Des Slattery	DNF				

Open Rubber

Name	F1	F2	R3	Total
1 Jim Christie	180	180	180	540
2 Des Slattery	180	174	167	521
3 Gary Odgers	103	124	172	399
4 Paul Rossiter	180	113	95	388
5 Albert Fathers	180	DNF	DNF	180
6 Col Collyer	DNF			
7 Dale Jones	DNF			

AFFS CHAMPS

F1A	1	2	3	4	5	6	7	Total
1 Phil Mitchell	180	180	180	180	180	180	180	1260
2 Brian van Nest	180	180	180	100	180	180	180	1180
3 Neil Murray	180	152	180	165	180	180	90	1127
4 Vin Morgan	111	180	180	160	149	149	180	1109
5 Nikolay Nikolov	128	180	93	180	180	180	122	1063
6 Michaela Groenewegen	180	89	30	180	180	180	180	1019
7 Tahn Stowe	108	180	180	76	180	98	180	1002
8 Malcolm Campbell	180	20	180	75	180	180	180	995
9 Albert Fathers	82	103	180	123	142	0	0	630
10 Rob Wallace	180	79	63	102	0	0	0	424

F1B	1	2	3	4	5	6	7	Total	Flyoff
1 George Batiuk	180	180	180	180	180	180	180	1260	328
2 Gary Pope	180	180	180	180	180	180	180	1260	323
3 Yen Sheng Wu	180	180	180	180	180	180	180	1260	265
4 Terry Bond	180	180	180	180	180	180	180	1260	255
5 Ted Burfein	180	180	180	180	180	180	180	1260	238
6 Vin Morgan	180	180	180	180	180	180	180	1260	231
7 William Jones	180	180	180	180	180	180	180	1260	228
8 Neil Murray	180	180	180	180	180	180	180	1260	195
9 Leigh Morgan	180	180	180	180	180	180	180	1260	0
10 Richard Blackam	180	180	180	180	180	180	170	1250	
11 Paul Rossiter	179	180	180	172	180	180	156	1227	
12 David Ackery	180	145	180	180	180	180	180	1225	
13 Percy Wright	180	155	137	180	180	180	180	1192	
14 Albert Fathers	180	180	180	102	180	180	180	1182	
15 Bryan Oliver	180	180	152	111	180	180	180	1163	
16 Graham Maynard	180	94	180	180				634	

F1C	1	2	3	4	5	6	7	Total
1 Roy Summersby	180	180	180	180	180	180	180	1260
2 Terry Bond	180	143	180	180	180	180	180	1223
3 Gary Pope	153	141	180	180	177	180	180	1191
4 Yu Zou Jiong	180	180	166	180	105	180	180	1171
5 Percy Wright	180	146						326

F1G		1	2	3	Total
1	Percy Wright	120	55	120	295
2	Vin Morgan	74	120		194

F1H		1	2	3	4	5	Total
1	Brian van Nest	120	120	120	120	120	600
2	Phil Mitchell	120	120	111	120	120	591
3	Michaela Groenewegen	76	0	120	120	61	377
4	Malcolm Campbell	51	71	73	72	38	305

F1J		1	2	3	Total
1	Harry Sokol	120	120	115	355
2	Des Slattery	65	89	120	274
3	Tahn Stowe	74	120	10	204

Open Rubber		1	2	3	Total	Flyoff
1	Gary Odgers	180	180	180	540	279
2	Colin Collyer	180	180	180	540	120
3	Paul Rossiter	164	180	165	509	
4	Des Slattery	180	171	89	440	
5	Jim Christie	180	180	30	390	
6	Peter Greenhill	180	180		360	

Open Power		1	2	3	Total	Flyoff	Scale		
1	Colin Collyer	382	180	180	540	382	1	Gary Odgers	55
2	Roy Summersby	334	180	180	540	334	2	Roy Summersby	51
3	Gary Odgers	248	180	180	540	248	3	Fred Roberts	50.5
4	Harry Sokol	164	176	56	412				
5	Peter Greenhill	840	120	81	381				

P-30		1	2	3	Total	Scramble		
1	Jim Christie	181	120	120	421	1	Phil Mitchell	2364
2	Terry Bond	178	120	120	418	2	Percy Wright	2006
3	Leigh Morgan	162	120	120	402	3	Terry Bond	1527
4	Graham Maynard	153	120	120	393	4	Antony Groenewegen	1190
5	Vin Morgan	157	120	114	354			
6	William Jones	163	120	92	332			
7	Dale Jones	99	78	120	297			
8	Fred Roberts	69	89	72	230			

Oz-D		1	2	3	4	5	Total
1	Roy Summersby	120	120	120	120	120	600
2	Gary Odgers	92	120	120	120	120	572
3	Malcolm Campbell	75	64	79	120	56	394
4	Des Slattery	83	78	71	47	78	357

Combined Open		Max	1	2	3	Fly off %
1	Tahn Stowe	120	120	120	120	225
2	Colin Collyer	180	180	180	180	284
3	Gary Odgers	180	180	180	180	274
4	Harry Sokol	120	56			

Combined Vintage		Model	Year	1	2	3	Total
1	Jim Christie	Bilgri Unlimited	1956	180	180	180	540
2	Des Slattery	Stomper		162	180	180	522
3	Colin Collyer			155	180	180	515
4	Roy Summersby	Swiss Miss	1954	180	148	180	508
5	Albert Fathers	Korda	1939	180	162	164	506
6	Des Slattery	Lim Joon		156	128	169	453
7	Gary Odgers			88	180	180	448
8	Malcolm Campbell	Seraph	1954	180	180	0	360
9	Brian Hammond	Korda	1939	132	128	86	346
10	Harry Sokol			180	130		310
11	Tahn Stowe	Jader 60		180			180
12	Fred Roberts	Contestor	1946	141			141

HLG		1	2	3	4	5	6	Best 3
1	Antony Groenewegen	16	32	36	29	37	17	105
2	Tahn Stowe	14	6	23	48	30	9	101
3	Albert Fathers	31	10	3	11	17	19	67

CLG		1	2	3	4	5	6	Best 3
1	Malcolm Campbell	60	53	34	60	55	60	180
2	Rob Wallace	55	15	55	60	30	10	170
3	Antony Groenewegen	36	40	60	18	38	60	160
4	Roy Summersby	35	41	46	36	31	32	123
5	Dale Jones	19	60	30	20	23	17	113
6	Albert Fathers	40	18	21	25	37	28	105
7	Tahn Stowe	9	10	10	32	28	25	85

Champion of Champions points

		C of C	# events
1	Gary Odgers	5.783	6
2	Roy Summersby	5.551	6
3	Tahn Stowe	4.137	6

TRANS TASMAN FREE FLIGHT CONTEST 2012

Venue: Narrandera NSW Australia

Due to various circumstances it was agreed by the team members from both Australia and New Zealand that the Southern Cross Cup 2nd- 3rd April, would be the deciding competition.

It was also agreed that since there was such disparity in team numbers (3 versus 9) that Australia should be allowed to drop its two lowest scores .

To rule out any undue influence of possible climatic conditions, it was also agreed to use the % of the winners score aggregated then divided by the number in the team, to give a final % figure.

The calculations and results are shown below:

NEW ZEALAND :

F1B	David Ackery	100.0 %
	Roger Morrell	97.1 %
F1A	Rob Wallace	86.4 %
TOTAL		283.5 %
Divided by 3		94.5 %

AUSTRALIA:

F1B	Richard Blackam	100.0 %
	Leigh Morgan	100.0 %
	Terry Bond	96.4 %
F1A	Phil Mitchell	88.3 %
	Vin Morgan	86.2 %
	Malcolm Campbell	93.5 %*
F1C	Roy Summersby	16.5 % Dropped
	Terry Bond	100.0 %
	Col Crowley	DNF Dropped*
TOTAL		664.4 %
Divided by 7		94.9 %

AUSTRALIA WIN THE ROSEBOWL. (by a very narrow margin)

** Malcolm Campbell as F1A reserve took the place of Tahn Stowe who withdrew to save his knees and CD the event.
Colin Crowley from WA was unable to attend.*

From the Free Flight Technical Committee

Team Selection

The cycle of events counting for selection in the team for the next World Championships has commenced and a number of flyers have taken the opportunity to fly in the events recently held in the USA. Team aspirants may claim the score of one open overseas event in their order of merit ranking for a team place next year. Those who attended the American events have had the opportunity to see advances in equipment and techniques used by competitors they may meet at the World Championships in France next year. They have also been able to hone up their major contest skills. The Australian based events commence very soon with the Narrandera Easter events and the WA Nationals being major contests. The full program of events has previously been published.



International Representation

The MAAA has representation on a number of CIAM committees and sub-committees. Free flight has representation on the Free Flight Sub Committee (FFSC). MAAA has decided that this representative position should be held by the Chair of the FFTC. Formerly the position was held for a long term by Phil Mitchell and I believe we should thank him for his good work. Unfortunately there is no provision for funding to attend meetings which are held in Switzerland each year. All communication is by email. Issues are decided by voting within the FFSC and confirmed or rejected at a following Plenary meeting of CIAM. Meetings are usually held in April. A major issue of late has been negotiating changes to the rules for the electric free flight class F1Q. Paul Rossiter has been a major supplier of information of a technical nature on electric free flight models.

Another issue is the proposal by a European country to ban all radio connection with free flight models. This would eliminate the use of RDT (Radio DT) which is now used by many competitors.

Rules

Mention of RDT leads into a topic raised in the last issue. That is preparation of submissions to the MAAA rules Conference early next year.

Our present MAAA Free flight rules are silent on the use of RDT. You will note that the use of RDT is permitted at the AFFS events at Narrandera by a note in the contest conditions. Generally, with a few exceptions, flyers are comfortable with the use of RDT as set out in the FAI Sporting Code and it is proposed to include them by reference in the next edition of the MAAA rule book. Of course everyone has the opportunity to make their views known through their FFTC representative.

As mentioned last time there is no intention of a major rewrite of the Free Flight rule book but there have been some issues raised.

These include the number of rounds for open events, three in the current rule book. Some have said they would like the events extended to five rounds.

Some feel that Vintage rules are not yet fully correct.

An area of difficulty for some is the timing of engine runs, especially when a diesel engine is timed. Diesels often burble for a while after power strokes have ceased. The natural reaction by the timer is to clock off as the engine note changes from power stroke but they are caught out by the burble. The engine timing part of the watch is stopped and they cannot add on the burble. One suggestion is to adopt the American rule. This rule in principle says that you time till the end of the power stroke. This means that the burble does not count and this has, in the past, led to disagreements on engine timing with some American competitors when exposed to MAAA or FAI rules..

About a year or so ago there was an attempt in the UK to introduce a rule similar to the American rule on engine timing but it was not adopted at that time.

There may be other issues discussed at the flying field that have not come to FFTC attention.

Now is the time to be discussing rules for next year and passing views to FFTC representatives so that towards the end of the year a draft of amendments can be produced for final discussion.

LETTERS TO THE EDITOR

Malcolm,

Really nice document - must have took you ages to put together. A nice distraction in my work lunch break.

One question: Did Roy build that model using the sewing machine seen in the background (*page 22 Summer 2011 FFDU*) ?

Chris Edge (UK)



The photo Chris referred to

Dear Malcolm

Looking through the Summer edition of FFDU, the first thing that struck me was that amazing photo of the A2 being towed up beneath a beautiful formation of birds; (Ibis perhaps.) I would like to see it reproduced in one of those overseas magazines; I am sure it would arouse a lot of interest. (ED: *Jim, I am hopeful of it appearing soon in AMI. They asked for a copy.*)

Next came Roy Summersby's giant Stormovick. Roy certainly likes to do things in a big way, and I wish him well with it, though I think it is a pity that Comrade Ilyushin had not been a little more generous with the dihedral.

A really clever feature of this design was the way in which they protected the radiator, usually the most vulnerable part of a liquid cooled installation. Their solution was to house the radiator behind the engine in a duct that came down at an angle from a scoop at the top to an outlet under the fuselage.

Reverting to Roy's model, one feature that has had me really worried was the tailplane adjusting screw at the rear end. I may be missing something, but cannot see how on earth you can turn that screw when the head has a bracket soldered to it through which the joining rod passes? Please, Roy, let me into the secret! (ED: *Jim, Roy's reply follows*)

Otherwise, congratulations on a most interesting edition of the old newsletter. All the best for the New Year,

From Jim Fullarton

ROY'S REPLY

Dear Jim

Thank you for the interest in my project. The stab adjustment on the IL2 is really simple and I will try and describe it a little better.

The stabs are joined together by the main spar which is an aluminium tube i.e. full flying stab. The stabs are joined at the trailing edge by a wire which passes through the brass tube soldered on the top of a bolt. The bolt passes through a nut held in a fixed position on the fuselage. It is a simple case of pulling the stabs apart till the wire is free of the tube then raising or lowering the bolt, then replacing the stabs back in place.

Regards,
Roy.



F1A TOWLINE TECHNOLOGY UPDATE

Andrew Barron is a highly accomplished F1A from the east coast of USA. He wrote this article for SEN a year or two back and has kindly given permission for its inclusion in FFDU

by Andrew Barron, USA



There are three sensible choices for towline (Spectra, Kevlar, and certain monofilaments). My preference is Spectra, a product from Dupont (I think a related product is called Dinema in Europe). Spectra is available from kite companies and from fishing companies. There are various on-line sources (it seems to vary from year to year). Sometimes a local sports store (like Sports Authority) will carry it. 80 lbs test is what is best for calm conditions. 150 lbs test is best for windy conditions. Spectra is thinner than other choices. That makes the launches faster (less drag) and hence higher. Also the lighter pound test (80) is a lot thinner than 150, with dramatic differences in height gain. From my measurements with spring scales while launching, the force of the pull of typical launches in the calm are in the 20 lbs to 30 lbs range for ordinary sportsman like me, perhaps higher, up to 40 lbs, for the really strong athletes (e.g. Austin Gunder). Even an athlete who is deluded into thinking they reach 50 lbs of pull in the dead calm could benefit from the thinner line if they learn how to properly make the knots. The point is don't use over 80 lbs test when it is calm, or you will unnecessarily give up a lot of height gain.

If you do find you are breaking lines, the key is to learn to make knots that will have breaking strength that is a sufficient fraction of the nominal strength. This is critical because Spectra has a moderate melting tem-

perature. A single inadvertent overhand knot in the line and it will break at forces between 10 and 20 pounds. So one has to have two lines at the ready and feel the line while you are walking it out. Knots at the ring should be made with sleeving. One version I like involves a careful spiral wrap of the remnant of the line back over a centimetre or two of the sleeving.

Approximately, the top 40 metres of the line should be thin for speed, while the bottom 10 metres of the line should be thick for handling. That lower part does not travel as far (or as fast) during a high speed launch so its drag does not matter as much. Most sportsmen use a leader not thicker than 1/8th of an inch. That makes circle towing easier. Those of us who have trained kids in the 8 to 12 age range have learned that thicker is better, even up to ¼ of an inch. For them it is needed to prevent breaking of the skin if the tension builds while they are holding the leader. For the adults who try it, we discover it is better for us too in some cases. The reason is that, at the greater thickness, you can reach up and pull in additional tension when a bush or other impediment gets in your way and you can't complete tension build up from your running speed alone.

The remaining trick is how to connect the thin Spectra to the thick leader. In my family, we use what we saw in a knot book, called a needle knot. One uses a needle to

push the thin line right up the centre of the thicker line about 3/4 of an inch. Then spiral wrap the thin line back over the thicker line.

One needs to pull test and practice with a newly made line a few times before using it in an important competition. Pull in stages. First moderately to tighten-up the shape of the knots, and then after it cools, pull more strongly to confirm it has sufficient strength. Sometimes the manner in which the fibres lie when pulled leads to a breakage, despite (perhaps 'in spite') of the good intentions. That will happen to a fraction of the lines when making them up. Don't abandon the 80 lbs line just because that breakage happens to some of them on the second or third pull. Just make more! Actually the way to do it is initially have the leader a foot longer than need be, so if a break happens at a ring or at the leader junction, then you can simply redo that knot. Then after it tests out at sufficient strength in several pulls, shorten the leader down at your end so that the line is not more than 50 metres. The lines that work keep working as long as you avoid sharply pulling it out of weeds and avoid getting the inadvertent knots mentioned above.

VICTORIAN STATE CHAMPS

continued from page 17

With 17 inches of rain on the previous weekend and flood warnings around Springhurst the State Championships, were not looking good however Kevin McMahon assured us during the week things were drying out - although he did say that if we drove onto the field and got bogged it would be our problem. The weather forecast (calm, little or no rain) looked good. We saw water beside the road as we drove up but when we arrived at the field at lunchtime on Friday a number of flyers had driven in along the fence line and the surface was quite firm.

Saturday was still and sunny, with a gentle breeze from midday until evening. We said it couldn't get better but it did. On Monday morning flights that maxed could be caught just a few metres from the line.

Four out of the nine entrants maxed out in F1B. The fly-off was held the next morning, with Richard Blackam being a clear winner with a ten minute max. Combined Vintage had eight starters but only one max out, this being Malcolm Campbell with his Seraph. In Open Power Roy Summersby had a disaster in his third flight in leaving Gary Odgers to win with a clean score.

The Shaw Cup, first flown in 1929, has a list of winners that is a who's who of (mainly Victorian) free fliers. The trophy is now for Open Rubber in the State Championships and this year there were three contenders in the fly-off, Gary Odgers and Peter Greenhill from Victoria and Jim Christie from NSW. Jim launched his long fuselage number first but something was wrong and it dived in at 14 seconds. Gary and Peter got away soon after and put up reasonable (for OR) flights of about 6 minutes. Meanwhile Jim set about assembling another model using the wings from the first. He wound and launched in the nick of time, had a good climb, and found a nice patch of air for a 7:09 winning flight.

F1C resulted in the student, Terry beating his teacher Roy with a very competent max out.

It was very good to see the group from Queensland and NSW, as well as a good attendance from Victoria.

And thanks to Kevin McMahon for allowing us to fly on his property, and also producing such great weather for us! Many farmers might have said, "no, the paddocks are too wet", but not Kevin, who encouraged us to come.

Vin Morgan



The author's magnificent Phönix D1

Some time ago (1987), an opportunity arose when I found myself heading off towards France to play with rubber models. The opportunity was to spend a month in England, being in the area as I was. So contact was made with the free flight scale lot via a letter to "Aeromodeller", passed onto the scale editor Bill Dennis and then to Charlie Newman. After several days of checking out F/F scale models, I decided to go back in 1989, specifically for flying in the scale Nationals at Barkston Heath and to catch up with friends, and also a quick trip over to Poitou to fly Wake and Coupé.

The intention was to continue doing this sort of thing, but various things like work, lack of work and money, house, mortgage, etc provided endless excuses not to, until 2010/11, when no excuses could be found.

So the Phönix D1 was chosen to be built, trimmed and packed to survive airline baggage handlers, all in about 7 months. The Phönix was chosen because it was drawn up some years earlier, fuselage sides were already built and it sort of looked about right, to me. Also the stumpy nature of it would fit the size box I planned to use. I have also found that a few compromises



The above three shots are of Gary's Phönix D1. The glide-killing radiator is still on the wing. It was lost at a Christmas fly in, and the model flies infinitely better without it. An ED 2.46 Racer hides under the dummy motor. Sorting out well now.

have to be made because of transport needs, so pure aesthetic and idealistic thoughts needed to be re-arranged.

Everything got done on time and on 27 August it was flying in the very strong wind at the Nats, however, lack of trimming time at home and being somewhat intimidated by the conditions (wind, cars, lots of spectators and a large trade tent area downwind), led to my failure to achieve a qualifying time in the three rounds on Saturday evening, and the last three rounds on Sunday were cancelled due to more strong wind. Three people did qualify in each event, Power, Rubber and CO₂/Electric, so 1st, 2nd and 3rd places were all filled in the first three rounds.

The quality and flying models at the sharp end is of a very high standard. Peter McDermott's winning DH 9A flight was magic; perfect straight take-off and climb-out, with a long power run and excellent glide, landing on the last service runway in front of the trade tents, and just to top it off, the model approached landing through a rainbow. Well he is after all a World Championships winning R/C scale flyer too – well done, Pete.

Mike Smith's winning electric twin engined DH 10 was also in the same



Peter McDermot's winning DH9A. Big and beautiful, possibly has Webra 2.5cc power.



Mike Smith's winning DeHaviland DH10. Fantastic in static and flight.



An evening at Port Meadow, Oxford. Left to Right - Charlie Newman (Madcap on ground), Lawrence Marks (Piper Cub and Bristol MID) and Steve Glass (Hurricane, Mills 1.3, pendulum ailerons, very stable but underpowered.

flying category (but no rainbow) and both were big and statically magnificent.

Didn't see everything but it has to be said that organising, running and judging of the event was top class, despite some of the conditions, and being there and participating was again a pleasure, even without getting a score.

Well, that was the Nationals part. The rest of the four week trip was very busy and too much to write down, and probably too tedious to read, but a few bits need covering-

Arrival in Manchester and staying with Gerry and Mary Levay near

York, I had a good few days of seeing the moors (in Gerry's Triumph TR6), plenty of steam trains and a day at the RAF Elvington – Yorkshire Air Museum.

Then passing on to Bill Dennis near Nottingham and an evening with Richard Granger saw a drive in Richard's 1904 Stanley Steam Car, a real highlight, and inspecting his "toy shed", where he was rebuilding two Triumph motorbikes, a Fiat 500 and the

Gary's been busy since he got back, building a 1946 Black Magic. He says it was "nice and simple" and has AM 25 power. Yet to be flown.

Archaeopteryx, an amazing tailless aircraft built by Richard's father in the 1920s (see next page).

An evening fly-in at Church Fenton had about 20 people there on a Wednesday, and loads of rifling through plans, models and goodies at Bill's place.

On to the Nats and the best B&B stay at Brant Broughton, then on to Charlie Newman near Oxford and another good flying evening at Port Meadow, with some of the locals. Two day after the windy Nats it was dead still – good flying. More steam trains at Didcott, then on to Old Warden, but this where things went slightly bent.

Arrival at the Old Warden airfield found me in a very dodgy condition and it was decided that a more constructive day would be had at Cambridge Hospital, so the Old Warden aircraft are for "next time". Reasonably sorted out, with a little bag of drugs, the trip continued with the 75th Spitfire Anniversary air show at Duxford. Some great toys there and more model flying at Peterborough the next day. A bit breezy and a bit of rain but lots of people and flying; good stuff but really starting to run down a bit now.

Last few days in Hampshire with Derek and Marilyn Knight, marine and boatie stuff in Portsmouth, having a good look at Derek's machining and moulding business, and more scale modelling stuff.

Finally off to Heathrow and home to spend the next two months coming back to reality and recovering from the remains of my previous ailments.



So my intention is to catch up on a heap of other stuff this year and hopefully repeat the whole thing, or most of it, in 2013. Just good being there, and being home again too.

Gary Odgers



Gary Odgers provided details of this fascinating aircraft mentioned in his Scale Nationals article; flies as a F/F model too. Love the name!

ARCHAEOPTERYX

The Granger brothers were responsible for the one-off Archaeopteryx swept wing semi-tailless ultra-light which first flew in October 1930. It has a conventional fin and rudder but wing tip elevons are used for pitch/roll control; they operate symmetrically as elevators and differentially as ailerons - what could be simpler?

Power is not abundant and the pilot must remember to retract his elbows if any climb performance is required. He is entertained by a series of pitch oscillations during take off and landing; but when the ground is left behind Archaeopteryx is easier to fly than pronounce. *(Gary talks about it on page 43)*

Name	Class	Kiwi	PanAm	Max Men	Vic St Ch	Kotuku	Omarama	SCC	AFFS	Aus Nationals	WA Trial	QLD St Ch	WA St Ch	NSW St Ch	Qld Trial	Sum of best three	Sum of best four	Sum of best five
		Feb 11, 12	Feb-14	Feb 17, 18	Mar 10, 11	Mar 19, 20	Mar 22, 23	Apr 2, 3	Apr 4, 6	Apr 15, 16	Apr 21, 22	Apr 21, 22	Jun 2, 3	Jun 9, 10	Sep 20, 21			
Phil Mitchell	F1A	1260	x1260	x1260				1110	1260							3630	0	0
Malcolm Campbell	F1A	1260	x1260	x1210	1079	x1259	x720	1176	995			1133				3569	0	0
Neil Murray	F1A							1093	1127	1260	596					3480	0	0
Vin Morgan	F1A				983			1084	1109	1149	417					3342	0	0
Albert Fathers	F1A				913	180		907	630			1193				3013	0	0
Tahn Stowe	F1A				663				1002	1212						2877	0	0
John Lewis	F1A											1042				1042	0	0
Paul Rossiter	F1A									1010						1010	0	0
Ben Lewis	F1A											1003				1003	0	0
Chris Behr	F1A									611						611	0	0
Van Richards-Smith	F1A											564				564	0	0
Ted Burfein	F1A											361				361	0	0
Ron Munden	F1A											464				464	0	0
William Jones	F1B				1260	x1227	1260	1260	1260			1238				3780	5040	6278
Terry Bond	F1B	x1229	1260	1260	1186			1215	1260	1260	1222					3780	5040	6262
Richard Blackam	F1B				1260			1260	1250	1242	1260					3780	5030	0
Vin Morgan	F1B	1260	x1131	1242	1147			1260	1260	1149	1185					3780	5022	0
Bryan Oliver	F1B				1260			1230	1163	1260	1260					3780	5010	0
Leigh Morgan	F1B				1260			1260	1260	1014						3780	4794	0
Gary Pope	F1B				1125	x1118	1137	1180	1260	1260	1237					3757	0	0
Paul Rossiter	F1B	1165	x1196	x1097				1202	1227	1216	1214					3657	0	0
Albert Fathers	F1B				1179	1221	x1210	1178	1182			1141				3582	0	0
Ted Burfein	F1B							1039	1260			1241				3540	0	0
Neil Murray	F1B								1260		1190					2450	0	0
Percy Wright	F1B							1141	1192							2333	0	0
Ben Lewis	F1B											1190				1190	0	0
Craig Hemsworth	F1B				1083											1083	0	0
John Lewis	F1B											1065				1065	0	0
Mark Armour	F1B											900				900	0	0
Graham Maynard	F1B								634							634	0	0
Colin Crowley	F1B									624						624	0	0
Van Richards-Smith	F1B											619				619	0	0
Matt Hanaford	F1B							570								570	0	0
Ron Munden	F1B											479				479	0	0
Roy Summersby	F1C	1260	x1260		1194			180	1260	1162	14					3714	0	0
Terry Bond	F1C				1260			1086	1223	1134	667					3617	0	0
Gary Pope	F1C				186				1191	720						2097	0	0
Colin Crowley	F1C									1043	510					1553	0	0
Percy Wright	F1C							1039	326							1365	0	0
John Lewis	F1C											1046				1046	0	0
Ron Munden	F1C											846				846	0	0
Ted Burfein	F1C							195				266				461	0	0
Chris Behr	F1C										288					288	0	0
Bill East	F1C															0	0	0
Graham Maynard	F1C															0	0	0
x																		

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